

The

**Buzzing** Club®



Volume 41

Number 3

June 2022

La sezione motori  
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essere anche  
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*Bicicletta*

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(The suffix (D) above indicates a Director of the NACC Ltd. company)

General enquiries; please contact [hello@thebuzzingclub.net](mailto:hello@thebuzzingclub.net). Items for the August 2022 magazine to be sent to [editor@thebuzzingclub.net](mailto:editor@thebuzzingclub.net) and reach Dave at Buzzing Production well before Friday 15th July 2022 as by that date 99% of the magazine will be finished.

Cover image - a Zanetti 'Bici-zed' advert from the 1960s, an Italian take on the hugely-successful VéloSolex. The text points out "motorised, no pedalling, can be used as a 'motorino' (generic term for small-capacity mopeds and scooters in Italy) and can also be used as a bicycle. The engine is demountable and it can all be put in the boot of your car." The Zanetti company also claims 2,500 sales and assistance points throughout Italy.

(Image courtesy of Dave Gates)

## Club Information

### Membership

Membership of the NACC in the UK costs £18.00 a year. Associate Membership is £3 in addition to the full membership fee. European membership costs £20.00 and the rest of the world £25.00 per annum. Application forms are available from Membership Administration (see previous page) or downloadable from our website [www.thebuzzingclub.net](http://www.thebuzzingclub.net) - click on "Join the Club". **Our bank is the HSBC, sort code 40-47-11, account no. 52867664, for payments and renewals by BACS transfers. Our BACS account name is The National Autocycle and Cyclemotor Club Ltd - please use this title.**

### Dating and Registration

The current dating fees for club members are: £10 (£20 for non-members) for a certificate supporting an application for an age-related registration, £12.50 (£30 for non-members) for processing a V765 application. Contact the Machine Registrar for details, please send an SAE.

### Affiliations

The NACC Ltd. is a member of the **Federation of British Historic Vehicle Clubs** and we have corresponding agreements with; the Register of Unusual Microcars, New Zealand Classic Scooter Club, the Bermuda Classic Bike Club, Rijwiel Hulpmotor Club Nederland, AML GC17 in France, and the British Two Stroke Club.



### Club Insurance

Full and Associate members of the NACC can benefit from our Footman James NACC Insurance Scheme, offering a range of policies to suit Autocycle, Cyclemotor and Moped owners, including those riding sub-50cc machines on full car licences without a motorcycle licence or CBT. Please quote your membership number when contacting **Footman James on 0333 207 6293**.

### Library

Dave Beare can supply copies of material held in the NACC Library (contact Dave for a copy of the Library List, see previous page for his details)

### Website

**www.thebuzzingclub.net** Our website has up-to-date news on upcoming events, a regularly-updated events calendar and news of section & club activities. Next time you're on the 'net take a look.

## Events Calendar

If you want to organise a club-permit event and wish information to appear in Buzzing in time, please write to the Events Secretary at least 2 months prior. Application forms can be downloaded from the NACC website. Events organised at short notice (min 28 days), apply via email or in writing to Events Secretary Bob Jeffcoat to ensure issue of a permit. Details will be posted on the NACC website. **Signing-on sheets must be returned within 14 days of holding the event.** The rule for riding on NACC events is **no membership card- no ride**. Those who cannot produce a valid card have to pay a £3 day membership fee. All participants must personally sign the official sign-on sheet issued by the Events Secretary. Events shown in **BOLD** on the next page are official NACC events, those not shown in bold are non-NACC events which may require a day membership payment.

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## Chairman's Chat

We're currently enjoying a spell of warm Spring weather down here in Kent after a shaky and cold start to the riding season. The lighter evenings encourage us to stay out later either on the bikes or working on them in the garage. Yet another Wisp has joined my stable and is on the bench awaiting a good clean and some spannering and the Roadie needed a bit of post-MoT attention which has now been done and it's on the rota for exercise.

The Club events calendar is bulging at the seams with plenty of opportunities on offer for meeting up with friends for a ride around the countryside. In early May, I visited the Thames Valley Group who, under the capable leadership of Robin Cork, mustered a variety of machines to display at the Basingstoke Festival of Transport. This huge event is a free day out put on by the borough council, supported by Rotary, and gave us the chance to showcase the Club with the possibility of signing up new members. As always, the bikes stirred memories for the visitors to the stand. Even the BSA Ariel Three owner on the adjacent stand was moved to join us so, Paul, if you're reading this – welcome!

Loading the bikes in the car park after the event, we met a moped hero, Paul Taylor, who undertook a charity ride on a Tomos last year, visiting places in the UK with odd-sounding names. The fear of provoking outrage prohibits me from mentioning the route but those of a strong constitution can look up [www.44teeth.com](http://www.44teeth.com) and read the blog.

Have you booked in for the National Rally yet? Held over the first weekend in July on a farm camp site this year, it promises a couple of great runs through some of our fair land's finest countryside around Shifnal in Shropshire. Don't miss out – see June's News from HQ on the opposite page for details. Also, if you're coming to my Summer Camp in Kent, the details are in my Section Notes. The cut-off date is June 22nd so book now!

I look forward to seeing some of you at one or both of these events.

**Nick Devonport**

## News from HQ.

**NACC National Rally:** We're holding the event on the weekend of 1-3 July at a rural campsite near Telford and Shifnal; Ted's Hunger Hill Camping, Hunger Hill Farm, Sheriffhales, Shifnal TF11 8SA, as it has a large grass area with loos and a shower block. We'll have a couple of gazebos to erect in case of rain! To find Ted's Hunger Hill, locate the A5 to B4379 crossroads with traffic-lights, turn north up the B4379 toward Sheriffhales, go through the village until you see Kettlemore Lane on the right, turn into Kettlemore Lane, go through the housing estate and on up a single-width lane. Ted's is about half a mile up the lane on the left. It will be a self-catering weekend as there are no catering facilities on-site but lots of takeaways nearby at Shifnal. We'll have a run out each day on routes organised by Ian Harris (thanks Ian!), - the Saturday run to Halfpenny Green aerodrome via Patshull is 45 miles and the Sunday run out is to RAF Cosford at 22 miles, both led by John Burgess and using the second-man drop-off system.

Cost is **£20 per pitch per night** (not per person as previously advertised) for camping and you need to book directly with Ted on 07807 798288 or [info@hungerhillfarm.co.uk](mailto:info@hungerhillfarm.co.uk). When booking please say you are with the NACC cyclemotor group for the national rally. Electric hookups are available at £5 per night. For those not up for camping there is a Premier Inn at Stafford Road, Newport TF10 9BY, (0333 3231 1352) about 5 miles from Sheriffhales. Any updates will be posted on the NACC website. Contacts for more info are Nick on 07833 623630 or Dave on 01686 669811.

Below, a memory from the 2015 National Rally at the Wolverhampton Rugby Club. Hopefully we'll be back there again next year! Fingers crossed.....





# NSU OWNERS

'GET-TOGETHER & QUICKLY GATHERING'

SUNDAY, SEPTEMBER 18th 2022

Caldecotte Miniature Railway

Caldecotte Lake

Lakeside Grove

Bletcham Way

Milton Keynes MK7 8HP

From 11.00 am to ----

Hello all you NSU owners, welcome to the Caldecotte Miniature Railway for this year's UK Treffen. They have invited us on to their display field in the centre of their 7 1/4" gauge circular running track. Open to all NSU cars, motorcycles, scooters, Quick 50's, bicycles and of course Quicklys. On arrival, check with the level crossing keeper for access on to the field.

Ample parking for 'modern cars' and trailers. Hotel, food and toilet facilities nearby. Bring your own seating and **centre stand pads**. We will have a gazebo for shelter and sale of small parts and memorabilia. Andy and Sue will be attending, so if you need any Quickly parts, please order in advance, you will be able to collect them on the day.  
[www.nsuquicklyspares.co.uk](http://www.nsuquicklyspares.co.uk)

## LOOK OUT FOR THE NSU BANNER BY THE ENTRANCE

Please note, there is no registration or fee, just turn up and enjoy, although the railway will welcome any donations, then we can come back next year. Mike Sargent is hoping to bring his E Quickly for demonstrations.

### Important Warning.

This is a working passenger railway train system, be aware of moving trains and follow any instruction given by recognised railway staff.

**Moving trains always have priority**

Contact before and on the day – Roger Worton – 07754 521753

[roger@nsuquicklyspares.co.uk](mailto:roger@nsuquicklyspares.co.uk)

[www.caldecotteminiaturerailway.co.uk](http://www.caldecotteminiaturerailway.co.uk)

Finally, yes sorry to mention this, but all subject to Covid restrictions in place on the day.

# The EDITOR'S CORRESPONDENCE

The club does not hold itself responsible for the opinions of its correspondents. Please send all items to Dave Beare, contact details on page 2 and please include your name and address.

Dear Dave,

I read with interest in 'Buzzing' April edition the article regarding the chap who had clutch slip problems with his Yamaha T80 Townmate. He blamed the problem on modern synthetic oils, but I'm not sure that this was the problem, I think it was more likely that he had overfilled the engine. The correct amount is 850cc but this should be checked with the sight glass on the crankcase, and only fill up to halfway. There are marks which show maximum and minimum levels. The correct grade of oil for the T80 is SAE10/40 to API spec SE or SF, now superseded with API SG/SH/SJ/SL I note the gentleman in question was using 20/50. I have been running T80 Townmates for over 20 years covering many 1000s of miles and have never experience clutch slip, or indeed have had to replace clutch plates. One important factor is to maintain the correct adjustment to the push rod that operates manual disengagement of the clutch when using the gear lever. This should be set by turning the adjusting screw clockwise to just touch push rod then back off a 1/4 of a turn. If there is insufficient clearance the clutch will slip. Yours sincerely, **John Wakefield**

Dear Dave,

I nearly had a trouser-accident when April's magazine fell open at page 27 and I encountered a full-frontal, unadorned Labinal Micromoteur! I just sat open-mouthed and dribbling with lust, barely able to believe the almost obscene beauty of its sheer Gallic Superlative-osity! In a trance-like state, strange dream-like thoughts ran through my fevered brain (although many would dispute that I even have a brain).

All that weight on one side of the front wheel; the open gear drive to the poor dangling magneto; the 'lantern-pinion' drive roller - did it EVER work in the rain, or did the rain just kill the magneto before any slipping could happen? The apparently great length of unsupported crankshaft carrying the drive-roller and the flywheel. How did the main bearing EVER cope? And the whole thing appears to be attached to the bicycle with MECCANO!

Was the designer a genius or criminally insane? I'd love to hear from anyone who has actually ridden a Labinal, that is if anyone who has ridden one and survived! You can keep your Vincents, Brouchs and Manx Nortons, this thing is more awesome than any of them. PLEASE, please give us more information. Yours etc. **Geriatricus**

*(Thank you Derek. If anyone can send me first-hand experiences of riding a Labinal Micromoteur, I'll publish it here!)*

Hi All,

Having just relocated to East Runton near Cromer I've left behind an active section (and some good friends) in Leicestershire. I'm interested to know if there are any activities or ride-outs taking place within reach of Cromer. I ride a 1953 Brown Autocycle and also a modern, Honda Vision. Please contact me via email:- [bidders52@yahoo.co.uk](mailto:bidders52@yahoo.co.uk) **Paul Bodsworth**

## News

Bill Danks advertised a 1965 Raleigh Runabout “with interesting history” in April’s Buzzing. He then emailed the following: “FTO 448C has an interesting history. As you will note from the log book it was owned by Raleigh Industries from 1965 to 1974. What it did at Raleigh for nine years is a bit of a mystery, but the split-fin motor you mentioned and currently fitted has the same engine number as shown in the original log book. Many years later I learned some, but only some, of FTO 448C’s chequered history.



The second custodian was Anthony Burnet-Smith who had some responsibility within the Graphic Design Department of Raleigh Industries which produced workshop manuals, rider’s handbooks, advertising material etc. I have a workshop manual for an RM 4 which I’m told was his responsibility. When Burnet-Smith left Raleigh he took FTO 448C with him and possibly used it up to the early 90s. He then presented it to his nephew who, as a schoolboy, thrashed it around the local Puxton Marshes. The boy was a nuisance and was duly apprehended by our Bobby, PC Nigel, and his father informed that action would be taken if it did not go.

It came to me in a very sorry state, a multi-coloured wreck. An easy rub down, a can of ivory and a can of green spray paint from B&Q on pensioner’s day solved the cosmetics and a set of piston rings from Aplins (only one was fitted on strip down) solved the mechanicals. I used it for runs when I

first joined the NACC and it was displayed on the NACC stand at the Stafford Show as an example of a cheap restoration. Paul Harris of Codsall fame asked how much I’d spent on the restoration, I replied £24. His reply, ‘well you’ve probably spent £10 too much!!’

About 10 years ago it was on display at our local Wolverley Carnival when that schoolboy, now a man, presented me with the original log book and a strange-looking carrier device which he was told was placed over the fuel tank. With this fitted it was used to transport tools, items and components between the workshops and factories of the Raleigh Empire.”



Tony Etheridge sent in this Cymota advert with “Good News” for Cymota fans - “NEW FACTORY IN FULL PRODUCTION” courtesy of Blue Star Garages. The Cymota engine was a direct crib of the VéloSolex, the motor hidden behind a fairing. It lasted just two short years 1950 to 1952, when a Mk.VI was announced. Surprisingly, the Cymota was publicised extensively in the Netherlands, where a number of them can be seen ridden these days at the Stramproy cyclemotoring weekend.

**THE MOTOR CYCLE** 28 June 1951

*Good NEWS* ... NEW FACTORY IN FULL PRODUCTION ... NEW MODEL CYMOTA GREAT SUCCESS ... ADDITIONAL AGENTS BEING APPOINTED

The NEW 1951

# CYMOTA

The World's best CYCLE MOTOR

- The new 1951 model Cymota is more powerful, more reliable than ever.
- 5-25 m.p.h. and up to 250 miles per gallon.
- Quickly fitted to any cycle. NO clutch, NO gears, only one control—the accelerator.
- Perfectly balanced, the patented light bonnet protects the sturdy British 45 c.c. engine.
- Don't queue for buses or trains—"GO 'BUY' CYMOTA."

Following the successful launching of Cymota twelve months ago, scores of Agents were appointed throughout the country but the number had to be limited to match factory output. With the opening of a new factory, Blue Star Garages Ltd. are now pleased to announce that further appointments occur for the appointment of Agents. Principals of firms interested in obtaining Sales Area representation are invited, in the first place, to WRITE to The Sales Director, Blue Star Garages Ltd. at the address below so that an early interview can be arranged for a discussion on their appointment as Agents.

AVAILABLE IN SIX COLOURS: BLACK, RED, BLUE, MAROON, GREEN, and GREY.

19 GNS

Blue Star Garages Ltd. (Cymota Division)  
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Telephone: WE8ern 9811



## More News

**Where is it now??** “Some years ago I restored then sold a 1963 KTM Ponny. Although I have since then restored a number of classic scooters, mopeds and cycle motors, I regret having sold the KTM and would like to buy it back if it's available. I wondered if any of you know of its whereabouts and if it might be for sale? Unfortunately, I don't remember the registration number other than that it comprised 3 letters and 3 numbers followed by an 'A'.”



Member Richard Mawer saw this rather tired Yamaha at a local machinery auction, it sold for around £300, possibly for its number-plate? Richard thinks it might have been “an elderly bloke's old faithful, left in a quiet corner of an outhouse for many years, very possibly after its owner's death. This is an interesting annual sale, primarily of agriculturally orientated stuff, but other old things do sometimes get entered from the local towns and villages. For instance, I picked up a couple of small lots of tools and old cycle parts, including an original rexine-covered 'bum pad' pillion seat (for a 1940s 350/500 bike) in pretty good nick - a very unusual find indeed nowadays.”



Mike Touhey writes: “This is a Phillips Trade Delivery Bike for a bakery, late sixties or early seventies, purchased several years ago in a very dilapidated condition. It has taken considerable time to refurbish to this condition and I had to obtain some parts from Holland. It is really a rare de-luxe version fitted with a 49cc Power Pak Synchronomatic engine, with all original equipment of Sturmey Archer two speed rear hub, drum brakes front and rear together with front light. The engine has been overhauled and, being a Synchronomatic, when the cables are adjusted correctly closing the throttle twist grip fully disconnects the clutch allowing the engine to run at idle speed with the drive roller kept in contact with the tyre. On moving off pedal forward a little, slowly open the throttle twist grip and the clutch re-engages and off you go. It has recently been exhibited in the ELK Classic Motorcycle show at Ardingly in March getting a lot of attention and photographs taken. It rides very well and surely would have been a pleasure for the delivery rider.”



Below, the way to do it: a photo from the Headcorn weekend in 2014.





## Stafford Classic Bike Show

Now known as the International Classic Motorcycle Show, Mortons once again put on an excellent weekend, with crowds flocking in on the Saturday. These are the serious enthusiasts out to buy whatever they need, most arrive early in the hope of hunting bargains! Not many of those around; there were some very nice small bikes - plus the usual rusty grot - on trader's stalls with inflated prices. Some sold but others didn't and were marked-down appreciably by Sunday afternoon.



## Autocyclus

On the NACC stand we had an interesting variety of thirteen machines on display: two cyclemotors, three autocycles, two 1950s Mobylettes, five mopeds, Bob Jeffcoat's Powell Joybike (which defies classification) and Derek Langdon's amazing 1923 Atlas creation on a period James Grose bicycle frame - seen in the foreground below.



Cyclemotors included Rob Hiron's Cyclemaster, bought in 2021 as a basket-case for £100, now a good runner after another £200 was invested! Autocycles: Ian McGregor brought a 1947 James with a JDL engine, while John Burgess had another James, a 1951 Superluxe with a 2F engine. Neil Howell's ex-Keith Walker Bown Auto-Roadster is in

superb restored condition, completing the autocycle line-up. Mopeds were plentiful; John Burgess led the way with his 1957 Ducati 55 moped which won Best Autocycle again (yes, we know, its not an autocycle..) after winning the same award in February at Bristol.

John Redding's 1973 Batavus Go-Go was an unusual addition to the mopeds line-up, as was Simon Lake's 1980 BSA Beaver. According to the BSA press-release it was supposed to take on Continental imports but was itself mostly EU in origin, with a Franco Morini engine, Italian frame and Paoli forks. Nick Devonport's 1959 Mobylette AV32S came from France via a private museum and did without essentials such as a Dimoby clutch and drum brakes, it just had bicycle rim brakes. Neil Howell's well-restored 1967 Honda P50 is also a rarity nowadays, very few are left still running.

Bob Jeffcoat's Powell Joybike is a unique survivor, the only 80cc version left out of a total of 8 made by Birmingham bicycle dealer H. V. Powell in the late 1950s. Most were powered by a 50cc Mini-Motor engine and were of very simple construction - Powell's slogan was "If it isn't there, it can't go wrong."



Derek Langdon's 1923 Atlas (left) is a wonderful construction, made to the highest engineering quality as is always the case with Derek's machines. The 142.5cc two-stroke engine has a chain-driven magneto and was made by Aston Motor & Engine Co.

There is no clutch, the drive is taken up by tightening the drive belt on a counter-shaft using a jockey-wheel. This is also the method used for taking up the drive on Bob's Powell Joybike.

Derek reports the Atlas cruises at about 18mph on the flat and climbs hills well.





The Bonhams Spring Sale at Stafford produced some surprises. Lot 529, a Bown 122cc Tourist Trophy lightweight motorcycle (left) aroused some interest among the NACC brethren on our stand, it was estimated at £1,800 to £2,800. Come auction day it sold for an astonishing £4,370 inc. premium, well out of reach for enthusiasts. (Bonhams photo)

Other lots of interest were: 441, a Honda ST70 Dax (estd. £1,000-£1,500) made £1,995. From the same vendor was a roughish 1975 Yamaha FS1-E (estd. £800-£1,400) which sold for a whopping £4,830, confirming a Fizzie as an object of great desire for those with deep pockets. By contrast a 1981 Yamaha QT50 (below) sold for just £368.



A 1953 Mini-Motor on a Raleigh frame and a c.1950 Power Pak (below), both from the late Bill Grove's estate, were about average at £483 for the former and £437 for the latter, including premiums.



Lot 468, a 1976 Honda PC50 (below) estimated at £500-£700, made £920!



And finally, a disc-brake 1977 Honda SS50 (right) estimated at £1,500-£2,000, made £4,140!



## Buzz'ards Derwen Run

John Burgess

I was having trouble with my adding up - three departed, four arrived, six lunched and five returned!

Three of us departed from the Corbet Arms: Ken Hayes (Honda Dax), Graham Bennett (Honda Vision) and John Burgess (Velofax). We were seen off by Paul Harris with his 1934 Velocette (below left) and as we joined the main road Angus McDonald was unloading his Mobylette (bottom left) so we waited for him and four intrepid riders set off into the Shropshire countryside.



Upon arriving at Derwen we were greeted by Wirral Wobbler Jim Scott with his 1930 AJS (below) and Jon Chesworth on his BSA Bantam. Jon joined us for the return leg to Uffington, so it all adds up now.





## First Northern Ireland Run 2022

Peter Dalzell

A belated Happy New Year to all NACC Members! Now that Covid restrictions have been relaxed we were able to meet on 13/3/22 at the Newtownards Airport Cafe, Cloud 9, for our first 2022 run. Fourteen riders turned up on what started as a bright dry morning for some of us and a wet and windy journey to the designated starting point for others. We were there early enough for a full breakfast or a light refreshment off an ample menu and a catch up since we last met. The weather went downhill as we watched the heavy rainclouds through the windows for a break and after a discussion to take a vote to cancel or go ahead the sun peeped through and it was time to get the bikes fired up for the off. The route took us along the town by-pass to the Comber Road which opens up to a dual carriageway and allows faster traffic to easily pass us.



Our first casualty was a broken front spindle on Trevor Kirk's New Hudson. He was quickly recovered by Alan and Betty Gillespie and enjoyed the run as a passenger in the recovery vehicle. We pass from a short distance the impressive 135ft high Scabo Tower (left) designed and built by Charles Lanyon in 1857 as a memorial to the Third Marquis of Londonderry for his kindness to the people during the Great Famine.

It sits on an elevated site overlooking the Ards Peninsula from which on a good day Scotland, the Isle of Man and the Mourne Mountains can be easily seen. It overlooks Strangford Lough which had at its entrance an experimental underwater electricity generator. Strangford was named by the Vikings - meaning 'strong fjord'.

Bypassing Comber and old Mill town and home of Thomas Andrews the Managing Director, Naval Architect and designer of the ill-fated Titanic, built by Harland & Wolff that you might have heard of. We remind people that it was OK when it left here.

We then got ourselves onto Ballydrain Road and B roads more suitable for our machines, which twist and turn along the banks of the Lough. We pass the WWT wetlands site at Castle Espie where birds and otters and such congregate. It is a lovely quiet and peaceful scenic undulating route and skirts past a monastic site from the 5th century founded by St. Machaol and visited by our own patron saint Patrick.

The church, sundial, remains of the round tower and graveyard are in ruins now (right) but still attract visitors.

As we had our lunch booked for a certain time the run had to be shortened so we had a short rest just past the old lightship 'Ballydorn' (below) and Sketrick Castle Island near the townland of Whiterocks.

The car-park with facilities

overlooks the local sailing club and can be well filled with cars on better days. Another of the autocycles whiskered a plug but no time was lost in the capable hands of Kenny Davison, the owner.

We used the route in reverse back trouble free to the cafe to put the nosebag on and it was dry both ways. My thanks to all the members who participated, the cafe for the wholesome food, the recovery team and the good man up above who watched over us and kept us dry on a 28 mile run.



## Basingstoke Transport Festival

Robin Cork

Following an application as 'The Buzzing Club', a stand was duly granted for the Thames Valley Group (TVG) section of the club to display its machines. Monthly working-party meetings were held to plan attendance at this show and permission to attend was given by the club's Events Secretary, Bob Jeffcoat. Ian McGregor, the club's Publicity Officer, attended one working group meeting and promised support from the club resources plus machines for the stand. David Beare, our Librarian, made time to provide machine data from the NACC archives.

This event is mainly aimed at families, it was well attended and much curiosity and interest was shown by young and older persons. Photographers also took many pictures of our machines.



The machines on display were as follows: Robin Cork - Trojan Minimotor & Cyclemaster Wheel; Richard Waring - Norman Motobyk; John Conroy - Velosolex; Emlyn Evans - Raleigh RM 6; Mike Kinge - NSU Quickly; Ian McGregor - Honda SH 50 and Nick Devonport - Tomos Standard. The chairman noticed an anomalous Aerial 3 machine on the adjacent scooter stand and converted the owner to us as a new member. Well done Nick! A number of other enquiries were received along with new members.

Altogether a very successful day. Fantastic support from both the TVG section plus the NACC Directors and the Publicity Officer.



## Wirral Wobblers Clwyd Chase

Ted Bemand

Ron had a dream, not so much Pied piper of Hamelin, more Sir Francis Drake! This was a non-official Wobblers 60-mile incursion into the north Wales Clwyd hills. A run open to all mercenaries (sorry moped enthusiasts). Sunday 3rd April found a dozen riders assembling in a quiet car park near Mold, sunny but freezing cold! They came from afar; Austin from Manchester, others from Antrobus, Sale and Sutton Weaver. Dave B came all the way from mid-Wales, such is the draw of a Wirral Wobblers run. Ted and Phil rode 25 miles to the start, the rest came with vans or trailers. Our regular lady rider Pat had made little 'yellow & blue' pennants for the bikes and a collection raised a respectable sum to forward to a Ukrainian charity.

The bikes ranged from Phil's almost new Chinese Lexmoto 49cc 4-stroke twist & go scooter (in a 'cerise' colour), according to Allan, to a (being kind) oily-rag New Hudson..but looks deceive, this old lady is a marathon runner and has a bark like a Rottweiler with a sore throat! From Sale the largest bike, a 125 cc Honda, ridden by Steve & his wife Mandy on pillion. 10.30 and we were off.



An undulating 10 mile ride saw us at the first stop, the gap on the side of the Moel Arthur hill with mountain bikers hammering down, testing their front forks to destruction! Another 6 miles got us to the coffee and comfort break at A&D Motorcycles in Denbigh. Then it got serious, one big pull followed by another. Lycra clad cyclists, legs whirling like egg-whisks crawled up, burning thousands of calories. Half way up the steepest part of a 17% incline - the 'road to hell' according to Ron, a regular pedal cyclist - Martin's New Hudson came to a stop.

A farmer offered him a tow up, but he declined and said his 'manservant' Dave Keeling was coming down to push it up, Dave apparently needing the exercise? He emerged at the top, a mirage-like heat haze surrounding him - he certainly had his Wheetabix that morning (see photo next page). Austin offered sympathetic advice while Howard kept his own counsel.





Another 20 miles, it was the lunch stop at Llyn Brenig reservoir: butties consumed, bladders emptied and we were off again, 30 twisty miles through the famous rally-car playground of the Cloacanog forest.

Later Pete, the orange-tabarded backmarker commented: “The yellow tabard procession looked very ‘corporate’ as we swept through Denbigh” and on we went through more little lanes in Ruthin.

Sadly by 4pm it was all over. Was it Pete or Dave who was heard to make the famous Fred Dibner quote... ‘Did you like that?’ To misquote Mr Kipling, “Ron created an exceedingly good route” Interestingly, Austin, Dave, Howard, Pat and Ted were all riding Nanfang powered bikes.... oh and no breakdowns nor punctures. The power of good karma and charity collections!



### Full Circle 3 (from the archives 10 years ago) the late Frank Farrington

WINGED WHEEL INTERLUDE: Someone offered me a BSA Winged Wheel in excellent condition complete with the all-important petrol tank and supports. Approaching middle-age, I was hooked again. I hadn’t seen a cyclemotor for years. By an incredible stroke of luck I found a brand-new BSA Winged Wheel cycle frame with sprung forks, all in correct polychromatic grey. I overhauled the engine but I can’t say it was easy. If anyone is contemplating a Winged Wheel restoration my advice, for what it’s worth, is to think again if they don’t have a precision workshop and infinite patience. The exquisite little BSA requires careful handling. In particular, the long crankshaft is delicate and easily damaged when flywheel mags are hammered off by unskilled hands. Fortunately I was employed in a toolroom at the time so various extractors were easily made (in the firm’s time, naturally!).

 An advertisement for the BSA Winged Wheel cyclemotor. It features a photograph of the complete bicycle and a detailed view of the engine. The text highlights its price and features.
 

*Today's most simple + Economical power transport*

PRICE  
**£31. 4s. 2d.**  
Including tax, excluding fitting charge  
Includes wheel and tyre complete,  
1 gallon petrol tank and fenders

- ★ CAN BE FITTED TO ANY STANDARD BICYCLE
- ★ IS SAFE AND EASY TO RIDE EVEN FOR THE COMPLETE NOVICE
- ★ REQUIRES NO REAL MECHANICAL KNOWLEDGE TO RUN OR MAINTAIN
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- ★ SHOCKS! BATTERY CONTROL ON CLUTCH LEVER FOR RETAINING CLUTCH IN "FREE WHEEL" POSITION.
- ★ HAS CHOKE CONTROL AND THROTTLE IN ONE UNIT.
- ★ IS ROBUST IN CONSTRUCTION YET LIGHT IN WEIGHT—ONLY 17 lb.
- ★ PROVIDES EASILY THE MOST ECONOMIC AND RELIABLE MEANS OF POWERED TRANSPORT.

**BSA**  
*Winged Wheel*

When it was going, the BSA performed well for a machine of only 35cc. Just about as quick, or as slow - depending on your point of view - as a Mini-Motor. I experienced bad starting initially, but underway it was OK. Sick condensers have haunted me throughout my motorcycling career and this was no exception. It was vital to set the plug gap to the recommended 0.15in to 0.18in as cyclemotor flywheel mags are pretty feeble at the best of times. It is a pity the Winged Wheel was late on the scene; it would have been a huge success five years earlier.

In the 1970’s much of the fun went out of motorcycling, for me at any rate. Crash-helmets were compulsory and the old coaching roads had been replaced by dreadful motorways.



Ancient inns and historic houses in our area, some Elizabethan, disappeared forever. The new breed of car driver was relatively uncouth, not having the benefit or experience of a two-wheeled 'apprenticeship.' This also was the new age of the super-moped; 'Fizzys' howled around our housing estate day and night. Was I becoming intolerant, like the Britannic Assurance man all those years ago?

**TOOTHED-BELT DRIVES:** At work, we had developed toothed-belt test equipment on behalf of Dunlop-GRG and Ford Motor Co. (don't blame me for your cam-belt drive problems, I'm a chain man myself) so we had yards of rubber timing-belt material lying around. Stan Greenway, the vintage cyclemotoring enthusiast and electroplating guru, got wind of this and scrounged some from me. He was experimenting with rubber-covered drive rollers. 'Timing belts' started life by being moulded in one long tube, teeth running lengthways, then are mounted on an inflatable mandrel and sliced-up into different widths. When Dunlop were a bit pushed with special orders we used to help them out, slicing it for them on one of our Dean Smith & Grace centre lathes. It was all by 'gentlemen agreements', terms which don't exist in business any more. We used their cutting tool - this was nothing more technical than a battered yellow Stanley knife mounted upside-down in an old lathe toolholder.

Anyway, Stan Greenway asked for some 'uncut' material. I was able to send him lots of this, mostly 3/8 in. pitch. Apparently he had developed a system for bonding strips of toothed-belt, tooth-side out, to cyclemotor drive rollers (Cyclotracteur perhaps?). I didn't see the finished result as Stan lived at the other end of the country (how he found out about our experiments in the first place beats me). He was back on the blower years later for more material, I think for vintage motorcycle footboards this time. As a poignant postscript, on my last day at work in July 2000 I was asked by the management to clear out my "stuff." I emptied my drawer of bits of metal,

micrometers etc., then did my last tour of the engineers' stores out of habit more than anything else. There, tucked away in a corner, were three dusty rolls of toothed-belt, awaiting the phone call which would never come. Stan Greenway and most of my friends at Dunlop passed away many years ago.

**BACK TO THE FUTURE:** Holidaying in France in the 1980s, I'd half expected the place to be overrun by VéloSolexes but saw only the odd 3800 model, utterly neglected as only the French know how.

I located a reasonable 1966 model 3800 in Wales, then my wife Dorothy found her 1967 example in Crosby, Liverpool. Both were complete and running. I felt I was back in 1952 again, carefully removing slender piston rings and scraping carbon out of minute exhaust ports. This time I had a decent workshop, much better than the chicken shed in which I fettled the Mini-Motor.

The Solex 3800 frame is a bit like a Meccano Set. Correction, a LOT like a Meccano set. Woe betide if you don't make sketches and notes of where all the spacers and special bolts go. I was still in employment so took the resultant bundle of strip metal to work and shot-blasted it in my lunch hour, accompanied by ribald comments from the fitters about grit (or a similar word) in their sandwiches. I didn't trust the local paintshop to blast the parts, knowing from past experience how they simply loved to distort my sheet metal with their powerful blaster. Perhaps I should add that the SoleXes were restored separately. Only someone like Bryan Hollinshead could do two at once.

The only parts needing renewal were one big-end bearing, piston rings and the usual synthetic rubber petrol-pump membranes. I had been advised to change these latter as a matter of course. The bearing was sourced from INA. Tyres and tubes looked OK. The original chrome, never a strong point on Solexes, polished up reasonably well with a Brillo pad. Then it was a case of "France, here we come."

We've since had many happy experiences in that country, but that's another story. Both 3800s have performed admirably well, except for a little condenser trouble on mine - solved by fitting a Hungarian replacement. I've had the odd puncture, my fault for using 30 year-old tubes. The French love them, *naturellement*, even little school-kids shout "Solex" as we pass by, which leads me to assume that *les Solex* must be illustrated somewhere in their school textbooks.

Fifty-plus years have flown by since I first ventured out on the Mini-Motor wearing my non-waterproof Sidcot suit and leather flying helmet. I'm back living by the A59 and often think of Windy and his tuned Cyclemaster when I buzz up that particular stretch of turnpike road. Petrol is no longer 3/5d (about 17p) per gallon and oil (non-whiskering, of course) is horrendously expensive.

Things could be a lot worse. Although my legs aren't up to much pedal assistance now, I can see over hedgerows, smell the countryside, park the Solex anywhere and ride up lanes too narrow for a car. For these things I am truly grateful. With regards to all fellow motor-bicyclists!

*(This sadly concludes the late Frank Farrington's wonderful memoir on his cyclemotoring days.)*





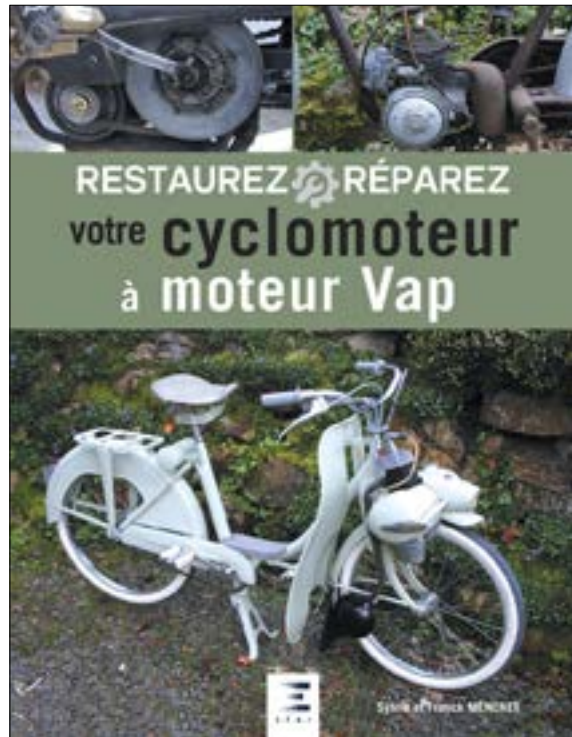
## Bookworm

Restaurez/Réparez votre Cyclomoteur à moteur VAP, by Sylvie & Franck Méneret, published March 2022 by ETAI, Paris, ISBN 979-10283-0493-5. €39 in France.



This new book by Sylvie and Franck Méneret continues their series of publications on how to restore and repair your French moped/cyclomotor. Previous titles have included how to...your VéloSolex, Mobylette and Peugeot.

Each of the four books begin with a brief history of the marque and the various models produced, together with a buyer's guide on what to look out for or avoid and how to correctly identify each model. The following chapter lists what tools you will need to carry out restorations and repairs, and are extremely well illustrated with clear colour photos of each step-by-step operation - dismantling and reaping an engine or the frame, how to respoke wheels, testing ignition coils and setting up ignition timing, repairing damaged carburetors and so forth. Text & captions are in French.



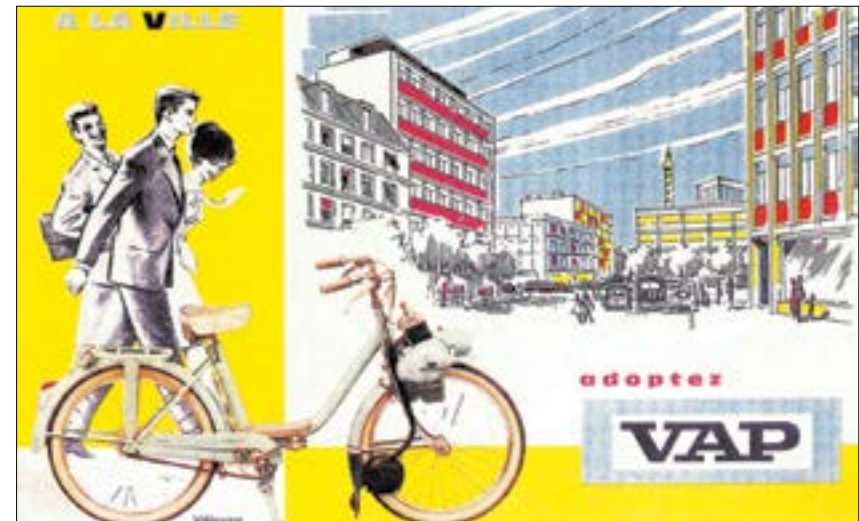
ABG, the company manufacturing VAP engines, was a combine of the BG spark-plug maker and Ariès, a car firm fallen on hard times. VAP models began production with the 1942 VAP 2, made surreptitiously in Paris with materials purloined from factories which were supposed to be making armaments for the Nazi occupiers. The early VAP engines suffered from poor quality but this improved immeasurably after 1945 and by 1948 the VAP 4 had arrived (right), with a cone-clutch and final drive by chain, a much improved setup to the VAP 2's cogged-wheel and internally-toothed ring.

The VAP 4 motor became one of the most successful of all 1950s proprietary engines, being sold, with some modifications, to a multitude of *cyclomotor* makers.



From 1956 the VéloVap went into production, an attempt by ABG to outwit VéloSolex with a front-mounted, front wheel-drive *cyclomotor*, but it arrived too late and was too expensive to take on the ultra-cheap and reliable Solex.

ABG VAP soon progressed beyond the original clip-on engine with a clutch to a 2-speed gearbox version, the VAP G, still based on the VAP 4 design. This engine powered innumerable mopeds, to be succeeded in 1954 with the VAP 55 and 57 series ↓, designed specifically to power mopeds using a belt primary drive à la Mobylette.





Franck and Sylvie's book on ABG VAP is fascinating - the many colour photos are accompanied by large-format line drawings from parts lists, illustrating exactly which bit goes where if you've failed to make notes on dismantling it all! A sample page from the book is reproduced below.

**MOTEUR**

4. Mettre en place le joint côté carter moteur. Les lèvres sont positionnées de telle façon que le ressort de contraste du joint soit visible.

5. Parfaire la mise en place à l'aide d'une douille large. Le joint doit être à fleur et ne pas dépasser du carter. Essuyer le surplus de colle.

6. Retourner le carter et positionner le second joint. Il est monté tête-bêche par rapport au premier, c'est-à-dire que le ressort de serrage est à nouveau visible, mais côté extérieur, vers le galet, cette fois.

7. Parfaire son enfoncement jusqu'à la bulée sur le premier joint. Attention à ne pas repousser celui-ci. Essuyer le surplus de colle.

8. Effectuer la même opération sur le carter extérieur, côté éblouage-carburateur. Celui-ci est monté ressort côté intérieur du carter.

9. La mise en place ne présente pas plus de difficulté.

55

Member "Skungheeny" has amassed a huge collection of moped brochures over the years, which he occasionally shares with us: below is the latest, a superb ITOM brochure front cover. Thanks!

**ITOM**

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**Costruito in aderenza alle disposizioni del Codice Stradale Italiano**

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I ciclomotori ITOM costruiti interamente nella Stabilimento ITOM di Torino con materiali scelti ed attrezzature modernissime, si distinguono per la loro doti di praticità, economia, durata e basso costo di esercizio - Per queste ragioni essi sono largamente diffusi in Italia ed in tutto il mondo.

Les vélomoteurs ITOM fabriqués entièrement dans les Usines ITOM de Turin avec des matériaux choisis et outillages très modernes, sont remarquables pour leur qualité de praticabilité, économie, durée et de bas coût de maintenance - Pour ces raisons ils sont largement répandus en Italie et par tout le monde.



This is the second page of a four-page brochure, giving the technical specifications in English, Italian and French. Importer/distributors were Adimar of 61 Clapham Rd, London SW9.



**TECHNICAL DATA**

**ENGINE** - Of classic structure

- Two strokes - Base stroke 48 x 29,5 mm. - Capacity 49,5 cc. - Compression ratio 7,5 to 1 - Special cast iron cylinder - Alloy cylinder head with decompressor for the starting - Multiple air filtered check - Clutch drum in mechanic with helical teeth. - Engine disengagement by means of patented ball rejector of simple operation. - Internal engine reduction 1 to 2,66 - Final reduction between engine and rear wheel axle: 1 to 16,2 B.H.P. 1,5 HP at 3200 r.p.m. - Ignition by flywheel magnet, with internal coil 5 Watt lighting output - Dell'Ovo Carburettor type TU10 SA - Petrol mixture: 1 to 16 using SAE 40 grade oil - Weight of engine: 10 Kg.

**FRAME** - Of tubular construction of immense strength - Telescope front lock - Headlamp with lateral 3/5 watt bulb - Front and rear tyre 24" x 1" x 1,4 - When the engine is not engaged the machine is pedalled in the same way as a normal cycle - Maximum speed 40 Km/h - Consumption 65 Km. per litre - Autonomy 230 Km. - Total weight of the machine Kg. 15.

**CARATTERISTICHE**

**MOTORE** - Di classica struttura

- Cilindro in due tempi - Alaggio 48 - Corsa 29,5 - Cilindrata 49,5 cc. - Rapporto compress. 7,5 - Cilindro in ghisa speciale - Testa in alluminio con decompressore per avviamento - Distribuzione a luci incrociate - Frizione a dischi multipli con corona in s. mechanic a dentatura elicoidale - Disinnesto del motore mediante regolatore brevettato a sfere di facile comando. - Riduzione interna del motore 1:2,66 - Riduzione finale tra motore e ruota 1:16,2 - Potenza max. cv. 1,5 al regime di 3200 giri - Coppia max. a 3000 giri - Avvicinamento a mezzo solenoide alimentato da 5 watt con bobina interna - Alimentazione con carburatore Dell'Ovo TU10 SA - Miscela al 5% con olio SAE 40 - Peso del motore Kg. 10.

**TELAIO** - Integramente in tubi con sospensione elastica ant. e post. - Forcella ant. telescopica - Faro a 2 luci - Copertura anteriore e posteriore 24" x 1" x 1,4 - Disinnestando il motore si ottiene un'ottima pedaleabilità con sviluppo di ca. 3,20 p. giro - Velocità: 40 Km/h - Consumo Km/65 per litro - Autonomia 230 Km. - Peso totale della macchina Kg. 15.

**CARACTERISTIQUES**

**MOTEUR** - De structure classique

- A deux temps - Alaggio 48 - Course 29,5 - Cylindrée de 49,5 cc. - Rapport de compression 7,5 - Cylindre en fonte spéciale avec décompresseur pour la mise en marche - Distribution à lumières croisées - Embreyage à disques multiples avec couronne de s. mechanic avec denture hélicoïdale - Débrayage du moteur avec régulateur breveté à roulement de facile commande - Réduction intérieure du moteur 1:2,66 - Réduction total sig. moteur roue 1:16,2 - Max. puissance HP 1,5 à 3200 t/m. - Couple max. à 3000 tours - Allumage avec solénoïde alimenté de 5 Watt avec bobine intérieure - Alimentation avec carburateur Dell'Ovo TU10 SA - Mélange au 5% avec huile S.A.E. 40 - Poids du moteur Kg. 10.

**CADRE** - Entièrement en tubes avec suspension élastique avant et arrière - Fourche télescopique - Phare avec 2 lampes 24" x 1" x 1,4 - Avec moteur débrayé on peut aisément pédaler avec un développement de ca. 3,20 par tour. - Vitesse: 40 Km/h - Consommation Km, 65 avec 1 litre - Autonomie 230 Km - Poids total de la machine Kg. 15.

**Zike + Zeta - the future path?**

**Autocyclus**

The modern electric bicycle phenomenon is nothing new - such machines have been around since 1899 when Humber introduced an Electric Tandem, driven by 4 x 12volt lead-acid batteries and said to be capable of 40mph on a cycle race-track.



In time of hardship, as in wartime France after the Nazi invasion when fuel for anything was strictly controlled and unavailable to private motorists, many people reverted to electric power as they still had supplies of this energy at home. In the photo below the batteries might be in the side-car. (LAPI/Roger Viollet/Getty)



Many NACC members have electric bicycles, 'pedelecs' in the current jargon, and I confess I also own one. It is a late-1990s Xipi put together in Banbury with a 250w rear-wheel motor fitted to a Raleigh Diamondback aluminium mountain-bike frame, 24-speed Shimano gears and hydraulic Shimano disc brakes.

One man thought he had got it sorted in the early 1990s - Sir Clive Sinclair (1940-2021) - inventor of the first pocket-calculator (Executive, 1972), the first digital watch (Black Watch, 1975), and most famously the Sinclair ZX80 home computer (1980) followed by the ZX Spectrum of 1982.



Perhaps Sir Clive's most infamous invention was the Sinclair C5 electric three-wheeler, launched in 1985 with much PR trumpeting of its virtues, but in use on the streets it proved underpowered and very vulnerable in traffic.

Anticipated production figures of 100,000 in the first year proved hopelessly optimistic and only 4,500 were sold before production was stopped in August the same year, causing a financial crisis leading to Sinclair Research going bust in October 1985.

By 1990 Sinclair Research was down to three people in the office (Sir Clive and two staff), reduced from 130 employees before bankruptcy in 1985. Personal transport remained one of Sinclair's obsessions and he designed the Zike electric bicycle, launched commercially in December 1992.

The Zike was a small, portable, light electric bicycle that advertising claimed "... is pollution-free, may be ridden by anyone over 14 without a licence or road-tax and used wherever a normal bicycle may go." The frame was made of "aircraft-grade alloys and the

latest ICI composites, for an all-up weight of just 24lb."



The battery was a nickel-cadmium cell which

could be recharged at home using the charger supplied in an hour. The battery was housed in the main frame tube.

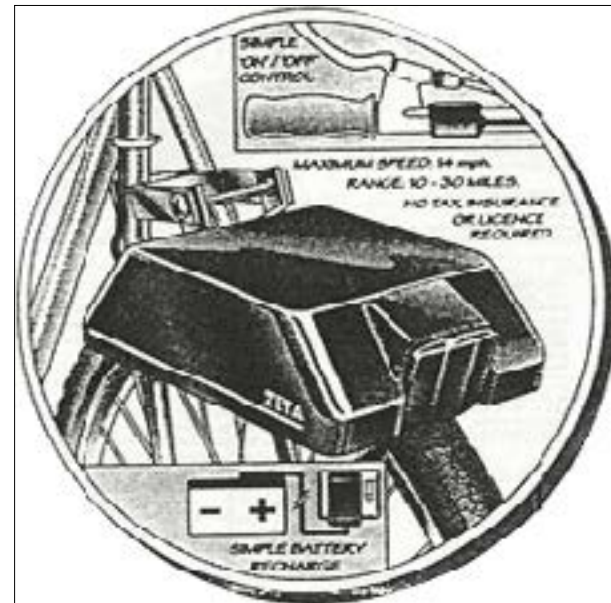
The motor was "smaller than a jam-jar" and made of Neodymium-Iron-Boron which could "propel a 17-stone man along at 15mph", the legal limit in 1992. The Zike sold for £499, plus an extra £25 for the wire basket!

Announcing  
the greatest  
invention since  
the bicycle.



Above, main picture from the official Zike brochure. The control had 3 settings: 1 - where it did all the work; 2 - with some lpa and 3, pedalling constantly. Range was said to be from 2 to 3 hours on setting 3.

The Zike.™



Then came the Sinclair Zeta (Zero-Emission Transport Accessory), launched in 1994, an electric motor and battery unit clipped onto a normal pedal-cycle which sold new for £144.95. It was immediately obvious from early buyer's experiences that neither electric motor power nor battery life were as advertised, though it could be a useful addition when climbing hills.

Nevertheless, around 15,000 Zeta I models sold up to 1997, when the smaller and lighter Zeta II was marketed. Control was via a simple on/off switch on the handlebars.





The Zeta II was said to be a great improvement on the Zeta I (left). The simple roller-drive was replaced by a belt which increased the contact area on a bicycle tyre and reduced slip in wet weather.

The battery was now a small lead-acid one suspended from the cross-bar, with a claimed range of up to 5 miles or, if pedalled, then up to 14 miles might be achievable.

A report written in 1997 by Keir

Finlow-Bates for the Cambridge Cycling Campaign, newsletter #14, said that "A) 8-10mph, the speed at which the Zeta II propels you, is very slow; B) the electric motor whines loudly enough to turn heads when you pass by, and C) the 'assistance' from the device is almost undetectable. If you don't pedal, any slight headwind or incline causes to motor to go into overdrive and the temperature cut-out mechanism switches the motor off within minutes. You then have to wait about 10 minutes before it starts working again."



The Zeta III was launched in 2000 with claims it was a vast improvement on the previous two models but it was still pretty pathetic. 'Lemmy', writing on the Pedelecs website, reports that the Zeta II "...was utterly, totally useless and a complete waste of money. The power level was so low you couldn't tell whether it was on or not - unless you were on the flat, where it would push you along at such a low speed that you could hardly balance. I'll never understand how they had the nerve to put it into production, let alone to sell it to anyone."

Technology has marched on in the last two decades and pedelecs are here to stay, thanks to the Chinese engineers and manufacturers who now produce affordable, reliable, powerful machines.

**NACC Transfers** Contact Ian McGregor on 07753 167595 for availability and prices.

## NACC Regalia

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Contact Nick Devonport by email to [nick\\_devonport@hotmail.com](mailto:nick_devonport@hotmail.com), mobile 07833 623630 or by post: 28 Bridgeside, Deal, Kent, CT14 9SS to obtain a postage-inclusive price for your order. Once this has been agreed, please pay by BACS transfer (NACC bank details are on page 3) or a cheque made out to NACC Ltd. - and wait for your postie. Regalia available at selected shows.

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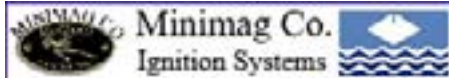
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