

Journal of the National Autocycle & Cyclemotor Club Ltd.

The

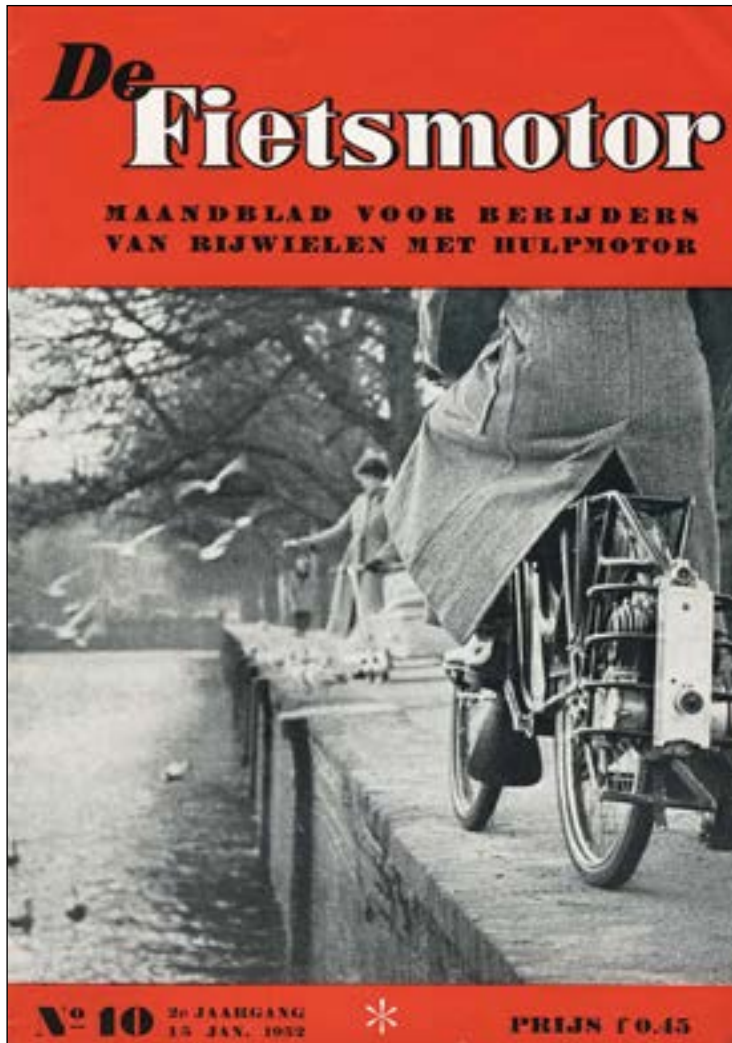
Buzzing Club®



Volume 41

Number 5

October 2022



www.thebuzzingclub.net



The National Autocycle & Cyclemotor Club Ltd.
A company limited by guarantee.
Registered Office: 5 Sandy Lane, Codsall
Wolverhampton WV8 1EJ. South Staffs.

Committee Members & Contacts

Chairman & Regalia Nick Devonport (D)	28 Bridgeside, Deal CT14 9SS, Kent 07833 623630 ✉️ nick_devonport@hotmail.com
Treasurer & Secretary Liz Butler (D)	Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ 01902 842198 ✉️ rterry526@btinternet.com
Club Historian & Membership Enquiries. Rob Hirons	30 Rose Way, Stoke Golding CV13 6HG ✉️ robert.hirons@outlook.com
Machine Registrar, dating certificates and V765. Phillip Wright	18 High Lee Grove, Flockton WF4 4FG 01924 962056 (6-9pm only) ✉️ phillwright163@gmail.com
Membership Admin. FPF Print Ltd.	The Street, Chattisham, Ipswich IP8 3QE 01473 656023 ✉️ info@printingforpleasure.co.uk
Buzzing Production, Webmaster & Librarian. Dave Beare (D)	Treddol, Chirbury Road, Montgomery SY15 6QW ✉️ editor@thebuzzingclub.net ✉️ hello@thebuzzingclub.net
Events Secretary Bob Jeffcoat (D)	72 Glenthorne Drive, Cheslyn Hay, Walsall WS6 7DD 07876 338759 ✉️ nippybob@talktalk.net
Transfers & Publicity Ian McGregor	34 Copperfield Ave, Uxbridge UB8 3NX 07753 167595 ✉️ i.mcgregor688@btinternet.com
Data Protection Officer Phillip Wright	see Machine Registrar above.
Committee members	Hon. past President David Casper (D), Alan Hummerstone

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

General enquiries; please contact hello@thebuzzingclub.net. Items for the December 2022 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production well before Friday 18th November 2022 as by that date 99% of the magazine will be finished.

Cover image: An odd adaptation of the Itom Tourist engine from the Netherlands in January 1952, the Batavus-Itom, which used a roller-drive Itom engine suspended from a tubular frame behind the rear wheel. The theory was to enable owners to use the rear carrier and keep oily emanations and noise well behind the rider. According to De Fietsmotor testers the cyclemotor handled well despite a lot of the weight being outside the cycle wheelbase. Unfortunately, the roller was prone to slipping in the rain due to the amount of water thrown over it by the rear tyre.

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 - 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 then 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.

The views expressed in articles and letters contained in Buzzing magazine are not necessarily those of any officers or members of the National Autocycle & Cyclemotor Club Ltd. Any information, including advice and suggested modifications contained in Buzzing has not been tested, checked or approved by the National Autocycle & Cyclemotor Club Ltd. Before acting on any such information you should obtain appropriate technical advice and if necessary have the work carried out by a professional motorcycle engineer. The individuals listed as marque specialists do so in good faith on a voluntary basis and the Club cannot accept liability for the consequences of any information provided by them. Save as required by Law, the Club cannot accept liability for any loss or damage resulting from the use of any information contained within Buzzing or any other publication by the Club. "NACC" and "The Buzzing Club" are the UK registered Trade Marks of the National Autocycle & Cyclemotor Club Ltd. under Nos. 2539025 and 2544773. All rights reserved © 2021. All content copyright of respective contributors. Articles, photos etc. published in Buzzing may also be posted on the NACC website and recorded in the NACC archive. No reproduction of any kind without written permission of the NACC Ltd.

News from HQ.

ANNUAL GENERAL MEETING 2023

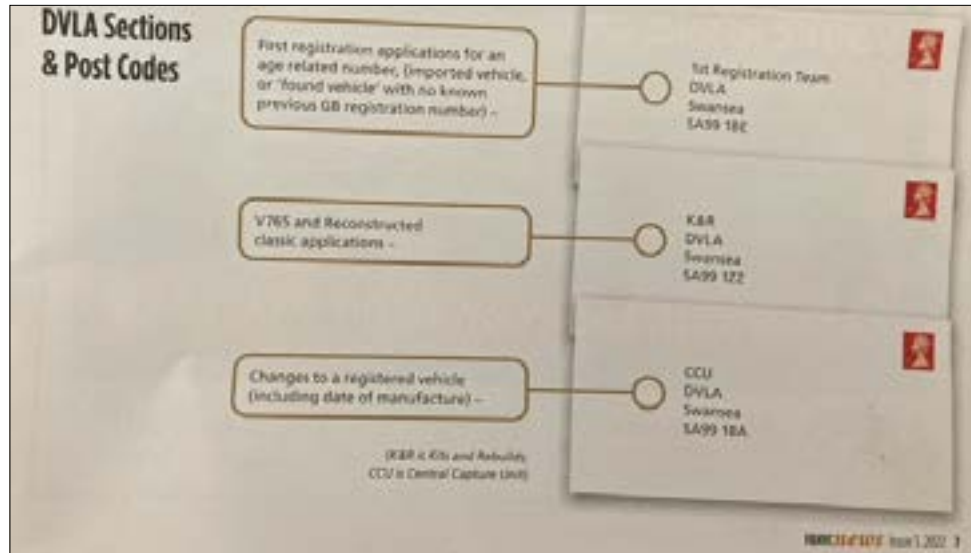
We hereby give Formal Notice of the Annual General Meeting of the National Autocycle & Cyclemotor Club Ltd. Due to the success of holding last year's AGM via Zoom we have decided to continue with this format for the 2023 AGM. This will be held via Zoom on Saturday 28th January 2023, commencing at 10.30am. Members who wish to participate should contact Secretary Liz at least a week prior to the 28th January 2023 so that a link to the meeting can be emailed to them.

Any proposals or items for the agenda to be sent in writing to reach Secretary Liz by Saturday 29th October 2022. Proposals should be seconded, also in writing. Likewise, anyone who would like to offer their services to the Club as a serving officer to send their proposal in writing by Saturday, 29th October, again these also need to be seconded.

Liz Butler, Secretary, Rose Cottage, 5 Sandy Lane, Codsall, Wolverhampton WV8 1EJ



From the latest issue of the FBHVC newsletter, some useful addresses for where to send your requests to the DVLA. Thanks Phill!

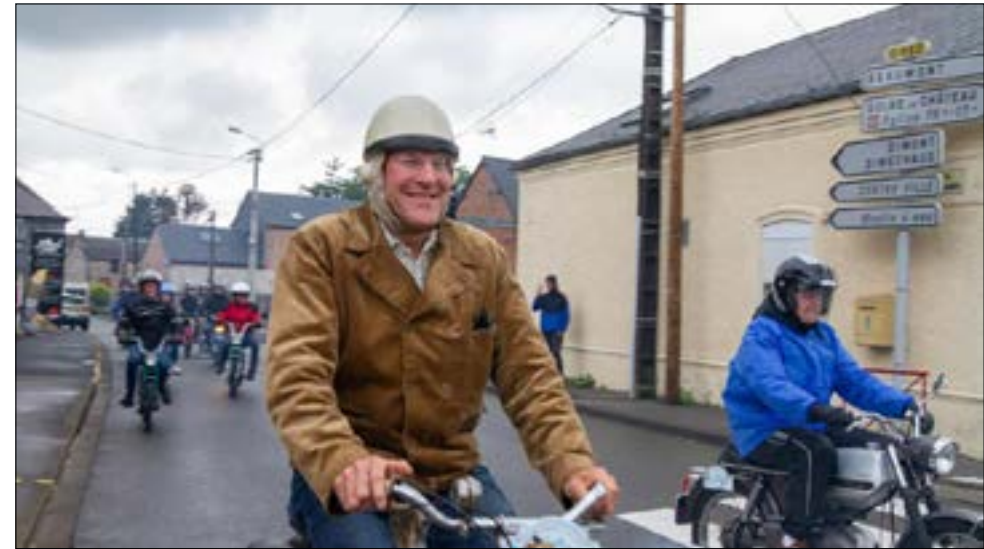


News



La Voix du Nord, the northern regional newspaper of France, published a report on the 2022 Rando Cyclos event, entitled "Old bikes popped and banged around the Sars Poteries area last Sunday (5th June), celebrating the 29th anniversary."

The photo below is of Naud Aendekerk on his Mosquito 38B, courtesy of La Voix du Nord.



Autocycle tyres back in stock - Tony Etheridge has more 225 x 21 tyres in stock, suitable for many autocycles. Tony's contact details can be found on the inside back page. Don't delay, they soon sell out!

The Banbury Run 2022

Derek Langdon

Derek writes re the description of his 1927 Atlas re the Stafford Show report in June's Buzzing: You mention the drive being taken up by tightening the drive-belt, but I only slacken the belt (wing-nut on the jockey wheel adjuster) to manoeuvre the bike into the shed. I toyed with the idea of a 'slipping belt clutch' and decided the wear & tear would outweigh the advantages. On the road it's 'fixed-drive' using the decompressor at traffic stops. Below- Derek's Atlas at the 'loosely-assembled' stage.

The engine-designer had the bright idea of venting the decompressor onto the primary chain to give some lubrication and I've kept this feature. What actually happens is that a) it blasts all my carefully-applied chain lube OFF all over the place, and b) it makes it hard work to start because the small-bore pipe doesn't release enough compression!



THE BANBURY RUN: I was pleased to be accepted for the VMCC Banbury Run this year and arrived early. In the paddock I was between a huge Indian Powerplus (1,000cc) and a beautiful BSA v-twin sidecar outfit, with rider and passenger in amazing period costume.

I had intended to spend time at the autojumble, but instead spent ages gawping at the arriving machines. There weren't many NACC-type machines but I found a 1902 211cc Minerva and a 1901 1¾hp Dart, which were both very much bicycles. Unfortunately I never saw these actually on the road, but I did find two like-minded riders later on. The start wasn't very 'fixed-drive' friendly as we were herded into a slow-moving crocodile. On reaching the start line a lady dropped a flag and those with clutches were off.

ON THE ROAD: When the flag dropped I was frantically spinning the belt-tension wing-nut, but the Atlas fired at the first pedal-stroke and pulled strongly. Mesmerised, I followed a gaggle of riders and turned left at the main road. About two miles later I realised that they were all 'big stuff' and that I was the only tiddler. I was supposed to be doing the short route and should have gone right at the main road! Thrashing the poor Atlas, I retreated my steps and eventually met some bikes more like my own.

THE J.E.S. & KENILWORTH: I sort of bonded together with Bernard (1913 J.E.S. 1hp; a four-stroke cyclemotor fixed within the frame triangle driving via a vee-belt to the rear wheel, with an automatic overhead inlet valve and side exhaust valve; single-speed fixed-drive) and Martin (1921 Kenilworth stand-up scooter, 142cc ohv four-stroke with belt primary and chain secondary drives; single-speed fixed drive, seen right).



All went well for some time, until we missed the turn into Pimple Lane. This added a few miles but I was glad that the others had more of a sense of direction than me. Further on, Martin shed his toolkit in the road but fortunately Bernard saw it fall. I caught up with Martin while Bernard collected the toolbag and spilled contents. Toolkit reattached, we carried on. Below, assembled bikes before departure, photo courtesy the VMCC



SHOWING OFF: I found that both the J.E.S. and Kenilworth were going slightly faster than me on the flat and to keep up I had to push the Atlas harder than I normally would have done. However, we encountered quite a few hills and they really slowed the other two bikes, with Bernard pedalling hard and Martin scooting like mad. I must confess to showing off a bit by steaming past them and waiting at the top for their breathless arrival. Both the other bikes have slightly-odd single-lever carburettors, but the Atlas has a secret weapon for hill-climbing, the Brown & Barlow carb. You simply open the throttle lever and progressively back-off the air lever; the intake snarls aggressively and lets you know that it won't give in to a gradient!

DISASTER: After 14 miles we lost Bernard. We found him a mile back with no sparks. His J.E.S. had two dead ignition batteries! He'd added the second battery as backup and wired both in parallel, but the second one was duff and had drained the good one. Martin produced some dry batteries and they managed to wire them in, but this only produced a very weak spark, not enough to run the engine. After much plug-swapping, pedalling and pushing, a Good Samaritan rode up on a 250 Honda. He arranged to take Bernard to his nearby home to charge his battery AND make him a cup of tea! Martin and I rode on without further incident.

EXHAUSTION: We finished fairly late because of all this but the two bikes went pretty well. I really admired Martin's handling of the Kenilworth, sprinting across junctions and leaping on, his engine always fired up instantly. Around 35 miles standing-up on a small-wheeled bike with no suspension is quite some achievement. The poor bloke looked knackered at the end. I also really loved the sound of his low-revving 4-stroke engine. I got cramp in my right foot at the last traffic lights, but jumping up and down on one leg and swearing soon sorted it. All in all, a great day out. The only downside was that the Atlas used over a litre of petrol!!



Buzz'ard's Oakgates Run

John Burgess

Another new Buzz'ards route for 2022 from the pen and maps of route-master extraordinaire Ian Harris. Ten riders signed in with no confusion over the start venue this time. Ian led us on my Velofax (we have to slow him down somehow) however the pace was still too strong for David Eyres' Bown moped, misfiring due to overheating. David took early retirement and coaxed it back to the start. After suitable al fresco refreshment at Oakgates Garden centre we set off back for Uffington. Yours truly was riding as sweeper on my 1954 James Cadet but about two miles from the finish it spat out its rear wheel bearings. Neil Howells returned with his car to rescue me and the stricken beast, Thank you Neil. Otherwise, as the saying goes, "A Grand Day Out."



Those involved were: G. Theophilus Bantam D1; K. Hayes Honda Dax; A. MacDonald Mobylette; J. Burgess James Cadet; I. Harris Velofax; D. Eyre Bown "Springer"; D. Spencer Bantam D1; N. Howells Honda NC50; G. Bennett Suzuki M15; S. Lake Honda CT70.



Buzz'ards A Bridge Too Far

Autocyclus



Sunday 21st August was looking good for a run out with the Buzz'ards; not too hot, not too cold and not wet! A dozen regulars gathered outside the Corbet Arms at Uffington, with fine scenic views of the Severn. The idea behind this run is to cross as many historic bridges *en route* as possible, the 25 mile point and lunch stop being Abraham Darby's 1779 Iron Bridge at Coalbrookdale.

Bridges encountered were: Atcham old & new (1776/1929); Cantlop

(1813 - below - one of the first cast-iron framed bridges built in Shropshire); Buildwas (1796/1992); Power Station A (1932); Power Station B (1963); Albert Edward (railway 1864); Iron Bridge; Jackfield (1909/1994); Coalport (1818); Cressage (1913) and Coalbrookdale viaduct (1864).



David Eyre led us on his Bown moped while JB acted as sweeper, we used the second-man drop-off system, plus excellent route sheets which were clear and concise.

Most of our route followed minor roads with the usual quotas of gravel/potholes/dung and weeds. We were obliged to cross major arterial roads such as the A458 and A5, all fortunately without incident. A 15% steep hill at the 20

mile mark held up several riders - Neil Howell's not-very-powerful Honda NC50 Express doesn't have any pedalling mechanism so Neil either had to scoot it along or to dismount and push!

Below: preparing to leave after the lunch-stop with the 1779 Iron Bridge in the background.



Lunch options were: Eley's Pie Shop (seal of approval from JB at great personal sacrifice the weekend before, when riding the route) or Ironbridge Fish & Chips, plus sarnies from the Co-op. The return route was shorter at 15.3 miles, following a different route but with plenty more bridges!

Riders were: Dave Benn (all the way from Wiltshire) Raleigh RM6; Graham Bennett - Suzuki M15; John Burgess - Piaggio Velofax; David Eyre - Bown 50; Ken Hayes - Honda CT90; Neil Howells - Honda Express; Dave Johnson - Honda Innova; Simon Lake - Honda CT70; Angus McDonald - Excelsior; Dave Spencer - BSA D1; Geoff Theophilus - BSA Bantam, and Dave B, Skyteam Dax 50.



Leicestershire Enthusiasts Founders Day

Elaine Jones



Well, the Leicestershire Enthusiasts Section is really "Buzzing" this year! The VMCC Founders Day event at Stanford Hall, near Lutterworth, Leicestershire is a big charity event with bike clubs attending from all over the country.

In addition to show-ring events, including an impressive stunt riding team, there

is also a large auto/motorbike jumble, encouraging everyone to add to the ever-increasing pile of rust in their sheds by buying more items that "might come in useful one day."

We had an impressive display of 12 bikes on show this year and created a very professional stand with the NACC gazebo and wearing our new 21st Anniversary shirts (above). We were warmly invited into the show ring amongst some of the really high-powered motorbikes, and it was noticeable that it was our machines that caused many smiles. This theme continued when we welcomed visitors to our stand. A lot of conversations started with the phrase "I had one of these when I was young" or "This was my first bike - usually ridden round a farmer's field!"

Machines on show included; Bown Tourist Trophy, Mobylette AV89, Raleigh RM6 Runabout, NSU S23/2, a Cyclemotor, Puch Maxi, Sun, Bown Autoroadster, Monet Goyon S3GDS, Garelli M3, Motobécane 881.

Thanks to all Section participants.



Grantham Pedal and Pop x 2

Bill Harrison

Two runs this time, the first on 18th July, which was the hottest day of the year so far with a severe heat warning! Despite the dire warnings, Derek Langdon and yours truly set off on a route leaving the Windmill and heading to the north of Melton Mowbray. Derek was riding his splendidly-prepared ABJ Auto Minor, which featured in an earlier Buzzing magazine. I was on my little Trojan Mini-Motor and so we were well matched for speed and despite the heat we had a very pleasant ride around the country lanes out to the north of Melton Mowbray, the two cyclemotors fairly evenly matched with the Trojan howling away whereas Derek's bike (below) was a lot more civilised, making a pleasant bass note. We threaded our way through Melton and headed south then east to Old Dalby stopping at Feneley's Ice Cream parlour sitting in a gloriously cool air-conditioned atmosphere before venturing out again.

The heat that hit us was tremendous and Derek suggested we head back to the Windmill café, so a shorter route back home. Both bikes ran well and back at the Windmill we were once again able to sit in the shade and reflect on a lovely ride despite the heat. On the way home my Trojan nipped up and I resumed bicycle mode for a mile or so until the cooled motor fired up again, maybe a little more oil if temperatures are above 30 degrees.



Our second ride was on Monday, 22nd August, rain was forecast from around 2 pm and so I decided to take my so-far untested Binetta as the Trojan suffers from dreadful roller slip at the slightest hint of dampness on the roads. The Binetta is a German-made machine with a 2 speed Sachs engine (I think Binetta was used to hide the maker's name and nationality, Rabeniecek is a German company). The Binetta is beautifully made and finished in sand gray metallic with red accents and leading link front suspension. It seemed happy enough as I buzzed my way to the start although 18mph on the flat seemed to be top speed for the bike, hopefully once warmed up this would improve.



We congregated at the Windmill at Wymondham and happily there were four other intrepid riders with Derek on his 1923 Atlas (page 11 this issue), Chris on his Vespa 300, Kev on a nicely patinated Raleigh Runabout RM4 and Les helping out on his BMW R26.

We left the Windmill heading south towards Oakham passing through Whissendine, the weather looked great and I did my..

...best to stay at the front on the Binetta which was still a bit slow. Derek's machine was only able to cruise at 20 mph but climbed the hills easily and on the undulating route I was left struggling at the back and the group disappeared ahead. I missed a right turn to Oakham, never mind, I caught up and we turned towards Oakham staying together now through the delightful Rutland town and after a small hiccup picked up the road to Brooke which leaving Oakham climbs and climbs and climbs. Derek of course powered away, leaving the 2 mopeds struggling up on full pedal-mode and only a little help from Les on his BMW saw my Binetta make the top. We regrouped and off again with more hills and pedalling through Ridlington and Ayston.

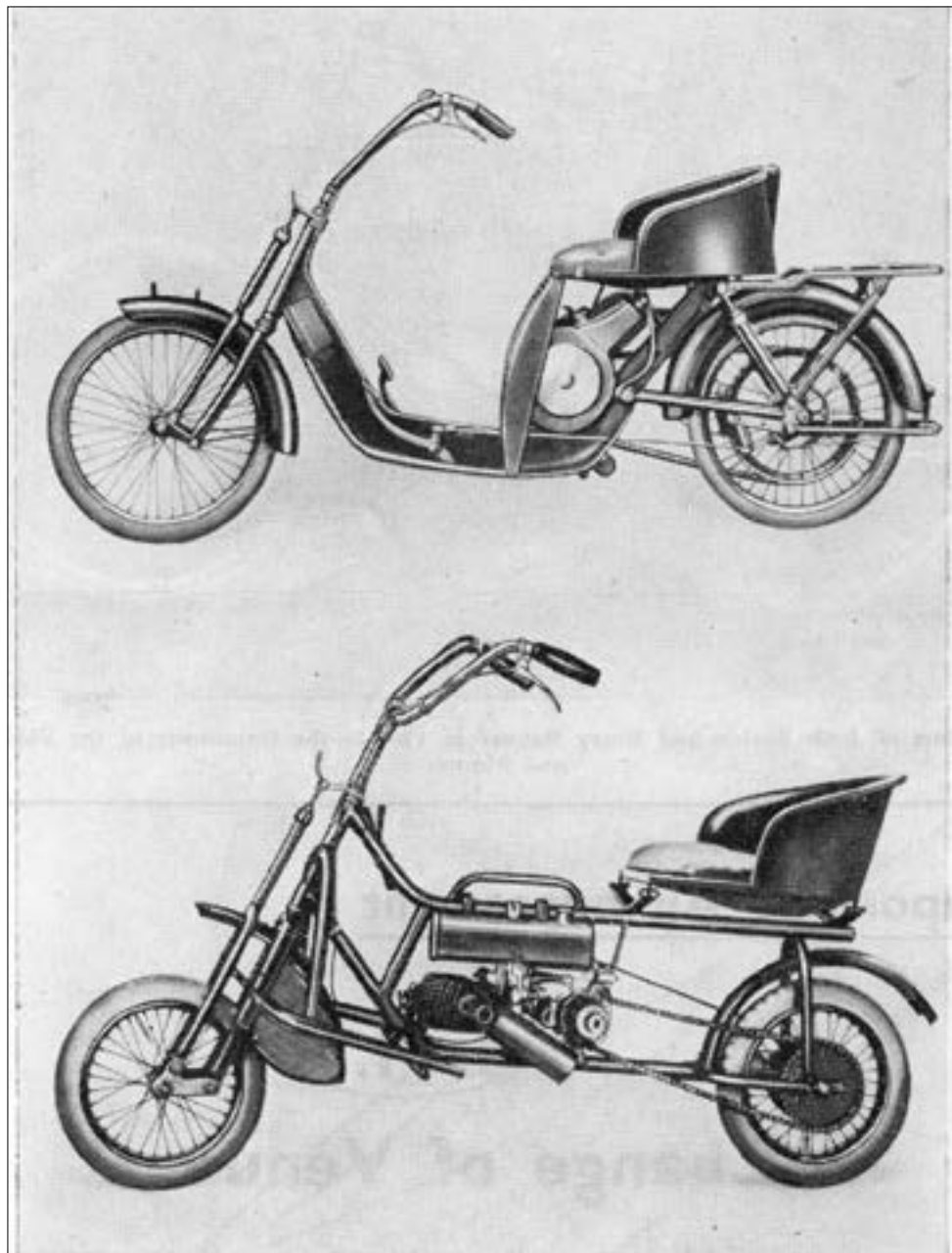


Finally Kev had to push the little Raleigh and I was left panting and gasping at the top of another climb. The little Binetta was getting worse if anything, but hopefully the rest of the route was not so hilly! We all smoked into Uppingham and made a welcome stop at the Harley Davidson dealer next to a little garage which kindly plied us with coffee and allowed the machines to cool down.

We made the hair-raising drop down to Stockerson and Stoke Dry, my little moped hitting 40mph in neutral down the hill, a quick regroup in a layby and then down to the banks of Eye Brook reservoir. Lovely views over the reservoir but then another steep climb to the A6003. Derek disappeared up the climb, as did Kev and I was left really struggling now with seemingly a very sick moped, finally I waved Chris through on the inside and hung onto his top box to get my moped to the top where the others were waiting patiently.



An interesting image, thanks to Tony Etheridge, of a couple of DKW scooters from the early 1920s. "Many and varied were the scooters manufactured in this period, but none were commercially successful." Possibly a bit ahead of their time, given the major success of scooters since then.



Battle Of the Bottom Link

Lawrence Crompton

Silverstone, Donnington... Kinky Sports Land. All three venues have at some point borne witness to riders and their machines being pushed to their limits and beyond. Although the latter may be relatively unknown to all but a handful of people, the same levels of dedication and bravery are needed to take part in Japan's classic small capacity race series, "Battle Of the Bottom Link".



Known affectionately as BOBL for short, the event takes place over four rounds throughout Japan on several of their publicly available small circuits from April to October. Although it should be noted there is a short summer break at the halfway stage for much-needed maintenance (of rider and machine), and to avoid the overwhelming humidity these months are often noted for. However, a further

EOBL (Endurance of Bottom Link) event has also been added to the calendar, lasting up to 8 hours for teams made up of 3 to 6 riders!

The rules of the event are deceptively simple for the most part. All motorcycles are limited to a production date of 1964 in principle, and must make use of "bottom link" front suspension. What we would refer to in the west as leading link. Engine capacity ranges from 50cc up to 100cc, although the smaller bore classes are by far the most hotly contested due to the accessibility of eligible bikes and the minimal cost involved in preparing a racer.

As a rough guide the more commonly used models that you would see here in the UK are as follows: N50/GP50 Class: Honda C100, C102, C105. M50 Class: Honda C110: Open 90: Honda C200. Essentially, the OHV pushrod models of Super Cub, although the early Yamaha and Suzuki two-stroke options are also popular entrants at BOBL! For those who wish to read the rules in full you can visit the official website at: www.bobl-japan.com or via the official BOBL Instagram account <https://www.instagram.com/bobl64>. Alternatively, please email me at yokaimotorcycleengineering@outlook.com for a full English translation.

The real beauty of these rules is that you can build to any level you feel comfortable with. From full race-inspired builds, to the simple addition of some number boards, the event is kept as accessible and affordable as possible.



Since its inception in 2014 with only a handful of participants, it has now grown to over 80 strong. With engine modifications all but banned, the event is designed to allow a level playing field for those racing for the first time to enjoy the race and be competitive against more experienced riders.



At certain endurance events you may also find superbly imaginative time-penalty games for the fastest competitors. Again, the idea being to ensure that those with many years of track experience under their belts aren't able to dominate every race, which would surely lead to the event becoming stagnant. As such BOBL continues to be successful year on year, with new riders and machines joining from all over Japan and a refreshingly broad demographic representing riders of both sexes and a 40+ year age span!



Riders who are not competing take it in turns to help with track marshalling, while others cheer their team-mates on from the side lines.

Spectators are always welcomed and are often made up of the families and friends of the racers taking part. Also in attendance several photographers,

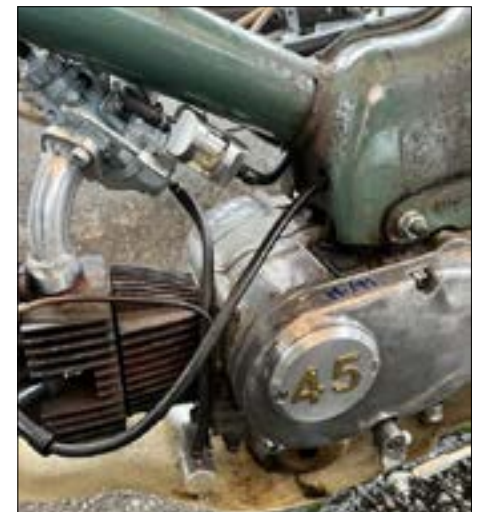
videographers and fans who simply enjoy watching these wonderful small-capacity machines over-achieving on the race track. Lastly, there are multiple stalls selling a range of products to BOBL enthusiasts. From T-shirts to race-inspired parts, it's impressive to see how one event can promote and sustain so many small-businesses, particularly at a time when in the UK post-Covid apathy seems to be at its peak.

I wonder, would anyone be interested in trying to start the series here? While I respect there are many fantastic classic race events in the UK, they do seem comparatively inaccessible when you consider the budgets involved and the assetization of many sought-after motorcycles seemingly having a counter-productive effect of more and more being hidden, not ridden.

Of course, I understand that money is hard to come by and we all love our little machines, but any and all modifications to a potential BOBL machine can be none-destructive and ultimately reversible to appease those who would condemn the "abuse" of a classic. Hopefully if the editor approves, I would be honoured to show fellow NACC members my own BOBL racer that I have built in a future article. *(Please do, Ed).*

However, if anyone has any further questions in the mean time, please do not hesitate to contact me via the email address below or via Instagram, particularly those in the North West where I am based (Bolton). Although, of course as with BOBL, all are welcome here!

<https://www.instagram.com/Yokai.Motorcycle.Engineering> (Instagram) or yokaimotorcycleengineering@outlook.com (Email)



(What's the Story) Moped Glory? Chris Alexander

Once upon a time a long time ago when petrol was 35 pence a gallon, many freedoms were enjoyed and real subjects such as metalwork were taught in school. I was a spotty-faced 11-year old baby-boomer who had never ever heard words like Health or Safety. That's right, it was 1972. You could buy 10 fags for 'two and six' which equates to 12.5 pence in decimal units of 10. Using this new decimalisation thing ten of us managed to work out that if we chipped in 50 new pence each, we could buy a very poorly Raleigh Wisp in need of much love, care and attention and that's exactly what we did. Did the Wisp gain that love, care and attention it desperately longed for? In short, no. Twenty-five pence worth of petrol and a shot of oil saw that Wisp become an enduro, sports bike, stunt bike and all round inspiration. In August of that year she sadly died, but not before ingraining a love of all things mechanical into the blood of all who rode her.

This episode and the lesson in life prepared me for the sports-moped era whereby yes, hands up, guilty as charged, I thrashed my SS50, FS1E and Casal moped to within an inch of their lives. I feel like I'm not alone here, come on, you can't just blame me! Just because we now look sensible at 60 plus with little studious beards (apart from the ladies of course) do not deny for one minute that your first legal low capacity machine was not your first daydream fictitious TT win, which just goes to show that youth is definitely not wasted on the young, or indeed wasn't.

That said and joking apart, I will turn 60 next month and am fortunate to be in reasonable health, work with students as a tutor in motorcycle maintenance, and have access to a reasonable sized home workshop.

Moving on to this current project (right), I wanted to share with you how and why this came to be, what it means to me and how in my opinion such a moped should be 'restored' and presented. Furthermore, I wanted to show you the progress along the way and perhaps some tips on restoration that some members may not have knowledge of. OK, we've mellowed along the way and are more appreciative of our heritage and often look back fondly on the true enjoyment of simplicity in life in every form.



I have a coal fire and several two-strokes which are not great for the environment but this world will keep turning long after my tootsy-warmer toast-maker and beautiful aromatic, evocative screamers have gone. In March 2022 whilst relaxing and listening to Mike Oldfield I found myself looking through the selling pages on Facebook. Not looking to buy anything as I already have two bikes, a wife, four children and four grandchildren to keep me occupied. I eventually happened to scroll past an advert for a sorry looking moped in need of complete renovation (picture previous page). I read the advert with vague interest and noticed that this was an Italian moped from the very place where my mother and father married in 1947 after being de-mobbed after the war. There was another coincidence, this moped was born in the same year as yours truly, 1962!



With this in mind, I kept my eye on the sale but my head ruled my heart and I said no. A few days later, I opened the selling pages with only one eye open and it was still there. The sale price was £380 with no NOVA or registration, fully hard-seized, looking like it had sat in the rain since the mid 60s and in need of full restoration. My head won again...No sale!

One week further on and I noticed that this moped was still for sale and now included the draw of sensible offers. All thoughts of family and commitments went out of the window and I shut my eyes and offered £300. Boom! I'd bought myself a 1962 ITOM moped that was in a dreadful state. I was now the proud owner of a completely rusted, seized 1962 ITOM Debramatic with a dating certificate and receipt. This particular model has the M35 Minarelli engine fitted from new and is identical to a Kerry Capitano in every way.

My first job was to evaluate exactly what I had. This raised a few questions as research showed that ITOM mopeds had their own-badged engines and no ITOM mopeds had their exhausts on the offside apart from the ITOM Junior that still had an ITOM badged engine.

Right, the stripped, primed frame.

I did a lot of research because I knew that this moped was as complete as it was when new.



I found that many bicycle shops of the period would order frames and engines separately and put them together to take pride of place in their bicycle shop as mopeds, for these were the spaceships of the time and very much in demand! Many mopeds were re-badged and made up in this period.

The first job is to evaluate and strip. Everything on the bike was stripped and evaluated. This is probably the part where people differ in opinions. There are two routes to take and both are admirable for various reasons. Well, to be honest, there are 3 routes. The first is to get the bike running and preserve everything about it with lacquered patina to hold back the years and show it in its original worn down state. Though original and to be admired, I do not agree with this. It is commendable but is not showing the bike at the best it can be. The second is to replace everything and virtually build a new pattern moped. Looks great but not quite the real thing. The third is to restore everything you can to the best it can be. This system in my opinion shows a the bike in a restored form with age related patina evident in everything. In my view, a well looked after moped that still shows its age with pride.

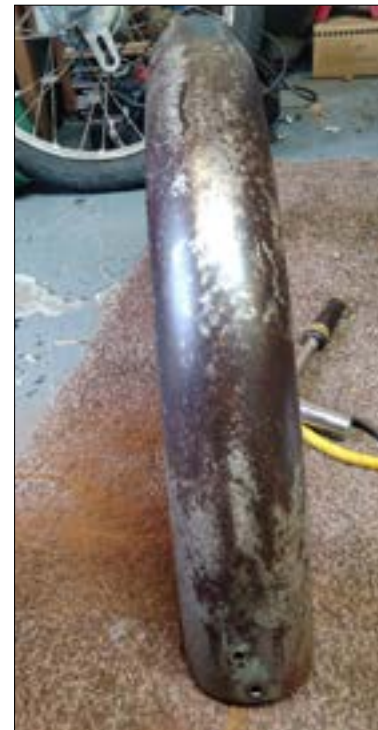
(Right - a front fork restored, and below - the clutch installed.)



before becoming seized and laid up. With the engine removed and worked on it took several weeks before we could move that piston but eventually got it free. There was no play in the con rod either side to side or up and down which was a good sign. The engine casings were split and everything apart from the starter gear clip was in good condition so reassembled. As you can see from the pictures, the crank casings have been cleaned and rubbed with 1200 wet and dry and then a cutting compound and hand-polished to show the appearance of a well looked after 60 year old engine.



After strip down and evaluation it became apparent that this moped had not covered many miles



the rust and then washed in meths. Revealing bare metal, these now had to be etch primed and prepared for final painting and lacquer.

If these had been blasted or vapour blasted they would appear new and that is not the look that I am after. I want the finished presentation to look like it is 60 years old yet well maintained. The cables have all been hung with a plasticine cup tops with penetrating oil continually flowing through to ease them back into original condition and working well.

When it comes to paintwork and tinware we know that the Italians were not the best finishers in the world during this period and anyone can be forgiven for completely reworking these with modern products. As you can see from the pictures of the mudguards, these were soaked in vinegar to clear

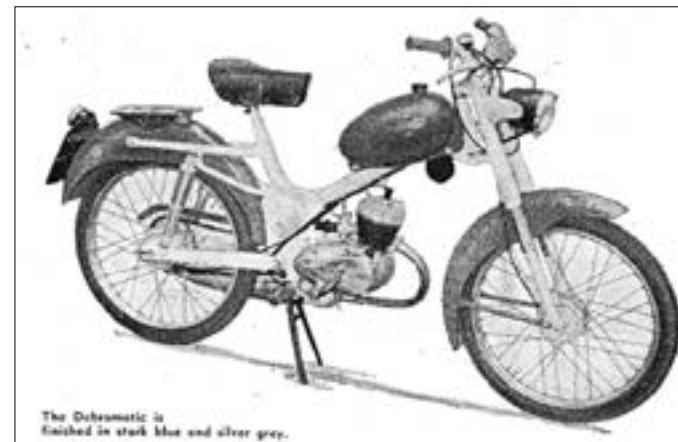


Image above courtesy of Cycling, April 25 1962.

(To be continued as Chris progresses with his restoration.)

I do hope this article inspires you in your restoration projects and old methods that truly work are always on hand if needed. The current restoration is ongoing with some tinware ready for final coats and the bottom half of the engine rebuilt. As of this month I became a member of the NACC and am happy to share various techniques of sympathetic restoration.

Back to the Future part 2 Ted Bemand & Pete Nolan

(Continued from August's Buzzing, page 41.)

Charging the battery. Normally supplied with the car, a domestic 13-amp charger, 2.3 kW = 20hrs+ (only for emergency use as pulling this sustained 12 amps can overheat the house wiring). A dedicated exterior wall charger point will be needed.

4) 11 kW wall socket, probably at a business premises = 4 hrs (approx. 50 amps). Public 22 kW charging post; note, will still take 4 hrs if the onboard charger can only accept 11 kW input. These charging points are putting out AC that must go via the BMS/inverter and be converted to DC to charge the battery.

Rapid 50kw (DC) charging outlet = 1 hr @ 200 amps.

Rapid super 100kw (DC) charging outlet = ½ hr @ 400 amps, hope the cells can cope!

Public charger types.

Type 1; used by older, earlier electric cars, with a 5-pin socket.

Type 2; now the more popular 7 pin socket. Plus, there are specialist outlet points to suit the Tesla dedicated car plugs. (When disconnecting a charging cable pull out the car plug first as the charger pylon locks it's plug in place while charging. DB)

Un-tethered, you use your own cable to the 7-pin socket.

Tethered chargers have several attached cables to fit your car.

Rapid and superchargers provide DC current. The dedicated cable plug has the ability to bypass the car's onboard inverter, the current going directly to the battery management controller. At this stage, if you are still with me, yes, it is rather complicated, and it gets potentially quite expensive.

To install a home charging point (right). Currently the rough cost is from £600 to £800. There is a government grant of up to £350 to help, but this is only for full electric cars. I understand some manufacturers throw this cost in with an EV purchase. (Some electricity suppliers will also install a home charging point for free if you change your account to their supply.)

Some more ball-park figures: Charging at public sites, e.g. shopping centres, dedicated council charging bays and motorway bays will likely incur a connection charge plus the cost of the electricity, which may not be at household 5% VAT so the charge could be at 20% VAT.



Note; 50 and 100-kW motorway 'Superchargers' may have an even higher connection charge. There are various group membership schemes to access many public charge points and phone apps (*Zap Map is a good one*) to locate charger points, but not all the points are working all the time!

On average you get 4 miles per battery rated kWh. A 30 kWh battery is capable of about 100 miles but you cannot access the last 8% of capacity. (Battery range also varies with the ambient temperature. Our 2015 Kia EV has 95+ miles range in hot weather but this goes down to around 80 with outside temperatures near zero, as seen right. Modern EVs boast of 300+ miles range, but this depends on the weather and how you drive.)

Power usage, driving at a steady 30mph, uses approx. 8kw. At 40 mph = 10kw. At 60 mph = 14kW. Firm acceleration uses 50 kW. A final note; IF you run out of juice on the motorway, the RAC and probably others now have generators capable of charging the car so you can drive to the next charging point. If not, you will need a full low-loader recovery as it is not usually possible to tow electric cars.



What do you think of it so far? Well, a recent Channel 4 TV documentary tried to paint a reasonably fair, positive spin on owning and running an electric vehicle. However, like the curate's egg, it seems a mixed blessing (sorry vicar). Other than vehicle costs, the main gripe was the charging infrastructure, filling the darned tank! I imagine my great grandfather had the same problem finding a chemist to get petrol for his 1902 Humber motorcycle.

History: the NSU Quickly

So, if you are competent with the modern, ever expanding digital ‘baggage’ and can manage a smartphone as comfortably as your classic car, you are born under a librarstar sign, coupled with the patience of a saint. It may be worth considering the electric option and you will be making a small contribution to stopping the planet burning to a crisp. The up-market models go like the wind, my son in law’s electric Jaguar out-accelerates anything I have ever been in! He is also taking therapy to live with range-anxiety. On current prices the energy cost is far lower than petrol or diesel fuel, but conventional fuels carry duty/tax amounting to around 50% of the forecourt price. I understand this brings the Exchequer about £30 billion a year and I can’t believe the Treasury can take that hit. Currently householders pay 5% VAT on electrical energy but a smart meter could easily be re-tuned to charge 40% or 50% more on power going to the wall-charger point.

If you are interested in more information on electric cars have a look on the website Electric Road at <https://electricroad.co.uk> This brings owners’ experiences and thoughts on all the major makes and models, enabling you to fully understand what buying and living with an EV is like. You can sign-up to their weekly newsletter and get their free “Guide to the Best Electric Car.”

In 1954 French engineer Henri André developed a 5 x lighter silver/zinc battery with the same capacity as a conventional lead/acid battery. According to the press his electric Panhard Junior could travel 400km without recharging. It had two speeds: roads - 60 to 80 kph and city - 40 kph, performance similar to a 2CV, and it recharges overnight.



I beg to differ from my friend Ted (a serious petrol-head) on some aspects of his report, a rather negative view on EVs and associated costs. I ran a hybrid Toyota Yaris (it had a petrol engine but below 30mph was electric) for 5 years before deciding to go all-electric with the Kia Soul shown here. Current running costs are very low (but will inevitably go up), with the benefits of zero road-tax and ULEZ compliancy. Second-hand EVs aren’t cheap because new ones are so expensive - a 2022 Kia Soul EV would cost a completely-unaffordable £37k - and most second-hand EVs have less range compared to new ones with more advanced battery technology.

The advantages of driving an EV are: complete silence of operation, no gear-changing, astonishing acceleration (maximum torque at zero revs) and driving something that isn’t spewing soot (diesels) or consuming expensive fuel sourced from despotic régimes worldwide. Running and servicing costs are minimal compared to a conventional petrol or diesel car and resale values very high due to demand. The downsides are: limited range - by using it locally this not a big problem - and the cost of installing a charger. Nowadays there are plenty of public charging stations all over the UK.*

*Given the record temperatures experienced this summer plus the ongoing drought, caused almost certainly by huge amounts of CO₂ in the atmosphere from human activity, it makes sense to at least TRY to do something to limit vehicle emissions. A roof-full of ever-cheaper PV panels would help charge an EV and mitigate astronomically-expensive domestic electricity bills. * Yes, I know, the electricity has to come from somewhere, either from gas or nuclear power stations via the grid! DB*

The NSU company was established by Christian Schmidt in 1873 in the town of Riedlingen, Germany, as a knitting machine manufacturer. So successful was this project that much larger premises were needed, so a move was made to the city of Neckarsulm in 1880, hence NSU. Bicycle manufacture followed in 1886, the first being an Ordinary (aka Penny-farthing) branded as the ‘Germania’. By 1892 bicycle manufacture had completely replaced knitting-machines, the first NSU motorcycle was made in 1901 and the first car in 1905.

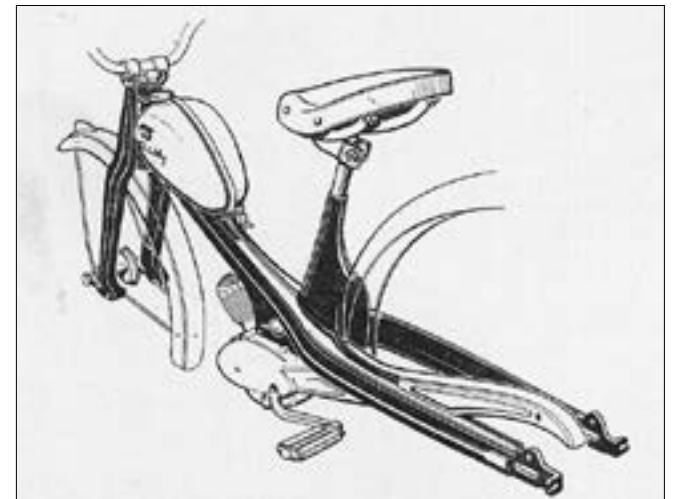
In 1939 NSU was deeply involved in Hitler’s war, making the tracked vehicle HK101 ‘Kettenrad’, which had a motorcycle front wheel and was powered by an Opel car engine (below). It was the only gun-tractor small enough to be transported by Junkers JU52 aircraft to the Russian front in 1941.



Post-war, motorcycle production restarted with the introduction of pre-war models such as the Quick and Konsul, put together in a bombed-out factory with assistance from the Americans in the form of Marshall Plan finance. This was funding designed to keep West Germany in America’s orbit.

The first truly new post-war motorcycle was the NSU Fox of 1949, followed by the 250cc Max in 1953, which had a unique overhead-cam drive via two eccentrics & rods. NSU holds four world speed records, in 1951, 1953, 1954 and 1955, setting the first record of 200mph on a motorcycle in 1956 at Bonneville salt-flats.

Both the Fox and Max had innovative pressed-steel frames designed by engineer Albert Roder, a tradition continued with the Quickly in 1953 (right). By 1955 NSU had become the biggest motorcycle manufacturer in the world by volume of sales.



The original Quickly has subsequently earned the name 'peanut tank' (below) as the small (3.1lt or 5½ pints) fuel tank was shaped a bit like a peanut. Range was somewhat restricted so it was soon replaced by a larger tank of 4.46lt or 8 pints.

Photo Wikipedia/Elmschrat.



The engine was a 40mm x 39mm 49cc unit with a 5:5-1 compression ratio, giving 1.39bhp at 5,200rpm and a top speed of 40kph (25mph). Two speeds were changed via a left-hand twist-grip, the engine to gearbox reduction was 5:33-1, the lower of the gears was 1:88-1 while 'top' gear was a direct drive 1:1. Ignition was by magneto flywheel, timing was 2.1mm btcd, points gap being 0.2mm-0.3mm, and the lighting coils produced 17w at 6 volts. Fuel economy was advertised as being 140-160mpg. The carburettor was a Bing type 1/9/1 with an oiled air-cleaner in the frame and a rotary air strangler.


Brakes were part-width drums front and rear, the rear brake having back-pedal operation so popular with Continental makers in the 1950s. Front suspension was by leading-link with coil springs housed in the pressed-steel front fork uprights. Wheels were 26in x 2.00.

The base model Quickly (right, one of the first brochures, still with the peanut fuel tank) soon became known as the Quickly N when other, more luxurious models were announced. The Quickly N was advertised retail at £66 1s 7d, with road tax at £1 a year and insurance at 30s.



Full-page adverts were appearing in magazines such as Power & Pedal. The model shown below is the Quickly S De Luxe, with valanced front and rear mudguards, chrome-plated wheel rims, duo-tone paintwork, a lifting-handle, a side-stand (see para 3, next page), a speedometer in the headlamp, while the price had risen to £74 3s 4d. The model shown below has extra-cost leg-shields fitted.

I GET THERE QUICKER AND CHEAPER ON MY



Quickly

It's a great thrill having the QUICKLY — my own personal transport at last! I use it for going to work every day, visits to friends and, of course, on holidays. There's no end to the fun I have with my QUICKLY. Outstanding features: strong pressed steel backbone, motor cycle type brakes, two-speed gearbox, powerful yet silent two-stroke engine giving 140-160 m.p.g.


Prices: QUICKLY £66. 1s. 7d. (inc. P. Tax £12. 15s. 10d.) QUICKLY '8" De Luxe £74. 3s. 4d. (inc. P. Tax £14 7s. 1d.) QUICKLY 'L' Super £85.7s. 5d. (inc. P. Tax £16. 10s. 6d.) or easy terms

Over 500,000 now on the road

Personal Transport to be proud of

See your local dealer today or write to us for catalogue P14.

NSU (GREAT BRITAIN) LTD
134/136 King Street, Hammersmith, W.6



Power & Pedal commented in August 1958, while testing a Quickly S: “The classic example of the Continental mo-ped as it is known in this country is the NSU Quickly. It was the first of the breed to be put on the English market in effective numbers and soon became known to the public so well that it has achieved the position of being the standard by which all the mo-peds since then are judged.

In its original form the standard model was a utility design at a modest price, and it was inevitable that, as soon as the machine was established, a demand would arise for more variety in specifications.”

The only downside of both these models was the awful bent-wire centre-stand which was responsible for many a Quickly falling over if parked on a slope. The stand soon deformed to the point that it didn't support the bike at all.

Another fault with the Quickly is the gulf between first & top gear.



First is so low (5-10mph) that it is only good for starting off from stationary and all but useless unless riding up a very steep hill, whereas top gear gives good on-the-flat performance but on any long incline soon drops the engine off it's power band. The pedals then need to be used, but they are linked to engine gearing so its a bit of a struggle to pedal up hills in top gear. I rode a Quickly S years ago on the NACC Coast-to-Coast run (left) so I know this problem well, though given the weight of the rider it wasn't too surprising....

Other than these grumbles (addressed by NSU in future models) an NSU Quickly did exactly what it said in the adverts, providing reliable, comfortable and economical transport for the masses.



FIG. 4. THE QUICKLY-L
This model extends the degree of fairing employed, has redesigned handlebars and sprung rear suspension.

The next new model was the Quickly L, introduced in 1956, which had the option of a 3-speed gearbox. The extra gear, a ratio of 1.563-1 slotted in between the 2.44-1 first gear and direct top.

NSU made many improvements for the Quickly L, fitting the frame with swinging-arm rear suspension, full-width brake drums and an all-enveloping rear mudguard pressing, which did at least have a flat area on top where parcels or shopping could be attached and carried. The retail price was £87 7s 5d, including £16 10s 6d purchase tax.

NSU then really pushed the boat out in 1957 with the next Quickly variant, the Cavallino, an Italianate-looking machine which nonetheless retained the 3-speed Quickly engine with 1.4bhp. ‘Centaur’ writing in Cycling magazine for his road test of a Cavallino in January 7, 1959, said “At first glance, one could be forgiven for assuming the NSU Cavallino had been designed and built in Italy, the traditional home of the sports-style moped. This machine has all the hallmarks one normally associates with Italian machinery.”

Photo courtesy nsu-quickly-club.de

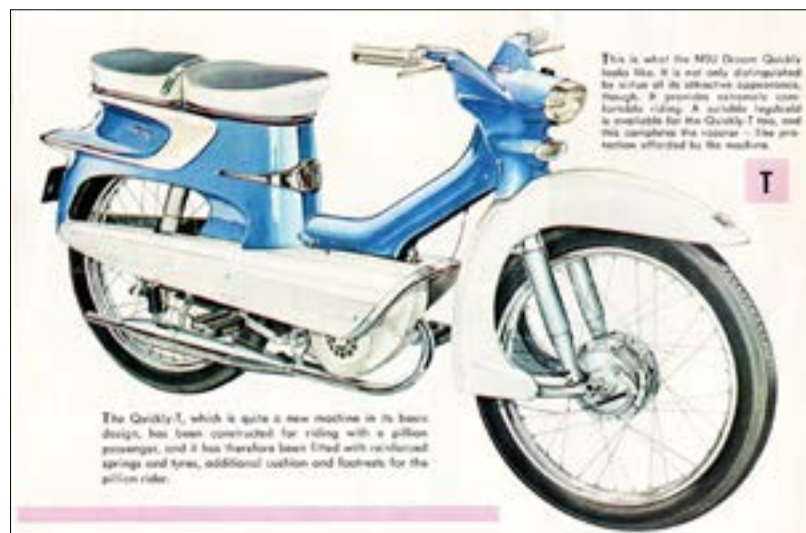
An entirely new tubular frame was used, with new telescopic front forks and new, smaller, wider wheels of 25" x 2.25 with fatter tyres. ‘Centaur’ managed to squeeze 32mph out of his Cavallino, suggesting that overall gearing might have been tweaked because of the new 3-speed gearbox. He also commented that “The Cavallino as a production machine is head and shoulders above most mopeds in its class.”



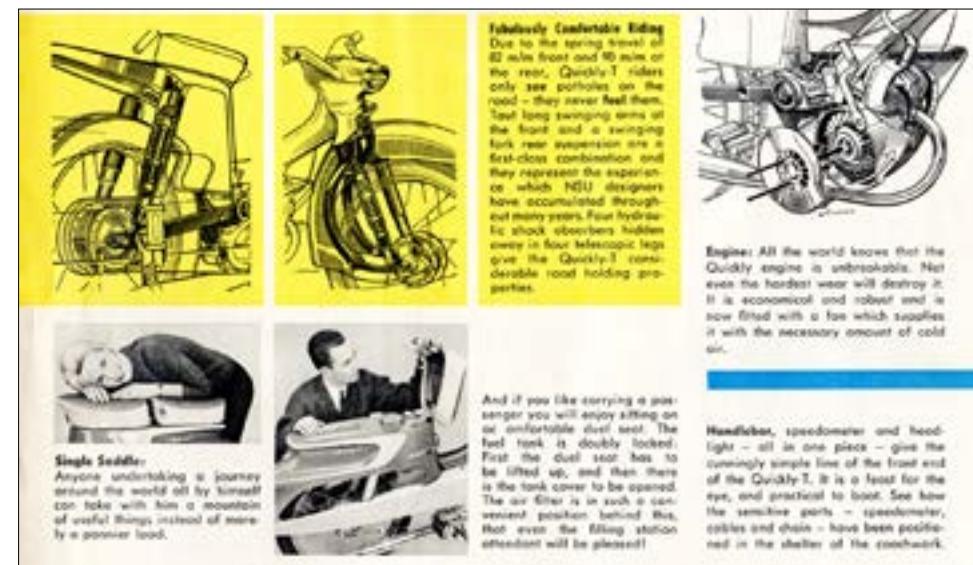


The Cavallino was replaced in 1959 by a new model, the TT, which used leading-link front suspension and a new frame, seen at the top of the above brochure front page. Also launched in 1959 was an extraordinary new stylish model, the Quickly T, known in Germany as the 'Traum Quickly' - the Dream Quickly, seen on the left above and below.

It had very *avant garde* styling so typical of that era, together with an all-new frame and leading-link front suspension shared with the TT model. The front mudguard was a stressed pressing carrying some of the weight.



Also of note on the Dream Quickly was a higher-performance engine with a 6.8-1 compression ratio, which, together with a larger Bing carburettor (1/12/136) delivered 1.7bhp at 3,600rpm. Fan-assisted cooling was almost obligatory, given the role of the machine as a two-seater.



For 1960 NSU reverted to the original frame of the Quickly S, while retaining the smaller 23" wheels, fatter tyres and full-width brake drums. It also had the more powerful 1.7bhp engine as it was intended to be a two-seater. This was the Quickly S2 (below), made between 1960 and 1962.



Also new was the all-enveloping front mudguard. 'Centaur' wrote in *Cycling* during his road-test in February 1961 of the S2 "In addition to the normal road-test we tested the machine when carrying two average adults whose combined weight was 330lbs. As expected, the rate of acceleration decreased slightly, but the engine's performance was still above average. Acceleration figures with two-up were: 0-10mph, 3sec; 0-20mph, 8½sec; 0-30mph, 21sec. The maximum speed dropped to 33mph.

The road-holding of the machine was unaffected, or at least not adversely affected, when a passenger was carried, and the ride was if anything more comfortable due to the damping effect of the extra weight. The brakes were completely equal to the extra work demanded of them, acting smoothly and progressively."

The Quickly S2 was soon followed by restyled versions, the S/23 and S/2 23, which both had smaller 23" alloy-rimmed wheels, a larger 1½ gallon fuel tank and the 3-speed 1.7bhp engine. Both were made between 1961 and 1963.

Another basic version was announced in 1962, the N/23, which replaced the old N, introduced way back in 1953. The N/23 had the old 1.4bhp engine and 2-speed gearbox but was fitted with the 23" wheels of the S/23.

A last throw of the dice arrived with the NSU Quickly F in 1962 (below - Photo courtesy nsu-quickly-club.de) one of the few late-model Quicklys still using vestiges of the traditional pressed-steel frame, albeit with 23" wheels, long-stroke rear suspension and a combination of other model's features, including the S/23 engine.

But by the mid-1960s it was nearly all over for one of Europe and Britain's most successful mopeds. It had evolved over a decade of major engineering changes to the original.

18 MOTOR CYCLE AND CYCLE TRADER, 26 JANUARY 1962

EXCITING NEWS FROM NSU

NOW THE STREAMLINED NEW

NSU Quickly S/2 23!

1962 brings a sales tonic to the moped market—with the new Quickly S/2 23. Here is a streamlined and modernized version of the remarkably successful three-speed S/2 moped, amazingly priced at less than the old model! Big feature of the new model is a new 1½ gallon fuel tank. This knee-grip tank brings to the moped the precise control and added safety of the motor-cycle type tank—tremendous selling point of today's safety-conscious buyer. Other new features include a new colour scheme of pearl grey and aniline blue. And, like all Quickly mopeds, it carries a 12-month guarantee.

Priced at £181.94 (K14.5.11 - £15.15.7 tax) the new S/2 23 comes within the NSU/Layford progressive discount terms. Spare parts immediately available to all NSU Dealers.

New Features:

- Compact new styling
- 23" Wheels
- Alloy fins
- "Monitor type" Oil on rear wheel
- 1½ gallon knee-grip fuel tank
- Streamlined headlight and speedometer housing
- Cables now fixed to outside of engine frame
- Pump and tool-lens located under front fair seat
- Proven features:
 - Rugged Quickly welded steel frame
 - Powerful 2 3/4hp S/2 engine & 3-speed gearbox
 - 5" diameter hub-brakes with 6.5sq. in. braking area in each hub
 - Luxurious Deelhof dust seat.

For full details contact your nearest distributor or local representative, or Peter Bolton, Sales Manager, NSU (Great Britain) Ltd., 154-4 King Street, London, W.8. (Tel: RIVERSIDE 360)



Production handsomely exceeded one million examples. 539,793 Quickly N mopeds were manufactured from 1953 to 1962; 314,715 Quickly S models from 1955-1962; 86,380 Quickly Ls were made 1956 to 1961; 21,584 Cavallinos were produced 1957-1960; 38,605 Quickly T's were made 1959-1963; 12,200 Quickly TTs between 1960 and 1961; 12,411 Quickly S/2s made 1960-1962; 28,435 S/23 models made 1961-1963 and 22,322 S/2 23 model were made in the same period.

The NSU Quickly was a success story, clouded only by NSU's 1967 Wankel-powered car, the Ro80.

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

NACC Regalia

Fleece (S, M, L, XL, XXL) navy, with red embroidered logo on left breast	£17.00
Polo Shirt (S, M, L, XL, XXL) - black with red trim, logo on left breast	£16.00
Sweatshirt (S, M, L, XL, XXL) - navy with red embroidered logo on left breast	£13.00
T Shirt (S, M, L, XL, XXL) - black with large red logo on front	£6.00
Snood neck-warmer - red with black logo, black with red logo	£5.00
Backpack, 10L, black with red NACC logo, useful for tools and waterproofs	£7.50
Hi Viz Vest (L, XL, XXL, XXXL) yellow with logo on back	£6.50
Cable lock, 1.5m long, quality security for your prized bike	£7.50
Baseball cap, one size fits all	£4.00
Beanie Hat - enquire for colour availability	£4.00
Buzzing Binder - A5 size - black with red logo on spine	£6.50
CD clock, with large NACC logo on face	£7.00
Mug - black with red logo on front and back	£4.00
Lapel badge - enamel, silver with red logo	£3.50
Cloth badge - embroidered sew on with red NACC logo	£1.50
Stickers - Windscreen, visible from inside glass	£1.00
- Machine, for legshields, top boxes etc.	£1.00
- 40th Anniversary.	£1.00
Pen - quality biro	£1.00
Key ring - enquire for machines depicted. Dwindling stocks, not to be repeated!	£1.00

Contact Nick Devonport by email to 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.

WELDING SPECIALISTS

Aluminium – Stainless Steel – Mild Steel
Inconel – Titanium

All welding repairs and fabrications of missing lugs, brackets etc.

Tel Phil on 07976 271151. Email daviscuat42@aol.com

WV8 1QG (Codsall, Staffordshire)

ClassicMopedSpares.com

PEUGEOT APLINS STOCK

Mobylette

SALEX

THE BALISCH

Website orders only due to increase in parts.

**SOUTH CLASSIC
MOPED REPAIRS**

All types of moped and light machine repairs undertaken in the South, together with refurbishment to any level requested.

FOR INFORMATION
CALL MICHAEL

Tel: 07923 225226

*Price winners at the Classic
Motorcycle Show at Andingly!*

Quickly
NSU QUICKLY SPARES



FULL RANGE OF NEW AND USED SPARES, REGALIA,
INFORMATION AND SERVICE FOR YOUR QUICKLY

Regular stock update, manuals, tools, gifts.
Always happy to help with advice to keep
your Quickly on the road.

Contact Andy and Sue at:
NSU Quickly Spares, Ivy House, Maypole, Hooth,
Canterbury, Kent, CT3 4LN. tel: 07714 781600
email: nsuquicklyspares@btinternet.com
Web: www.nsuquicklyspares.co.uk

Full brochure available from our website. (PDF)

Minimag Co.
Ignition Systems




Coil rewinds, new coils made
Magneto repairs
Electronic repairs and conversions
Remagnetising
Machining services

Affordable prices
Friendly advice always available
Call or email us with your requirements

Minimag Co. Brighstone, I.O.W
sales@minimag.co.uk
www.minimag.co 01983 740391

**CYCLEMASTER & CYCLEMOTOR
SPARES**

HILLTOP SHOP & WORKS 2 Keats Lane Earl Shilton Leicester LE9 7DP	PETE STRATFORD 136 Windley Road Leicester LE2 6TB Telephone: 07708 419776
--	---

Open: Tuesday-Thursday-Friday and Saturday 9.30am - 2.30pm
Telephone first please
email: pete.stratford@btinternet.com
for a spares list send 2 first class stamps with your address

Small French Motorcycles
for Sale contact David Mellalieu
www.motosdemellalieu.co.uk

TONY ETHERIDGE

118 OAKLANDS AVENUE
OXHEY HALL, WATFORD,
HERTFORDSHIRE, WD19 4LW

TEL: 01923-231699

24 HR. ANSWERPHONE
(CALLERS BY APPOINTMENT ONLY)





REGISTERED MOTORISTS
CALL TEL: 01923 231699

SPECIALIST IN TYRES FOR VINTAGE & COLLECTOR'S VEHICLES



Footman James

Insurance solutions for classics and more.

At Footman James we understand that every classic vehicle owner is different and with FJ+ enthusiasts can build their policy from a range of cover options including **breakdown, agreed value, salvage retention and spare parts.**

Whether you prefer to transact on the phone or online, FJ has you covered, including access to our online document portal, allowing you access to your policy documents digitally at all times.

Call our friendly UK team on
0333 207 6293
or visit footmanjames.co.uk




All cover is subject to insurers terms and conditions, which are available upon request. Footman James is a trading name of Advisory Insurance Brokers Limited, Registered in England No. 4060799 Registered Address: 2 Minster Court, Minster Lane, London, EC3N 7YD. Authorized and Regulated by the Financial Conduct Authority. FPA0582175.08.21