

The

Buzzing[®] Club[®]



Volume 41

Number 6

December 2022



She's loaded

Remember her sister? The Honda Trail 90? This kid's the Trail 90 and she packs 30% more oomph. Load her with 450 lbs. She'll make out better over rough terrain than anyone in the business. The big push comes from the OHV single cylinder 4-stroke engine. She'll climb all over a 50% incline -- if you feel so inclined. And deliver 160 saps.

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If you like the athletic type, try the new Honda Trail 90. Price? \$350 plus a modest set-up charge.

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

General enquiries; please contact hello@thebuzzingclub.net. Items for the February 2023 magazine to be sent to editor@thebuzzingclub.net and reach Dave at Buzzing Production well before Friday 13th January 2023 as by that date 99% of the magazine will be finished.

Cover image: Proposed by Fred Waind (thanks Fred!), an advert for the Honda Trail 90 from a 1964 issue of Playboy magazine, when I was a 17-year old with a brand-new motorbike license! A school-friend of mine's Dad used to subscribe (what his wife had to say was not repeatable) and we pored over every issue. It was a respectable publication in those days: film reviews, articles on jazz written by renowned musicians, book reviews, interviews, cartoons, and then the centre-fold.....

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 Cyclomotor 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, Cyclomotor 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.

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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.

Chairman's Chat

Welcome to the December issue of Buzzing. If you're reading this, I assume that you've already scanned the adverts at the back of the magazine for any bargains or winter projects. My plan to downsize my collection has been a total failure, with bikes continuing to find me. I'm lucky to have the space for them but even so, my storage is getting a bit full! On the bench at the moment is the 1975 Peugeot 104, waiting for me to fit a pair of tyres that came from France, and the Mobylette AV32S still has a mystery fault that defies diagnosis.

I hope that you've all enjoyed a good riding season. I'm looking forward to next year already, with the Shepton Mallet show being the first trip away from home. It's a very friendly event and Rod and his team organise an excellent display. It will be the first outing for my 1938 James Autocycle. Last year, I fell for the charms of Paul Flowers' Suzuki Roadie and brought it home. Who knows what temptation awaits me in February?

My big event for 2023 will be the Coast to Coast. This will be the first time that I've done it and I'm keen to take part. David Quainton and the TWITTS are working hard to pull it all together – see page 8 in this issue for more details – so please come along and support this important event if you can.

Please have a look at the regalia list at the back of the magazine. If you fancy treating yourself to something warm for the winter, we have everything in stock including fleeces, snoods and sweat-shirts. Top tip: leave the magazine open at the relevant page in case your other half is struggling for present ideas!

It only remains for me to wish you, on behalf of the Committee, a very **Merry Christmas** and a **Happy New Year**.

Nick Devonport

News

Buzzing has received news from David Quainton and the TWITTS on the planned Coast-to-Coast run on June 24-25th 2023.

Below is a photo taken at the end of the 2022 C2C run in Whitehaven.



"After the necessary two-year Covid break, our TWITTS Section revived the NACC Coast-to-Coast run in 2022, and they are organising it again in 2023. The route from Crimdon Beach at Hartlepool to the harbour at Whitehaven will be much the same as before, with the overnight stop again at Alston. However, there will be some additional features to add to the riders' experience and enjoyment of the event.

This will include a dinner on Saturday evening so that everyone can get together in one group for some good food, a drink and a chat, instead of being scattered in small groups around Alston. There will also be a fuller breakdown and rescue facility provided throughout the run, the availability of camping and secure parking at Crimdon, plus secure overnight parking at Alston. And, at the end of the run, if riders and their supporters want to stay over on Sunday night, there is a well-recommended and economical B&B venue near Whitehaven.

Hotel, B&B and other accommodation at Alston is in great demand in the summer but, at this point, prospective participants have still got the advantage of making early bookings, some of which TWITTS have already tentatively reserved for the C2C."

The Vincent Run

Chris Sawyer

On Sunday 2nd October 2022, the North Herts Non-Conformist group ran their annual Vincent Run under an NACC permit. This event is uniquely run on the Cycleways of Stevenage which allows 'Mopeds' as well as cycles. The route is always the same although it was revised a few years ago to avoid long road sections and make a more convenient lunch stop.

It is our practice to have a 'recce run' on the preceding Thursday to check for council activity (holes in the road etc.). This is not quite as serious as with normal on-road runs as it is possible to go up onto the adjacent walkways (with care) or even divert onto the adjacent roads for a short distance. Runners on the Vincent recce (right) were: Roger Hodgson -VeloSolex, Peter Lawson - Puch Maxi, and Chris Sawyer - Cyclemaster.



On the day the weather forecast was not auspicious with rain predicted for exactly the duration of the run, however, 12 hardy riders presented themselves and the weather was fine. Although detailed route sheets are provided, a leader who knows the route and the town was available for the benefit of followers with a mid-pack guide similarly qualified, was stationed to avoid riders getting left behind at give ways etc. We normally have a stop at the top of Stevenage Old Town so that riders can view the site of the old Vincent Motorcycle factory, hence the name of the run. Thence we complete

the run around the outskirts of the town to make our lunch break at the Coopers pub which is conveniently right on the cycle track.

Following a pleasant lunch also attended by some non-riding visitors from our group, we rode on the short distance to the start finish car park at Fairlands Valley car park. The general consensus was that it was an enjoyable run with a wide variety of machines - including two Cyclemasters, which are increasingly rare birds these days.

Riders and machines were:

Alan Hummerstone-Ducati, Gerry Gibbons-Mobylette, Alan Simmonds-Honda, Mark Compton-Garelli, Terry Ware-Raleigh RM9, Dave Benn-Raleigh RM6, David Ross-Raleigh Cyclemaster, Gordon Hallett-Motom, Chris Sawyer-Phillips Cyclemaster, Sandy Ross-Raleigh RM, Mark King and Niven Burgh were non-members and the form doesn't record the bike details so apologies. Many thanks to all who attended.



The Forden Bike Show

Autocyclus

Members may recall the obituary published in the February 2022 issue of Buzzing for Richard Davys-Jones. Richard established the Forden Classic Bike and Car Show many years ago to raise funds for the local Forden School. He continued to run it for eight years, also contributing to many local charities once Forden School had benefitted. It became a hugely successful show, attracting many bikers from all over Wales and the Marches, some riders coming from Birmingham to participate.



Its a local show for me in Montgomery, a 10-minute ride up the road. In view of the great number of hugely-fast machines on display (left), I decided to take my ex-John Hook 1998 Dawes/Bernardi cyclemotor as a complete contrast, plus it raises a laugh with the big bikers.

The theme this year was an appreciation of what Richard Davys-Jones had achieved with the

Forden Show over the years. Now he is no longer with us his Honda C90 took pride of place inside the Forden Village Hall, surrounded by many photos of his activities and with his cloth cap on the saddle (right).

The Forden Show includes a decent autojumble and a display of classic cars lined up on the football pitch. Many locals are classic car and bike owners.

I was slightly tempted at the jumble by a Benelli and a Puch Maxi moped (photo top of next page), but the head overruled the heart with a resounding NO! Both looked like they'd been dredged up out of a pond somewhere.



The Forden Show this year was very popular as it was a dry, sunny day, the burger stand was doing great business and various other catering trailers equally busy!



(Below, members of the Buzz'ards and South Staffs sections waiting for bacon butties at Patshull Lake. JB)



The Club had a stand in one of the main halls this time, much better than the side hall where we've been for the last few shows. The hall housed a mixture of club and trade stands and the footfall was good with four new members signing up and two lapsed ones renewing their membership. Nine of us showed ten bikes and the display attracted a lot of attention. John Burgess showed a lovely Terrot 98cc BMA *dans son jus d'origine* which, he told us, had been bought new in 1935 by a Frenchman called Pierre with a small legacy which had been left to him by an aunt. Pierre rode the Terrot to work every day until the mid-1950s when he bought a new Citroën 2CV. What a (lovely) story! John's other show bike was a beautiful Raleigh RM9+1, resplendent in metallic red. This was another stunning Burgess restoration and is a twin-seat version of the RM6 with a more powerful engine and a variator. Graham Bennett's Terrot (photo next page), not to be confused with Terrot, was an interesting Spanish sports moped about which little seems to be known – certainly not enough to satisfy the high bar that the DVLA has set to issue a V5C. (contd. next page)

Mike and Renate Hele's Dresco tandem was in pride of place and was much photographed over the weekend, and helping my VAP4 to represent the cyclemotor end of the market were Bob Jeffcoat with his Norman Cyclemate and John Redding's VéloSolex.

Bonhams had their regular auction in an adjacent hall but there was little to tempt us enthusiasts of low-powered machinery. A Honda P50, guided at £500-£700 was knocked down for £920 including premium. I was pleased to see a reference to the NACC in the catalogue description.

A Dax ST70 in need of recommissioning and carrying an estimate of £800-£1200 made over £2012 and it surprised nobody to see a Honda C90 exceed its £400-£600 come-and-get-me estimate to sell for £1725, Abut on the money for a decent Cub these days.

Outside, we noticed more gaps in the autojumble field, perhaps due in part to a dire weather forecast. Other factors could include the cost of getting there with diesel still hovering dangerously close to the £2 mark on some forecourts.

One trader had half a dozen mopeds in tidy condition including a nice Honda Express (photo opposite page top). Several of us agreed with me that it had my name on it and by Sunday packing-up time a deal had been struck. It's a red bike so if I am asked, my stock answer is "Oh, you've seen that before – it's the red one!" I saw the Honda as a consolation prize as my best efforts to persuade Ian to part with his beautiful Tendilet had crashed and burned.

Right - Graham Bennett's rare Spanish Torrot.

Thanks to everyone for bringing a bike and for helping to staff the stand for the weekend.



A row of vintage motorcycles parked on a grassy area. From left to right, there is a blue and white scooter, a red and white scooter, a red and white scooter, and a red and white scooter. A person is standing behind the motorcycles, partially obscured. In the background, there are white vans and a white truck.

[illegible]

The October Grantham Run

Bill Harrison

Only four riders for this ride despite a mild day with some nice pleasant autumnal sunshine. I was on my Trusty Trojan, fitted now to a slightly more modern frame as I had trouble with the rear wheel shifting in the dropouts on my old Raleigh frame. I'd fitted a shimano 8 speed Nexus hub to the bike and converted it to belt drive to avoid messy chains! Derek Langdon was giving his Cucciolo a run out, planning to use it in the forthcoming 100 mile cycle motor ride (left below). Kevin Hand was once again on his nicely patinated Raleigh RM4 (right below) with our "rescue" rider Les Bowler was on a modern Royal Enfield with electric start!

Congregating at the Windmill we were pleasantly surprised to find it warm enough to sit outside and we all ogled at Derek's lovely little Cucciolo. I was surprised to see it was a 4-stroke with exposed valve gear as I had expected a 2-stroke! A lovely little bike and engine.



Close to 10.30 we potted off, heading roughly southwest towards Old Dalby and out through some lovely countryside to the south and west of Melton Mowbray. The bikes were all performing well, and we crossed the A 607 down into Asfordby and then up a steepish hill to the cafe stop at the Alpine Lodge. Derek's bike had the best performance (left), helped by having two gears! I was able to keep ahead but only by some intense pedalling - once the Trojan got below about 7 mph it began to give up and during the lunch stop the general consensus was that it may have leaking crank seals, which sounds about right as it refuses to start unless you pedal to at least 7 to 10 mph and it appears to run a bit weak. Another job on the list!

The Alpine Lodge has a vast array of cakes and we again sat outside in the sunshine discussing the bikes and the ride. I was keen to get back for a vet's appointment, so we fired up the bikes and headed north on gradually narrowing roads until we ended up on a little cut through with a very abrupt 'speed bump,' where my number plate jammed on the back tyre, so I had to quickly move over to allow the group through. It was soon sorted, so we headed for Scalford which is just north of Melton Mowbray when I realised that we'd lost Kev on the Raleigh. Les came forward and told us he had stopped on a hill. We retraced our steps and found Kev gathering up his pedalling chain which had lost its split link and wrapped itself around the rear sprocket. We fixed that so we continued through Scalford and headed for the Windmill, Kev now having problems on the steep parts, but we managed and arrived back at the Windmill in good shape. Another lovely ride in the countryside at a speed you can fully appreciate the sights and smells of rural England. I've added a few more rides into 2023 and again they will be on Mondays, the next being 28th November and the following on 9th Jan 2023 Details on the NACC website.

[illegible]

N. Ireland Ards Peninsula Run

Ray Dunwoody

Well Folks, that's another enjoyable run over for us in lovely weather, a good show of bikes, a new member, Jim Laughlin and five guests joined us for the run. Some of us arrived early and took the opportunity to have a cooked breakfast or just a tea/coffee. Not always a good idea when setting out for a run. This time again we ventured along the quiet rural roads for rider safety. The route took us again past the Scrabo Tower to Comber, world famous for potatoes, down to Ballydrain, past the Wetlands area to Ballydorn and into Whiterock for a comfort stop with an opportunity to take a couple of photos. This part of the peninsula is a winter home to a lot of migrating birds from much further north.

We can now look over at yachts and other sailing craft at anchor for another short time as a lot of them are lifted out for storage and get hulls power-washed over the winter and maybe some paint here and there to freshen them up a bit.



We had time now to look at some of the bikes on the run which included three New Hudson and a Francis Barnett autocyce with an ever growing amount of Japanese tiddlers. Time to move on and the first of a couple of steep hills which had a couple relying on the pedals for a bit of assistance. To our right is a moto x track where races were held yesterday and I spent a few hours taking over 600 photos reducing to about 275 after editing them for their club site. We pass through the village of Killinchy, nowhere near were they held the Killinchy 150 road race which was in recent years held at the World famous Dundrod circuit. Dropping down now into Balloo which is our last group photostop.



A right and a left turn has us on lovely smooth winding roads heading for Ballygowan, no relation to the spring water retailer who actually only make plastic bottles. A short detour takes us through Kilmood, passing the lovely Parish Church (below), graveyard and period cottage. Back on the main road again for another few miles before turning on to the Burn Road towards Comber again. We cross the Comber/Killyleagh Road again and down the rural roads through Ballydrain bringing us back to Comber where we by-pass the town and head for Newtownards, shortened to Ards by the locals, along the dual carriageway to the town by-pass to the Ards private airport and the Cloud 9 restaurant for our pre-booked lunch.

A massive thank you to all who turned up and enjoyed the run and the catch up. A special thank-you to Liam Smyth who volunteered his time, car and petrol to make sure we all got back. One oiled up plug was the only problem and had to be recovered only a half mile from the finish.



Massey and his Bown Storm TT Circuit

Ronal Phillips

Before Steve, Stuart and I got going on our recent trip to the Manx Classic two day trial, we had come up with the crazy idea of getting Steve to do a TT lap on his Bown sprinter.

After settling in at our base in Foxdale on our arrival on the Isle of Man, it was decided due to weather reports that Friday morning looked to be the ideal time for the lap; Friday in the event turned out to be a brilliant sunny day. Friday morning on the way from Foxdale to the TT grandstand, Steve was on the receiving end of a lot of jovial winding-up from Stuart and myself over the Bown's superior handling and brakes, remembering it has reached 60mph before!

After parking up at the top of pit lane on the Glencrutchery Road, we proceeded to unload, only to find Steve pondering over the movement in the front forks (I think we had got to him). After a lot more joviality we finally convinced Steve it would be OK, we really did inspire confidence in him!



The Bown's motor fired first prod of the pedals and after a little warming up Steve and the Bown were on their way from the TT start-line (left). Heading for Bray Hill we both joked "rather him than us", as we videoed his departure. Earlier it was agreed if all was going well he would continue,

not stopping until Ramsey and Parliament Square. Shortly after Stuart and I set off in the van to catch him up. However, we didn't encounter the Bown until Ballacraigne approximately 8 miles out, so Steve must have been on a mission!

Following him through Glen Helen up onto the Cronk-y-voddy straight, the little Villiers engine was pulling on, well into the mid-fifties mph judging by the van speed. On the long undulating straight, the Bown at this stage looked quite stable until Barregarrow on the run down, however Steve appeared to hang on to a big wobble (which did seem entertaining to the two of us, both again agreeing rather him than us!).



Having passed Steve we went on to Ballaugh Bridge to take photos of him leaping the bridge (just joking). No sooner out of the van than Steve appeared on the bridge. No photos, but he was grinning like the proverbial Cheshire cat.

Then it was off to Ramsey Square, Steve was already there, the Bown ticking over nicely. Steve reported no mechanical problems all of the way although he did admit to a directional error at Quarter Bridge - much head scratching from the pair of us on that! While chatting for a few minutes a local trials bike rider appeared and asked "what the heck is that, it's brilliant!" Steve was left explaining it to him, while we headed off to Ramsey hairpin to video his efforts. It didn't take long for the screaming Bown to appear coming up the hill, it was quickly round the hairpin bend with a bit of nifty cornering from both rider and bike, and sounding really good from the expansion chamber exhaust pulling up towards the Water Works, where we finally had him on film again.

It was decided in Ramsey that Steve would stop at The Bungalow for a photo of both Steve and the Bown alongside Joey Dunlop's memorial (right), Joey on the Honda, Steve on his Bown autocycle; what a contrast!



While we were there a senior Irish TT fan commented to Steve "you looked like Charlie Collier coming round the corner." Charlie Collier was the winner of the first TT in 1907.

Next for us it was off to Cregny-baa for more videos. Shortly after, Steve and the little Bown appeared screaming down the hill from Kate's Cottage. Both rounded the "Creg" nicely (right) with more over-revving down to Brandish Corner on his way back to the grandstand and the finish. It was Steve's first two-wheeled lap of the TT course.



On our arrival, no sooner were we out of our van than we were greeted by an ecstatic Steve with the word "brilliant!" Amazingly, we weren't going to hear the end of this for the whole trip home, were we? From Stuart's and my point of view it was a brilliant achievement from the man and his speedy Bown, and very entertaining to follow!!

History: the NSU Quickly, part 2

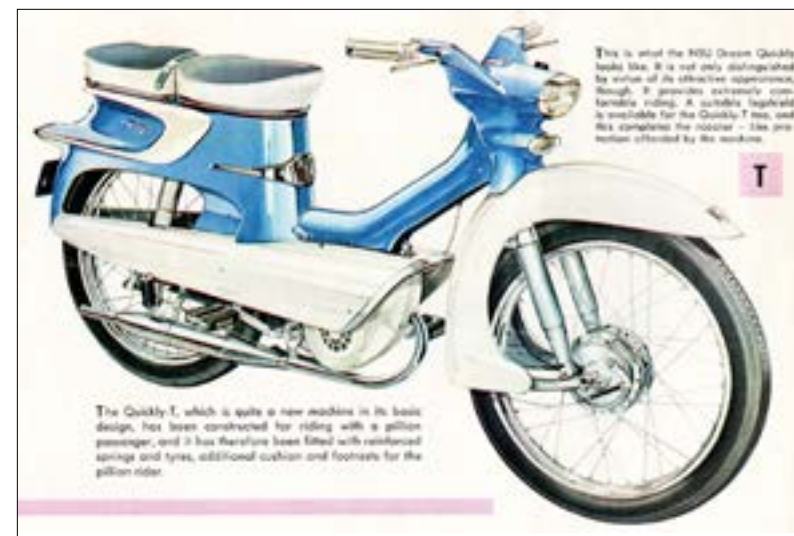
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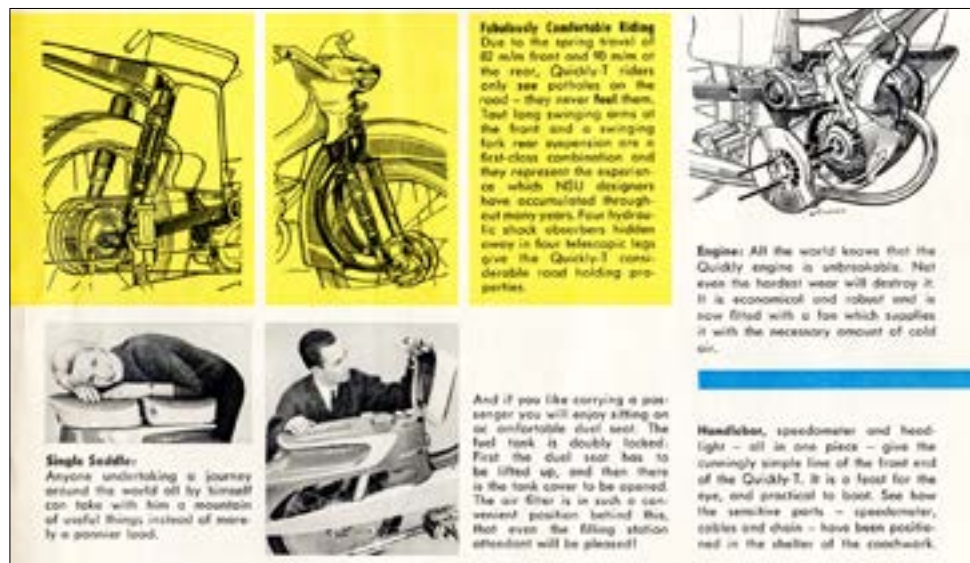
The Cavallino was replaced in 1959 by a new model, the TT, which used leading-link front suspension and a new frame, as seen left at the top of a brochure front page.

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.



Fabulously Comfortable Riding
Due to the spring travel of 82 mm front and 90 mm at the rear, Quickly S2 riders only see potholes on the road – they never feel them. Two long swinging arms at the front and a swinging fork rear suspension are a first-class combination and they represent the experience which NSU designers have accumulated throughout many years. Four hydraulic shock absorbers hidden away in four telescopic legs give the Quickly S2 considerable road holding properties.

Single Seidler
Anyone undertaking a journey around the world will find himself can take with him a mountain of useful things instead of merely a passenger load.

Engine: All the world knows that the Quickly engine is unbreakable. Not even the hardest wear will destroy it. It is economical and robust and is now fitted with a fan which supplies it with the necessary amount of cold air.

Handlebar, speedometer and headlight – all in one piece – give the cunningly simple line of the front end of the Quickly S2. It is a feast for the eye, and practical to boot. See how the sensitive parts – speedometer, cables and chain – have been positioned in the shelter of the coachwork.

And if you like carrying a passenger you will enjoy sitting on an comfortable dual seat. The fuel tank is doubly locked. First the dual seat has to be lifted up, and then there is the tank cover to be opened. The air filter is in such a convenient position behind the fuel tank that even the filling station attendant will be pleased!

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.



were made in the same period. The NSU Quickly was a success story, clouded only by NSU's 1967 Wankel-engined car, the Ro80, which bankrupted the company with warranty claims for rotor seals.



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 modernised version of the remarkably successful three-speed S/2 model, 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 anti-blue blue. And, like all Quickly mopeds, it carries a 12-month guarantee.

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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

Adventures of a BOBL racer Lawrence Crompton

When I first visited Japan, I was lucky enough to spend some time with one of the founders of the BOBL event and a personal hero of mine, Daisuke Mukasa san who, with his mechanic Yamazaki-san and minarai (apprentice) Tomoka-san run the highly regarded Tokyo-based motorcycle shop 'Animal Boat'. Although he disparagingly refers to himself as a junkyard owner, the sheer quality of the motorcycles that Team AB prepare cannot be under-emphasised. From mild customisation to full race replicas, the classic styling should appeal to anyone with even a passing interest in machines from this era! Unsurprisingly for Japan, Mukasa san and the others were incredibly welcoming, taking valuable time out of their day to give me a full tour of the workshop and their BOBL racers, as well as preparing and lending me a lovely little Suzuki B100 for a guided night-time tour around Tokyo! An experience which as you can imagine has stayed with me to this day.



And so it was settled, having been shown such kindness on that visit, once home, I had to find an eligible bike and take it to Japan to participate in a race.

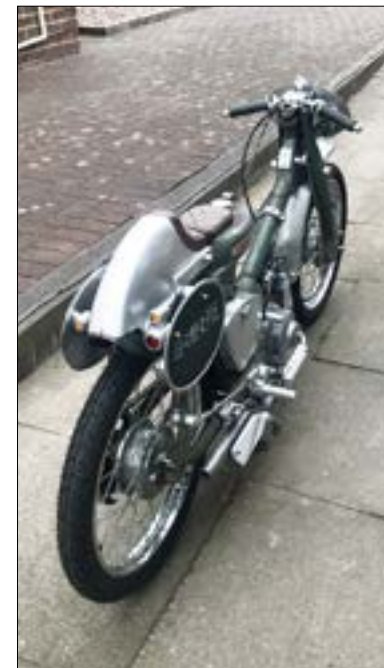
After careful consideration of the rules, and models that would be easiest to source in the UK, I settled on Honda C100. Confusingly named as it is of course a 50cc motorcycle, this is one of the OHV pushrod operated variants of the now infamous SuperCub made from 1958-1964. Examples are still regularly available on eBay although may appear registered as late as 1966, with spares also still being readily available. The only thing to really watch out for is an all too common snapped kickstart shaft, although I can thankfully say mine is still intact. My example I believe is from around 1963, although I will be using the fantastic dating service the NACC membership provides to confirm this.

Having arrived as one solid lump from eBay, and with a box of questionable spares for a more than fair sum of £650, it was the perfect donor. At this stage of writing, it's incredibly tricky for me to list the amount of jobs that I have undertaken, with every piece being designed and made with my own two hands. From aluminium fabrication and welding to machining of countless components, down to the robotic rotating number-board headlight (which has sadly, subsequently been copied....

...a number of times without due credit) and home-cast rubber grips. It was imperative that the level of dedication I was shown by my friends in Japan be reflected in the work that would be done to my BOBL racer. And although a great deal of inspiration was garnered from their machines, it was vitally important that my work be of my own design. A challenge in itself, as the limitations of the pressed-steel frame required a totally unique approach when compared to customising the average motorcycle.

Hopefully, a couple of photos can tell some of the story, and perhaps at a later date I could provide a more in-depth article, or a YouTube video or two to document in more detail the extent to which I have worked on this characterful machine who has come to be known as "Kame-Kaze". Far from being a mis-spelling of the now infamous Kami-kaze (divine wind), Kame-Kaze is what is known in Japan as an "oyaji-gyagu", or old-man joke, a popular form of wordplay gag. Loosely translated it means "turtle wind", an appropriate name I feel for an old, wise, green-machine of limited pace.

I'm sure all NACC members share my respect for small-capacity machines. These charming little work-horses that were designed with simplicity and economy in mind, but develop their own personalities over time with their unwavering willingness to just keep on plodding, irrespective of the circumstances. As my Dad would say "pace with grace", and so while I patiently wait to return to Japan after 4 years, in which the world has seen so much change, I hope I'm able to keep on plodding, and in a future article share the story of the Bolton lad who made it to BOBL!



Thank you for your time in reading the article. If you would like to see more of my work please use the following Instagram link:

<https://www.instagram.com/Yokai.Motorcycle.Engineering>

And if you have any questions at all please do not hesitate to contact me via email, particularly any NACC members in and around the Lancashire area: yokaimotorcycleengineering@outlook.com (Email)

Two more scans from NACC member “Skungheneey’s” collection of rare moped brochures, in this case a couple of Garelli models. The Gulp (what a name!) - 3V indicates a 3-speed gearbox.



A Tale of Two Hudsons, part 1

Peter Moore

Are you sitting comfortably? Then I'll begin...

This tale begins two years ago. A young man (we'll call him Paul), amused and enthused by the exploits of some greybeards he had met - particularly one on the Eastern Coastal margins of England - set out to get himself an autocycle. The magic of the internet offered him several, and he plumped for a New Hudson in the Far

South - okay, Berkshire. Off went Paul in October 2020 to collect his purchase, and he also brought back a cyclemotor for me (a BSA Winged Wheel) in his van via a small detour on the M25.



So, NH149, as I subsequently named it, came to Lancashire. Paul gave it a good looking-over and on short test rides found he was not comfortable on it, and that it weaved somewhat at speed. Speed is relative, and Paul is used to more modern motorbikes and mopeds, so was perhaps expecting more than the Hudson was designed for. In search of a second opinion, reassurance, or something like it, he brought the Hudson to me.

We checked wheel and headstock bearings, fork links, spokes, - anything we thought might be influencing the behaviour. Then I took it out for a short ride, with 30 mph showing on the wavering speedometer, and brought it back with a smile on my face.

No problematic behaviour. Now Paul is a big lad, and I am a touch slighter, so we put it down to the difference in weight, but I did say I would buy it from him when he tired of it.



He took the Hudson home, did some minor work - wiring, shiny new number plate, letters, and light, - and tried it again a few times. Three months later, he sold it to me! That was somewhat earlier than I expected! The Hudson had a couple of outings in Spring 2021, but mainly, was put away while I played with the Winged Wheel,

coaxing some compression and performance from it. That completed, I turned my attention to the Hudson, in Spring 2022.

A year had gone by.... It had begun to look as though NH149 was destined to remain in sheds, so it was time to do something about it. The first thing was to put some air in the tyres. Immediate success. No more weaving! Memo to self - never overlook the basics! I think Paul experienced a twinge of regret when I told him, but it was too late.

And NH149 is a lovely example of a "proper" New Hudson. I have never liked the Restyled. I have never got over the feeling that it was a last, desperate throw by the BSA Management to update an obsolete machine, an attempt that was pitiable, and doomed to failure in the face of the obvious shift in the market and the competition. That the Restyled soldiered on for just two years confirms the point. The market for autocycles had collapsed, other manufacturers has ceased making them, and Villiers nailed shut the coffin lid by ceasing production of the 2F engine.

NH149 was first registered in 1956, - the Restyled being introduced in May 1956, - so was amongst the last of its kind. Finished in maroon, it foreshadows the Restyled. NH149 wears its original paintwork and tinware, the gold coachlining having been worn away, sometimes completely, sometimes down to a black underline. The arm and hammer on the engine side shields have been polished away. The frame downtube is polished and chipped from years of abrasion by the rider's shoe as he mounted and dismounted.

NH149 was essentially a one-owner machine. What I learned from the second registered keeper was that it was purchased new in 1956 by a Mr Lionel Belcher, a machinist (turner, miller, grinder, or perhaps all of these, in an engineering firm in or near Reading) who used it as his everyday transport for many years, before laying it up when he progressed to a larger motorcycle. Original registration was MDP 395. So, it seems that any maintenance, repairs, modifications or upgrades were carried out by him.

The obvious apparent items are the Huret speedometer, probably from the 1960s, and the chrome wheel rims.

The second keeper, from whom Paul bought NH149, was a friend of Mr Belcher and eventually, after years of trying, bought it in 2002, transferred the registration to his wife's car and put the Hudson in his shed. He covered perhaps 10 miles in 18 years on it. Ah well, not a completely unfamiliar tale.

Paul, as we know, did not keep it longer than three months and rode it for a handful of miles, and then it became mine, - still essentially a one-owner machine, bearing its pleasing originality and evidence of a life well cared-for.

Checking it out, I found the clutch really in need of renewal, there being just one sweet spot between drag and slip, and somewhat soft compression, so that the old bike asked for a little pedal assistance when setting off from rest or pulling from walking speed. So, attention here was put on the mental list for Winter work as I used the autocycle for local rides, and found it an enjoyable, gentle ride. Everything about it, from the easy starting, the simplicity and ease of controls, to the gentle nature of its road behaviour supported the advertised claims for the autocycle when new and current, and their suitability for the target market including midwives, district nurses, commuters, and anyone who had no previous motorcycling experience or mechanical knowledge.

I was looking forward to owning, overhauling and enjoying this New Hudson for some time to come, but got only as far as routine checking and maintenance before riding, and swapping the brake cables so that the right hand now operates the front brake, - but then something happened....

NH149 has gone back to Paul, still essentially the machine that left its first owner. When I bought the machine it was with the proviso that I would give Paul first refusal to buy it back at the price I paid. Since asking



prices have risen to what many might consider to be silly levels, this worked well in his favour! This time, Paul seems more committed to the machine and is planning its refurbishment where necessary, ahead of many outings to vintage rallies and steam fairs, and organised group rides. Two of those have already taken place at the time of writing, so what had occurred to make me change my plan?

Above - a publicity stunt by BSA; two women touring Great Britain on New Hudson autocycles.

A Hybrid Cyclmaster

Chris Sawyer

Earlier this year (August 2022) I wrote about my experiences in building an e-bike. I think this was a success as I achieved my two main objectives. These were (a) to build a minimum spec bike for less than £200 using a FoC cycle and (b) to build a really usable bike that needs almost no pedalling for about £500 using the same cycle. The whole process took some time as I didn't have any experience in this type of thing and also the bike I chose was not easy to fit the motor (or battery) to. Anyway, I learnt a lot. I never let the fact that I don't know what I'm doing stand in my way!



By the time I'd written my article, I'd moved on a bit but decided that although I'd assumed that e-bikes would be of little interest to Buzzing readers, the article might provide some background to something more interesting. Incidentally, Editor Dave advised me that interest in e-bikes was much stronger than I'd assumed.

I have two cyclomotors that I use regularly, both Cyclmasters. One is your standard engine in wheel arrangement and

the other, actually my first, has the engine mounted above the rear wheel. It's called CM1 and I've written about it previously. As it's a special, I often try out new ideas on it. Both bikes give typical Cyclmaster performance of about 20-25 mph on the level but need a bit of LPA on hills. CM1 has the advantage of retaining its Sturmey Archer hub gear.

The thought that had occurred to me sometime in late 2021 was that as a 250W e-bike motor is roughly equivalent to the power that an average cyclist can produce, then it might be employed in the worthwhile aspiration of avoiding LPA on a Cyclmotor. In much the same uncertain way as my e-bike project, I started out by not splashing lots of cash on something that might not work out. So, I searched for a 250w side-drive kit and happened to find one new in Europe at the good price of about £65. This also avoided long delivery times from China.



This is the same kit as used in my e-bike project (see www.l-faster.com) I still had my original 24v 10 Ah battery so elected to go with 24v at the onset. Previous experience has taught me that I could invest in a 36v quality battery later on and get more speed and performance. The frame on CM1 was ideal in that the nearside was unencumbered with sprockets as the engine and pedal sprockets were on the other side and the motor normally mounts on the nearside (photo bottom of previous page). Also being a rigid rear end, the mounting plate should fit without much fuss.

Early in 2022, my motor kit arrived and I dropped everything else, removed the rear wheel on CM1 and fitted the bolt-on sprocket.

I retained the standard 16t motor freewheel sprocket for now, although I expected the gearing to be too low due to the small wheels. As with my e-bike, the battery location

was a bit of a problem, but as a temporary fix I mounted it on the front carrier. I decided to use a thumb switch accelerator control as the bike has a twistgrip accelerator and I envisaged that I would twist the throttle open and then push down with my thumb to get electric LPA, hopefully!

Everything worked out much as expected (for a change) as due to the 20" wheels I got about 10mph with just the motor whereas the Cyclmaster engine has pretty much run out of puff at 12mph. However, by riding up a steep hill and letting the engine pull right down I could feel the electric motor chiming in and helping so I knew I was on the right track.

I knew that 16t on the electric motor sprocket was specified so that the motor wasn't overloaded when pulling hard, but in my case the motor would only be used occasionally and then mainly when rolling along. Consequently, I felt that a bigger sprocket would be all right. I found a BMX one with 24t which immediately got me up to 15mph, so the electric motor was in a really useful part of the engine power range. The motor helped quite willingly just as the engine was starting to tire. Also as I was only using the motor occasionally, the battery voltage stayed well up and the motor did not get hot.

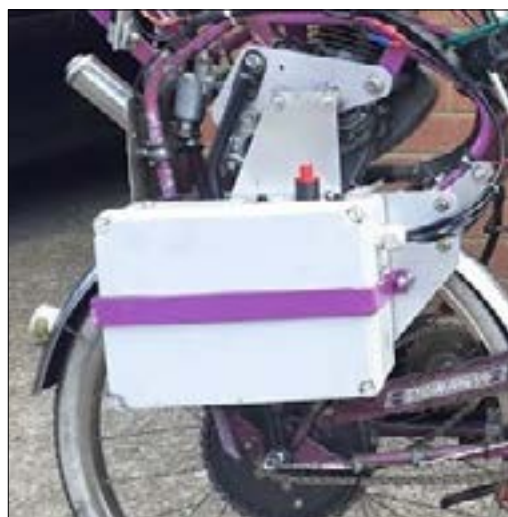
Fitting the new sprocket was not all plain sailing as I discovered that it was a bit reluctant to screw on. It turns out that there are two threads used, 26tpi and 1mm pitch (25.4 tpi). The small difference in pitch being enough to jam up after about 3 turns. A bit of bodgery on the lathe with a 26tpi thread chaser persuaded it all to fit together!



All in all, I felt encouraged to splash out on a premium 36v battery, but this time I thought 10Ah would be adequate.

This time I didn't seem to find a suitable battery of the right rating and shape from my previous supplier Booant.com. and so had to do a bit more research and found a decent looking-one from a UK supplier, the manufacturer being Ancheer. Again, no lengthy delivery times from China.

As before I chose a basic wrapped battery and organised my own box and mounting. The pictures show the box which is the same as the e-bike so looks quite big but this time the battery occupies just half of the box. The upper half contains the motor controller, a small master-switch to isolate the battery and a 36v-12v converter so that I can run my lights and indicators from the main battery. The box is mounted on an aluminium plate that is in turn rubber mounted to the frame. The battery itself is packed in neoprene foam inside the box. All of this to give the battery and easier life. The box incorporates an external charge socket and a circuit breaker.



The result, as before was an increase in output and speed at 36v (nominal). In fact, a 36v battery is fully charged at 42v so the speed being proportional became $15 \times 42 / 30 = 21$ mph. The maximum quoted speed for a Cyclemaster, normally geared is 20-25 mph so I'm still not increasing the maximum speed. I found the average speed on my test route had increased from 18mph (a good Cyclemaster) to 20 mph.

I discovered there were two ways to use my newly acquired performance.

Firstly, to behave as you would with a standard cyclemotor and let the speed drop down as low as you dare before pedalling up to say 15 mph. If it were a long hill you would be repeatedly speeding up and slowing down (or constantly pedalling). The other way is to use the motor to keep the average speed up by applying it to keep in the 18-20mph range.

Another thing that people might want to know about this exercise is subjectively, does it improve the riding experience? I think the answer is yes for me. It removes the uncertainty of being able to pedal up hills. It enables suddenly having to slow down or stop in awkward places like roundabouts to be less of a problem as the motor gets the bike going again quickly. The generally pleasant experience of buzzing along on your cyclemotor isn't really affected as the motor is only used occasionally. Another issue is outright gradability (hill climbing) ability being improved. So, do the engine and motor work well together? To assess this, I tried to estimate this as follows.



Steady state gradability is normally assessed at maximum engine torque. Now I've never seen a power curve for a Cyclemaster but we can get some way with the data given in the workshop manual. From the given 6% grade (no LPA) given, we can work back to the tractive effort (force at the ground) of the bike and average rider as being about 9.5kg. What we don't know is what engine speed this is at. I posted this question on the excellent Cyclemaster Help Desk on Facebook and got a reply quoting a launch document for the 25cc unit of 0.9 lbf-ft (engine torque) at 3000 rpm. I assumed that this speed would be similar for 32cc which gave me a roadspeed of 12mph which seems about right.

Working back from this roadspeed, I got a motor speed of (surprisingly) also 3000 rpm. As we now knew what the motor was doing I was able to construct the motor torque line which is maximum at zero revs and zero at max revs. The manufacturer's figures gave me enough to plot the line (and the power curve out of interest). 3000 rpm gave an additional tractive effort of 4.7 kg. At last I had something I could add together giving a combined gradability of 11.2%. We can see that I was predicting a steady climb ability to be almost doubled (6% to 11%).





Edwin passed away in the 1990s but Jean carried on the family passion and became the driving force behind the Register of Unusual Microcars, backed up by an enthusiastic group of volunteers, including me. Now aged 93, Jean is in a care home and the family recently took the decision to sell the collection to fund her care.

Charterhouse Auctioneers were tasked with organising an online sale on October 26th 2022 and were on site the day before the auction to deal with a large number of viewers and TV crews. Richard Bromell was wielding the gavel on the big day and made sure that every last penny was wrung from the bidders' wallets. I fell under his hypnotic gaze at one of his auctions in Shepton Mallet a few years ago when he was pitching a pair of Honda Superdreams. It came down to me and a dealer but luckily I managed to break the spell before doing anything rash.

Part of the definition of a microcar is that it has an engine size no greater than 700cc. It may

have three or four wheels. Not all of them take full advantage of the 700cc limit, though, and there were several cars powered by engines with which we will be familiar. A couple of them came from France where they qualified for the *sans permis* regulations under which a fourteen-year-old could get behind the wheel.

The Flipper, an ABS-bodied two-seater (photo previous page), has at its heart a 49cc ADLX Sachs engine mounted on the front driven wheels. It has no reverse gear but the drive unit can turn so far that it will drive the car backwards. All that the driver has to remember is how many turns they've put on the steering wheel and hope that they haven't wound up the wiring or the fuel pipe! The other French micro was a JDM Simpa 49SL which uses a Motobécane VO14 engine with the *contre-piston* – a sort of supercharger. Paul Witchard and I were instrumental in getting this one to the museum when it was donated to the collection from France.

A Puch engine drives the 1969 Meister (above left), believed to be the only one in the UK. This was a project for the brave. Finally, we come to the Bamby. Designed by Alan Evans in response to his wife's request for an updated Peel P50 (think Clarkson in the lift!), it had a single-seater fibreglass body and a Suzuki moped engine (above right). Several were made and it deserved better success than it had.



However, I suppose that your average sixteen-year-old couldn't wait to get either a motorcycle or "proper" car license so the Bamby would have been just an expensive moped for a year. I visited the Earls Court motor show when the Bamby was launched and met the designer. A fascinating man, full of enthusiasm for the project, he passed away recently.

Finally, ladies and gentlemen, may I present the Moby? This single-seater is based on a Yamaha QT50 (right and below) and is driven from what amounts to a sidecar. It has a rudimentary fibreglass body and is the only surviving prototype.



It was mothballed due to the high cost of production and the prototype was donated to the museum. For several years, visitors were asked not to publish photos of it in case the project was resurrected. The handling is described by those who have survived a drive in it as "atrocious". You can see why I really, really wanted to buy it, can't you?

I placed bids on three of the cars – the Moby, the Bamby and the Flipper – but they all exceeded my budget, I'm afraid. Let's hope that the new owners appreciate their purchases and that they continue to be seen at rallies.

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