

BUZZING

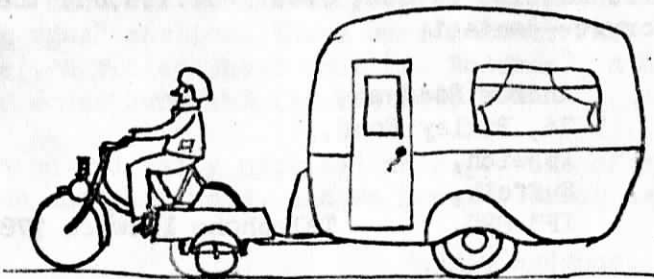
The newsletter of the
East Anglian Cyclomotor
Club.

Volume 1 Number 1
Spring 1982

INTRODUCTION

"Buzzing" is the quarterly newsletter of the East Anglian Cyclomotor Club. Its purpose is to keep members informed of club events and other happenings of interest to cyclomotor and autocycle owners. It will provide an advertising service to members wishing to buy & sell machines, spares, &c. There will also be articles on cyclomotor and autocycle history and reports on club activities. In this issue we start a series of articles on rare cyclomotors with a description of the "Watt". There is a report on Ride East '82, which a group of E.A.C.C. members took part in, and Kevin Mallone relates the story of his appearance on "Blue Peter".

Important news is that we are holding our first road run. The run will be on 23rd. May and will start and finish at the Museum of East Anglian Life in Stowmarket. The route will be about 25 miles long. Please contact me or Andrew Roddham if you want to take part. Entry is open to all cyclomotors and autocycles. Please support this event which, if successful, will hopefully become a regular event.



DIARY OF EVENTS

- Fri. 16th. April E.A.C.C. Meeting, 8 p.m.
Station Hotel, Ipswich.
- Sun. 9th. May Felixstowe Run. A road run from
Ipswich to Felixstowe for all vehicles
Built before 1955. (Ipswich Transport Soc.)
- Fri. 21st. May E.A.C.C. Meeting, 8 p.m.
Station Hotel, Ipswich.
- Sun. 23rd. May E.A.C.C. Road Run, Museum of East
Anglian Life, Stowmarket.
- Fri. 18th. June E.A.C.C. Meeting, 8 p.m.
Station Hotel, Ipswich.
- Sun. 4th. July V.M.C.C. 7th. Annual Cyclemotor Run,
Long Itchington, Warwickshire.

Looking further ahead, we hope to have a large display of machines at Wheels '82. This event takes place on Christchurch Park, Ipswich over August Bank Holiday Weekend. If you want to enter this rally, please send your entry forms to Andrew Roddham, who will forward all E.A.C.C. entries to the organisers.

WHO TO CONTACT

For details of club events, other rallies, and the club's spares service contact;

Andrew Roddham,
76, Bixley Road,
Ipswich,
Suffolk,
IP3 8PG.

Telephone Ipswich 77870

On anything to do with the newsletter, contact me:

Andrew Pattle,
57, Union Street,
Stowmarket,
Suffolk,
IP14 1HP.

Telephone Stowmarket 2492

(until 1st. Apr)

or Stowmarket 612492

(after 1st. Apr)

DAY TRIP TO FELIXSTOWE

On Sunday 7th. March, five machines set out from Ipswich, to the Triangle Motor Cycle Club exhibition: Ride East '82. They were a Norman Autocycle, ridden by Andrew Pattle; three Cyclemasters, ridden by Simon Whitehead, Kevin Mallone, and Andrew Roddham; and a Phillips Panda, ridden by John Law.

A large number of British motorcycles were entered. Parked on the lawn beside the Pier Pavilion, Felixstowe, they created a great deal of interest amongst the visitors to the exhibition.

One prize was awarded to the smaller machines. The award for the most original machine was presented to Andrew Roddham. His Cyclemaster was "so original that it still had the rust on it". The prize was donated by Dave Bickers Motorcycles of Ipswich.

The E.A.C.C. also had some exhibits in the "Motorcycling through the ages" section. These were a Power Pak (K. Mallone), a Winged Wheel unit (A. Roddham), a Mini Motor and a James Superlux (A. Pattle).

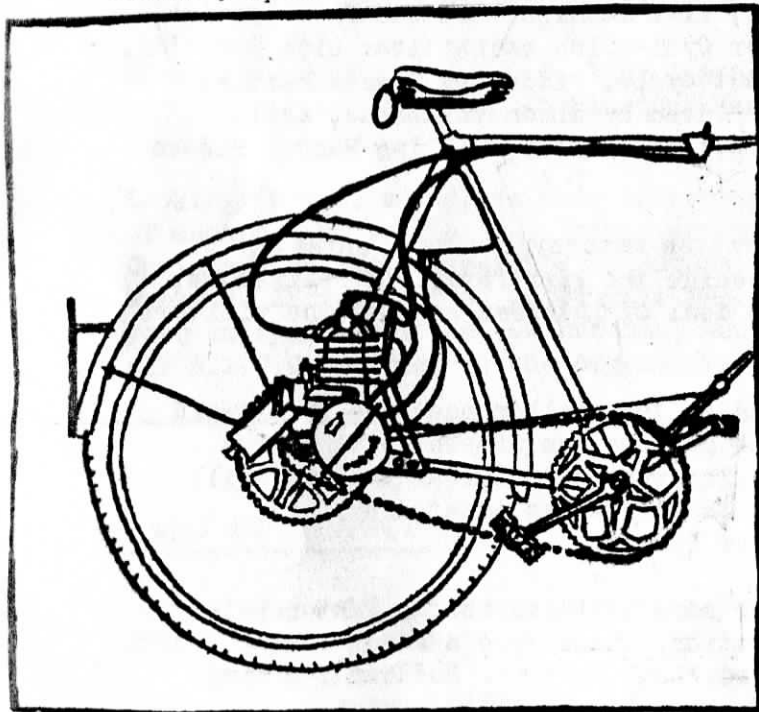
The exhibition and rally provided an enjoyable afternoon to all those who took part, and we hope to enter again next year.

Andrew Roddham.

UNUSUAL CYCLEMOTORS - PART 1 - THE "WATT"

The Watt cyclemotor was built in 1952 by Mr. Angus Watt of Inverurie, Aberdeenshire. Bore and stroke of the engine were $1\frac{5}{8}$ x $1\frac{1}{2}$ in. giving a capacity of 51 c.c. The carburettor was an Amal type 308 and ignition was supplied by a Wico-Pacy Bantamag. All other engine parts were made by Mr. Watt, or cast by a local foundry using Mr. Watt's patterns.

The engine was mounted on the right-hand side of the bicycle frame, alongside the rear wheel. A $\frac{1}{2}$ x $\frac{1}{8}$ in. chain provided the primary drive to a clutch on a countershaft halfway along the seat stay. Thence the drive was transmitted by another chain to the Sturmey Archer 3-speed hub in the rear wheel. The triangular fuel tank was above the wheel, between the seat stays and the seat tube.



Separate throttle and decompressor controls were mounted on the handlebars, and a locking clutch lever was situated on the top tube.

Two of the unusual components in

this motor's construction were a knitting needle, from which the big-end roller bearings were made; and an aluminium kettle, the base of which provided the chain guard for the countershaft.

Registered GSA 504, the cyclemotor completed over 1000 trouble free miles in its first year of service.

THE BLUE PETER BLUES - EPISODE 1

"Blue Peter" recently showed the latest gadget for cycles; a clip-on engine that will do the cycling for you electrically. Being a cyclist, sometimes with the help of one of the 1950's cyclemotors, I decided to tell Sarah, Simon, and Digger Duncan all about these petrol clip-ons. An added bonus was the possibility of winning a silver badge.

I duly sent off my letter and much to my surprise it was replied to. Michael Cook, the producer, telephoned for more information and I received a letter to the same effect. A few phone calls later I was told that they might want me on the programme - if I could get my Power Pak to run.

Those inhabitants of Framlingham who remember my Power Pak from when it was on the road last September will be totally surprised to hear that, despite all the crankshaft repairs during half term, I could not get the wretched, sorry, beautiful device to work again.

When phoned again I stalled for time, and on the Saturday - the B.B.C.'s deadline - Simon Whitehead lent me his Cyclemaster. When Michael Cook rang up to ask me what I was up to, I was able to tell him that Simon's working Cyclemaster was on my bike, and that the recalcitrant Power Pak was on Mum's bike.

The terror of the next few days was unbelievable but finally I got a call to say that I was wanted on Thursday's programme.

Thursday morning I was collected at 6.15 a.m. by a chap in a Ford Transit. We set off for London at 6.30. The Power Pak fell over in Parham, almost knocking the Cyclenaster over. The rest of the journey was plain enough until we reached the outskirts of Greater London when we took another two hours to travel the last 22 miles.

We reached Studio 2 shortly after 10.25 to see the Hesketh V1000 being tipped off a lorry. Michael Cook was there to meet me and as soon as all was unloaded and taken into the vast studio he started to introduce me to various people.

Kevin Mallone.

(To be continued)

ODDS AND ENDS

Overheard at Ride East '82; "The bike I'd really like to own is a Brough, but I think I'll stick to Cyclenasters for the time being".

And at least twice during the day: "They don't allow these things on the road do they?"

Bad news from Champion is that they have stopped production of the 8 COM sparking plug. If you prefer detachable plugs for your autocycle they should still be available from most retailers. Buy now while stocks last. The non-detachable K 17 will still be made so all is not lost.

Again at Ride East; A certain autocycle maintained its tradition of not starting at public events. Its owner still maintains that it works perfectly at all other times.

More bad news. Andrew Roddham tells me that Reynolds have ceased production of Cyclenaster final drive chain. A limited quantity is still available from the E.A.C.C. spares service.

Hints for the VeloSoleX rider: If the engine starts to 4-stroke when the lights are turned on, wash out the magneto L.T. in petrol. The friction washers on the engine suspension should also be washed in petrol occasionally - NEVER oil them.

On V.A.P. cyclemotors with A.B.G. magnetos the flywheel retaining nut acts as an extractor. Undo the nut until it tightens against the circlip, but do not force it. If the end of the shaft is jarred with a hammer, the flywheel should come free.

E.A.C.C. SPARES SERVICE

Don't forget the club's spares service if you are restoring a machine.

Currently in stock are;

Piston rings for Vincent Firefly, B.S.A. Winged Wheel, and Rex engines £2.00 a set, £1.00 for single rings.



New oil seals for Cyclemaster (£1.30)
Mini-Motor (£1.30 drive side, £1.00
mag. side), Power Pak (£1.00).

New bearings for Cyclemaster £4.60
crankshaft & clutch, £12.40 sprocket
end of countershaft), Mini-Motor
(£5.20)

New bearings and oil seals can be
obtained for most engines, send the
originals as a pattern.

Also available are Cyclemaster drive
chains and many other bits and pieces.
Contact E.A.C.C. secretary Andrew
Rodham for this service.

QUIZ

- 1) Which motorcycle company designed a cyclemotor engine with curved pistons in a torroidal cylinder?
- 2) Which company took out a patent in 1946 for a cyclemotor driving the inside of the rear wheel rim by 2 rollers?
- 3) Also in 1946 a patent was issued for a cyclemotor driven by a spring loaded ratchet operated from an eccentric on the engine by a length of wire. To which company?
- 4) Who introduced a 35 c.c. powered rear wheel in 1953?
- 5) What is the connection between the initial letter of each of the previous answers, this newsletter, and Box Hill? (Clue: Beg or borrow a copy of the Motor Cycle for 8/3/51)

Answers in the next issue.

SEEN & HEARD

A complete running Cyclemaster is available in Ipswich. Telephone Mr. F. Pyett on Ipswich 43999 if you're interested.

Two autocyple engines (probably Villiers) are available from R. J. Marsden, 114, Netheroyd Hill, Cowcliffe, Huddersfield. Telephone 48593 or 39347. Price is thought to be about £65 including delivery by rail.

A Cyclemaster has recently been seen for sale in a local newspaper. The address given was 5, The Council Houses, Blyford, Halesworth, Suffolk. The price is thought to be around £17-50.

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Editor; Andrew Pattle.