

"BUZZING"

Vol. No.
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Summer 1982

The newsletter of the East Anglian Cyclemotor Club.

INTRODUCTION

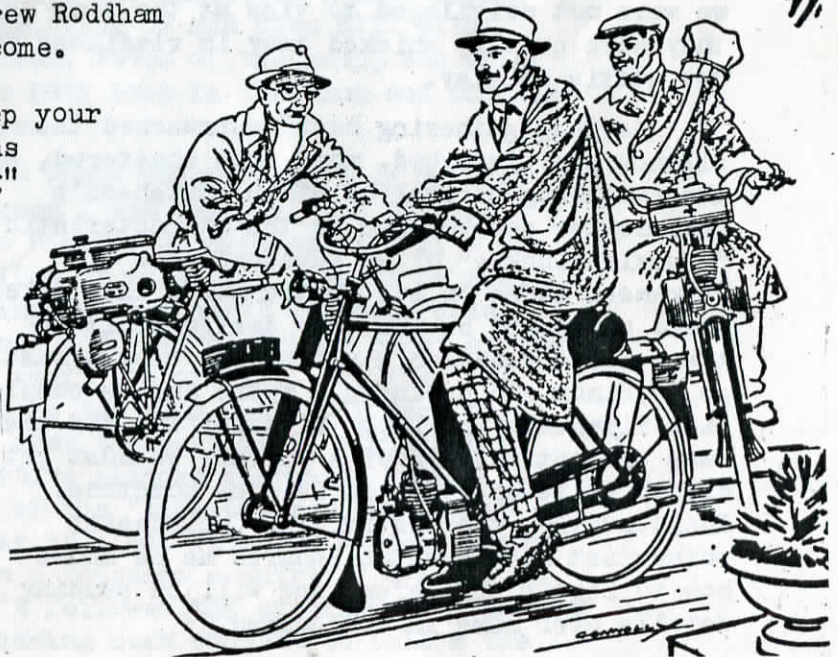
Despite increasing the size of "Buzzing" by 4 pages for this issue we are short of space so I shall limit my introduction to a few reminders;

Remember that E.A.C.C. meetings are held at the Station Hotel, Ipswich at 8p.m. on the 3rd Friday of every month.

After an excellent display of machines at our first road run we are hoping to stage an even bigger display at Wheels 82. Contact Andrew Roddham if you can come.

And keep your contributions for "Buzzing" coming to me.

Finally, in defence of Kevin Mallone, I must point out that he wrote his article before Hesketh's called in the Receiver



THE FIRST E.A.C.C. ROAD RUN

It all started last winter when our Secretary, Andrew Roddham 'phoned to ask if he could rely on support from any of the Midland members to attend a 1st. Annual Run proposed for the following spring; the answer was, of course, Yes!

Thus it was that at 6 o'clock on the morning of 23rd. May, Doug Whittaker and I found ourselves eastward bound with the 1921 Cyclotracteur and 1956 Rex aboard the trailer behind the car. The journey to Stowmarket proved simpler than my "pre-motorway" atlas indicated and we arrived at the Museum of East Anglian Life a good hour early. A fine day was in prospect as we whiled away the time wandering around what one assumes is a typical Suffolk market town and most attractive too on that quiet Sunday morning.

Another early arrival was Andrew Pattle with a van load of miscellaneous cyclemotors we were not privileged to view at the time as they were quickly whisked away in readiness for the static display.

As the "gathering hour" approached the silence was disturbed, more than shattered, by the faltering arrival of Simon Whitehead's Cyclemaster accompanied by the characteristic "clunkle-clunkle" of an advanced case of "flywheel loose on its centre nut". This malady would appear to be the only design fault in these quite remarkable units. All credit must go to Simon who produced a spare engine complete with flywheel, and Doug Whittaker who did the swap without the aid of a puller; we must get him to write-up how this is done sometime. Incidentally, the Australian Cyclemaster enthusiast Dick Baulton assures me he knows how to repair the defect and will be sending details over here in due course.

Accompanying Simon was Andrew Roddham on an unusual "combination" of Power Pak with box sidecar - Yes! sidecar. Andrew must be very pleased with what seems to be the ideal set-up for his long distance excursions. The outfit is quite capable of showing a clean pair of heels to a good Cycle master and, of course, the extra weight of luggage (not to mention spares and tools) required by the "distance man" is supported on the extra wheel.

The run started promptly at 11 o'clock and the businesslike approach of the East Anglian "crew" became immediately apparent, none of the "go as you please - stop/start every few miles" of the Midlands here. Off went the main bunch at a spanking 20 m.p.h. and yours truly hot on their heels with the Cyclotracteur, suitably restrained by a "floating" automatic inlet valve, peaking at its 1500 r.p.m. However, come the first hill the benefit of the low torque, 60 year old 107 c.c. engine became apparent as the "old girl" ambled past the 50 c.c. buzzing youngsters. Thus the first 10 miles of a delightful route was passed in a most social manner leap-frogging up and down hill with exchanged smiles, waves of the hand, and brief conversations half lost in the "hum and chunkle" of the engines.

Panic!! - where was my mate Doug on the Rex??; as agreed I was carrying the tools!! - I hadn't seen him for 20 minutes or so!! - was he stuck 5 miles or more back without as much as a spare plug and spanner?? In good "pedal start practice" I forged on to the crest of the next hill to await his arrival. the view was fantastic but as the main bunch of riders began to disappear over the next hill, a good mile away, and furtive glances rearwards failed to reveal sight of the "tail-enders", panic set in again. What if I got stranded halfway around the course in a "strange country"?? - I had no map and hadn't followed the excellent continental route card; having been content to follow the

others; both major misdemeanours for one experienced in rallying. So!, I took the coward's way out and went "hot foot" after the leaders thankful to discover we were only some 4 miles from the lunch stop and relieved by the almost immediate arrival of Doug with the rest of the bunch who had not been troubled by the cyclemotors but by the supporting later model mopeds.

Mine host at the Greyhound Inn, Lavenham put on an excellent ploughman's lunch and amidst swapping stories, and extoling the virtues of the various models a most pleasant and sociable hour was spent in recuperation.

Leaving the Greyhound on the "second leg", and mindful of the morning's panic, the route card was followed with meticulous care. Except for Andrew Roddham's sidecar spilling its entire contents on the road when the wheel hit an enormous pot-hole; Kevin Mallone's Raleigh Supermatic needing attention to the H.T. connections and Don Upshaw stopping to don his waterproofs (unnecessarily as it transpired), the finish was arrived at in good time.

Thanks to the support of Andrew Pattle's fine collection, the static display featured some 20 machines and proved a very popular added attraction to the museum visitors. In all a very pleasant day; good route, good weather, good company and an excellent venue. Only two disappointments, not enough time to do justice to the excellent museum despite Andrew Pattle's guided tour; and what a pity David White's beautifully restored New Hudson auticycle was not able to take part as the documents had not arrived from Swansea, no doubt we will get to see this lovely machine at future events.

To sum up; any members who were unable to be there missed a day to remember and will never be able to display the well earned and tasteful commemorative plaque which declares that my machine took part in the very first

East Anglian Cyclemotor Club Road Run. Doug
and I look forward to the 2nd. E.A.C.C. Run
and hope the format will remain - "as before".

Stan Greenway

BLUE PETER BLUES - CONCLUSION

New readers start here:

In a studio in a seedier part of London, our intrepid hero was valiantly fighting off three security guards who maintained that Motobécane began by making powered wheels (cf. Cyclemaster). Read on as Peter Duncan stalls a Cyclemaster six times out of eight whilst our brave silver badge candidate attaches a Power Pak to his mother's bike with a large piece of velvet, a Winged Wheel petrol tank bracket and quite a few expletives....

Now read on:

I was told to call everyone by their Christian names and upon introduction to Sarah, found her to be just as sweet as she appears to be on the programme as a whole. Biddy Baxter, the editor, after discovering that I was not a "Malcolm" thanked me for bringing Simon's and my machines.

During the first part of the morning's rehearsals I watched Peter and Sarah filming a fashion show (a few viewers think that Peter is a trifle scruffy - personally I cannot comment on this as fashion does not turn my head).

At about 11 am., they started rehearsing the cyclemotor slot and Peter was somewhat vexed to find that Cyclemasters do not pull evenly at speeds under 3 m.p.h. Trying to warm the machine up for him proved no aid and used quite a few pencils before lunch-time.

Lunch was a sumptuous meal, in one of the three large restaurants available, with Michael Cook. An hour later final rehearsals started and even at that late stage all was still pretty chaotic. Through all

of it one chap had been sitting quietly and upon investigation he turned out to be an art student who was doing just the sort of pen-and-ink illustration that I cannot.

Final rehearsals became polished as the afternoon went on and a half hour before the programme was due to go out, I was taken to the control room and shown the "ins and outs" of all and sundry. A few minutes before the programme started, Biddy told me that they were going to run over time and that the Cyclemaster would have to be cut out along with some of the Hesketh article. It was a shame that it had to be so but at least the Power Pak was going to appear, although Peter's efforts to master the cycle had been in vain.

The programme itself was very good; the final edited fashion show was very funny and this was followed by Simon trying his hand at cross-country motorcycling. Then came the Hesketh. The Hesketh is a sleek and very elegant vee-twin with a beautifully bulbous 5 gallon tank. Stopping is catered for by two disc brakes in front and a drum brake behind. The glossy black finish is delicately counterpointed by slender gold coachlines and the Hesketh badge which looks like a cockerel, or a lion or both.

Capable of 130 m.p.h. and being the first new British motorcycle for well over ten years she should be a massive success with all "British cycle" enthusiasts. After an article on Brail the Power Pak was shown. Sarah explained it very well and it is beside the point that it almost fell over as she showed everyone the roller and then engaged the drive. She apologised for that later as she knew that my Mum is very protective about her paintwork but I told her that Mum never gets the chance to use her cycle and thus she would not notice.

Peter closed the day's episode by riding off on the Hesketh with Sarah on the pillion (after she had kicked the stand up for him). The Hesketh is so large that Peter was unable to reach.

I had a pillion ride on the Hesketh booked up for after the end of transmission but this fell through as it started to rain. Soon I had to leave - after being awarded a silver badge (the perfect end to a terrific day) - and whilst loading the van up, Michael and I realised that Simon's plug spanner had been sucked up into the innards of one of the television cameras.

A few days later I received a letter of thanks for chipping in and a felt Blue Peter badge each for Simon and me. At the end of it all, I feel it only right to let you know that the B.B.C. canteen produces gorgeous grub and one day I hope to be able to say the same of their coffee.

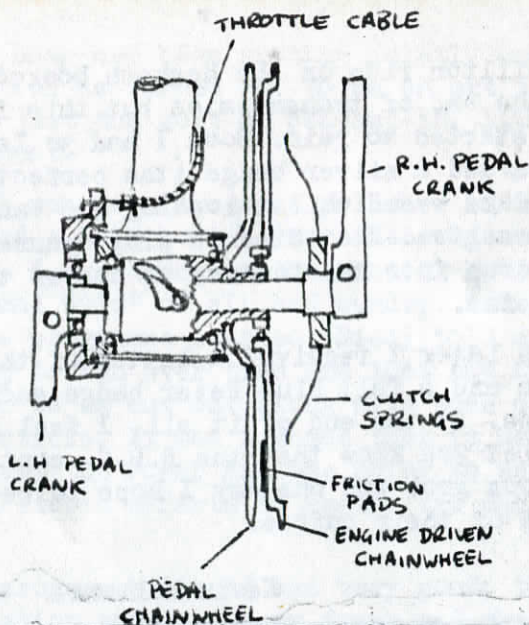
Kevin Mallone

UNUSUAL CYCLEMOTORS NO.2 - THE CYCLOREX

The CycloRex was a French cyclemotor produced in the immediate post-war period. Its main interest lies in its automatic control system. This control system, invented by J. Sequin, dispenses with the need for clutch and throttle levers.

To start the CycloRex, the rider just pedalled away. The clutch would engage automatically and start the engine. Once started the engine would provide most, but not all, of the propulsion. The harder the rider pedalled, the harder the engine worked. If the rider stopped pedalling the engine throttled back to idling speed and the clutch disengaged, allowing the machine to free-wheel. So riding the CycloRex was the same as riging a bicycle except that less effort was required.

With the machine stopped or free-wheeling the pedals could be moved about half an inch to the right. This would close the throttle completely and lock the clutch in the free position. With the pedals in this position the machine could be ridden without using the engine.



The 33 c.c. engine was mounted in the triangle of the cycle frame and drove a countershaft via a roller chain. From the countershaft a second chain drove a chainwheel which was free to revolve on the bottom bracket spindle. There were friction pads on the inside face of this chainwheel. The pedals were connected to the normal chainwheel by a pin running in a curved slot. As the rider pedalled this pin moved up the slot, moving the pedals slightly to the left. Spring arms on the right-hand pedal pushed the two chainwheels together and the friction pads took up the drive. The sideways movement of the pedals also operated the throttle cable. When the rider pedalled harder, the sideways movement increased, opening the throttle wider.

The final drive from the chainwheel could be through a hub or derailleur gear.

The CycloRex was not a popular cycle motor in solo form, probably because there were cyclemotors available which required less pedal assistance. Of the 500 units sold in the year 1946-7 over 400 were fitted to tandems. Presumably because a certain amount of pedal assistance would be needed on most motorised tandems, the unit was more acceptable in this form.

Andrew Pattle

FELIXSTOWE RUN 1982

Two club members took part in the Ipswich Transport Museum's 12th. Annual Road Run from Ipswich to Felixstowe on 9th. May. Andrew Roddham rode his latest creation: a Power Pak fitted with a box sidecar. I was riding my Norman Autocycle (which, for once, started without being pushed for half a mile).

The Power Pak suffered from a flat tyre on the journey to Felixstowe but with the aid of a borrowed pump the trip was completed without further incident.

After a stroll around the vehicles assembled on the sea front we provided the public with some entertainment by swapping the front and rear inner tubes on the Power Pak. The reasoning behind this seemingly pointless exercise was that the ageing rear tube was less able to withstand the pounding of the drive roller than the newer front tube, so changing them over should prevent a flat tyre on the homeward journey. In a brilliant display of mechanical skill we completed the operation in less than $\frac{3}{4}$ hour.

Much interest (and amusement) was provoked by the two machines during the day, resulting in at least four potential recruits to the club.

At about half past five we set off on our journey back to Ipswich complete with a "Third Man" in the sidecar. Despite a diversion for a mystery tour of Trimley, there were no mishaps on the return trip, vindicating the theory behind the tube swapping exercise.

Andrew Pattle

(The "Third Man" was a 78 r.p.m. gramophone record of the Harry Lime theme which Andrew Roddham bought in Felixstowe.)

A VOICE FROM THE PAST

CYCLEMOTOR LOG

I am mildly surprised at the performance of some motorised cyclists. For over three years a friend has cycled motored 37 miles a day for five, and occasionally, six days a week. The total distance is thus in the region of 30,000 miles. His first engine was pensioned off at 20,000 miles, to be replaced by another of the same type. Time for each $18\frac{1}{2}$ mile trip is approximately 65 minutes. The engine is a Cyclemaster which, of course, drives the rear wheel by chain. Rear tyre mileage is usually about 10,000, which relatively short life may be the result of the tube being slightly under-inflated to provide a greater measure of comfort. At the recommended pressure of 40lb/sq in, the ride is somewhat uncomfortable. Fuel consumption averages a genuine 200 m.p.g. No replacements have been made to the Raleigh bicycle to which the unit is fitted. The first engine required only a new final drive chain, new rubbers in the cush hub, new magneto points and new piston rings during its working life. Cost of the replacements plus one new front tyre, one new rear tyre (each new wheel unit includes a tyre) and the replacement engine totals almost exactly £30. Total cost of fuel and oil works out at about £40 9s 6d for the three years. Tax and insurance for the period totals £4 13s. All-in running costs, therefore, work out at 0.6d per mile. When I travel to and from the office by bus and train, the return fare is 4s 8d--or 1.75d per mile of the 32 miles covered. In other words, cycled motoring need only cost about a third of the expenditure on fares. And, of course, the convenience of having personal transport can hardly be calculated in monetary terms.

From The Motor Cycle, 14/10/54

BITS & PIECES

In 1954 Arnold Jones converted a Ducati Cucciolo to a trials bike. This modified cyclemotor was entered in the M.C.C.'s Lands End trial that year and completed the course within the scheduled time. Later it was discovered that its performance during the trial had been restricted by a loose sparkink plug.

The ИРТШ (or IRTISH) was similar in appearance to the Mosquito. This Soviet cyclemotor was a 0.6 h.p. two-stroke with a flat topped piston. Driving the rear wheel via primary gearing and a rubber roller, it would cruise at 18 m.p.h. covering 170 miles on a gallon of fuel.

Stowmarket seems to be becoming a town of autocyclists. Machines preserved here include a Norman, 3 New Hudsons, a Raynal, 2 James's, a Francis-Barnett, and an Excelsior. Not all the owners are club members but recruitment agents are at work.

One of the entrants in the 1954 Motor Assisted Cycle Demonstration Trial was a Mini-Motor modified by Mr. J. Strachey. The engine and tank were mounted in the cycle frame and drove the pedalling chain via a countershaft clutch.

The latest British cyclemotor appeared on the B.B.C. programme "Open all hours" when a lawnmower engine was attached to the shop bike. No details of its performance are known as the engine fell off before it could be started.

A 1953 Cyclemaster is available from:
Mr. D. L. Corder, 3, Hitcham Road, Coggeshall,
Colchester. Telephone Coggeshall 61717.

New items available from the E.A.C.C. spares service include a wide selection of heatproof gaskets, and wheel bearings for Cyclemasters with freewheels. Full details are on the spares list enclosed with this newsletter.

QUIZ

For this quiz we have quoted some slogans from cyclemotor and autocycle advertisements. So can you identify:

- 1) "The sensation of the nation! The world's best cycle motor";
- 2) "The magic wheel that wings your heel";
- 3) The autocycle with "No irritating extras to pay for";
- 4) "A little _____ for work";
- 5) "The best power cycle value in Britain";
- 6) "The sensational 49cc streamlined autocycle"?

Answers to the spring quiz:

- 1) B.S.A., 2) B.S.A., 3) B.S.A., 4) B.S.A.,
- 5) Buzzing (The Motor Cycle for 8/3/51 featured an extensive test of cyclemotors entitled "Buzzing around Box Hill").

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PARTING THOUGHT

A 4 oz. Bovril jar will hold the right amount of oil to mix $\frac{1}{2}$ gallon of 25:1 petrol.