



# "BUZZING"

Volume 1 Autumn

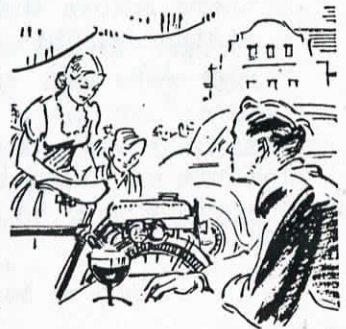
Number 3 1982

The quarterly magazine of the  
East Anglian Cyclemotor Club.

## Happy Birthday EACC!

The East Anglian Cyclemotor Club is now one year old, so now is the time to look back over the year and indulge ourselves in a little self-congratulation. Thanks to a rather free interpretation of the meaning of "East Anglia" we have members over the length and breadth of the country, and even as far afield as South Dakota. We have held our first road run, which looks set to become an annual event, and have made good showings at events in the region throughout the year. The year has also seen the start of this magazine and a steadily expanding spares service for our members. All in all it has been a very successful first year and I think it is fair to say that progress has been faster and on a larger scale than was expected when we started the club.

The completion of the first year does mean that we have to hold an A.G.M. This will be at the October monthly meeting on 15th. at the usual venue, the Station Hotel at 8 p.m. Any motions to be put to the meeting must be sent to the Chairman or Secretary by October 10th. Nominations for committee posts may be made in advance or will be accepted at the meeting.



Nominations and proposals must have both a proposer and seconder. The committee posts to be elected are: Chairman, Secretary, Treasurer, and Spares Secretary. The addresses to write to are on the back page of this magazine.

Finally I would like to thank all the individuals and organisations who have given us their help, support and encouragement during the year. Let's hope we have many more years as successful as the first.

### DATES FOR YOUR DIARY

- |                |  |
|----------------|--|
| October 10th.  | V.M.C.C. 100 mile cylemotor run.<br>Long Itchington, Warwickshire. |
| October 15th.  | E.A.C.C. A.G.M. Station Hotel, Ipswich.<br>8 p.m.                  |
| November 19th. | E.A.C.C. meeting. Station Hotel, Ipswich.<br>8 p.m.                |
| December 17th. | E.A.C.C. meeting. Station Hotel, Ipswich.<br>8 p.m.                |

### THE LOOSE FLYWHEEL PROBLEM

Following a discovery made on the Long Itchington run in July, the E.A.C.C. Research Laboratories are now working on the theory that the loose flywheel problem is partially caused by differential expansion of the flywheel *and* insert. As a temporary measure we recommend that all Cyclomaster users remove their magneto covers before travelling any long distances. This will keep the flywheel cool and will prolong its life.

DON'T FORGET TO COME TO THE A.G.M. ON OCTOBER 15TH.



## A VOICE FROM THE PAST

### BEWARE THE VICIOUS CIRCLE

The Cyclemotor Must Not Become a Motorcycle says "Vigilante".

It isn't so long since the first post-war miniature motor for attachment to a bicycle made its appearance; now there is a spate of them and they are enjoying a minor boom. They won't oust the true motorcycle, but they stand a very good chance of achieving distinct and lasting popularity in their own right. That chance can be ruined unless some control is exercised by manufacturers over those elements who, seeing what they imagine to be a good business opportunity, may be tempted to exploit numerous "improvements" without considering the effect these are likely to have on the character of the machines to which they are fitted.

Some of these tiny engines will send a bicycle along at 30 m.p.h. Too fast, say the critics, forgetting that normal leg-propelled bicycles are regularly ridden at this speed and, down hills, at speeds well in excess of this figure. It won't be long, however, before somebody will come along with more stoutly built wheels, stiffer seat stays, and girder strutted or sprung front forks. Very soon these little motors may find themselves burdened with so much extra weight that the job is beyond them. Up will go the cubic capacity to restore the situation, a bigger and more comfortable saddle will be added, new forms of transmission will make their appearance, heavy hub brakes will be included, tankage will be increased, and before you know where you are we will be back in the autocycle market and everyone will have forgotten those fascinating little motors that could be clipped on to a bicycle in half an hour.

As I see it, these devices are related to bicycle matters and every effort should be made to ensure that they stay that way and do nothing to interfere with, or cut in on, the motorcycle business. Keep them as they are and the bicycle industry will sell just as many bicycles as it sells now and the motorcycle market will not suffer.

- - - - -

(Shortened version of an article which appeared in "Motor Cycling" on 4th. January 1954)

## UNUSUAL CYCLEMOTORS No.3 - THE BERNARDI

For the third cyclemotor described in this series we are going back to the dawn of motorcycling. The Bernardi appeared in 1894, and was the first motorcycle ever to run on the roads of Italy.

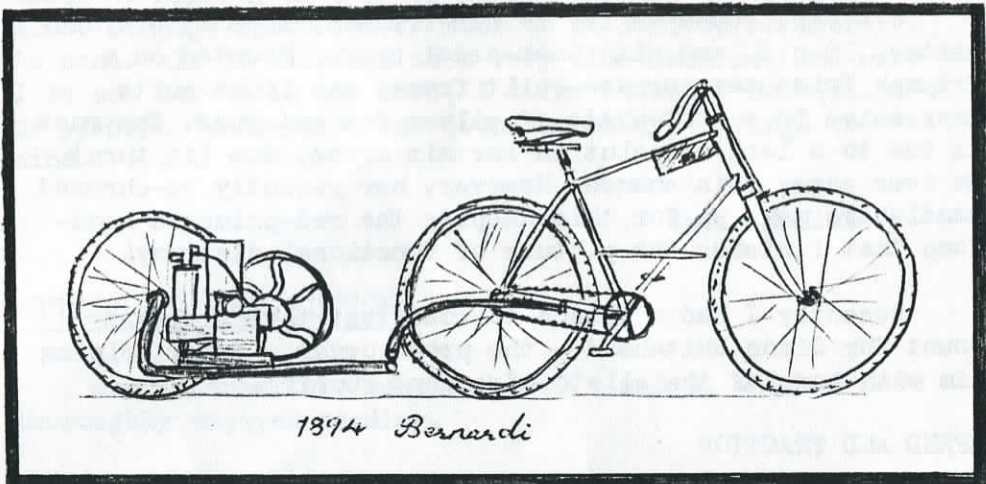
Enrico Bernardi carried out research into internal combustion engines at the University of Padua, where he was professor of physics in the late 19th. century. He exhibited his first engine in 1884. This was a small engine and was demonstrated powering a sewing machine. By 1889 Bernardi had turned his attention towards motorised vehicles and started to develop a larger engine for this purpose. This was a horizontal four stroke with overhead valves. Ignition was provided by a hot platinum wire. After five years' work the Bernardi motorcycle was produced.

With these early machines the dividing line between cyclemotors and motorcycles is very blurred but the Bernardi can be regarded as a true cyclemotor. The engine was mounted on a one wheeled trailer. The power was transmitted to this wheel by a chain. A universal joint at the front of the trailer connected to a fork made from two curved tubes. These tubes were clamped to the chain stays of a bicycle. The joint allowed the trailer to move up and down, and to pivot, but held it upright. A pair of footboards was clamped onto the seat tube and down tube of the cycle as the pedals would be constantly turning on the fixed-wheel machine.

The articulation of the trailer made it difficult to control the throttle so Bernardi designed a pneumatic control system. The throttle was connected to a large rubber diaphragm in a casing on the engine. From the casing a rubber tube led to a bulb mounted on the handlebars. The throttle would be opened and closed by squeezing and releasing the bulb.

A company, La Società Miari Giusti, was formed to build and sell the cyclemotor and patents were obtained in several countries including Britain. Although the prototype machine was quite successful, being driven on the Italian roads by Enrico's son Lauro, there is some doubt as to whether any





of the machines were produced by the company.

Andrew Pattle.

### HINTS AND TIPS

#### Excelsior Autobyk

On Goblin and Spryt engines the clutch adjusting screw must be aligned centrally with the push rod, or excessive wear of the push rod will result. The alignment can be adjusted by loosening the two bolts securing the actuating arm bracket.

#### Cyclemate

The fuel tank fixing nuts should be done up to finger tightness only, and then the locknuts are fully tightened onto them. Overtightening of the mountings can stress the seams of the tank and cause leaks.

#### Power Pak

Do not try to lever off a cylinder head which is tight on the barrel. Heat the head over a gas ring. If it is still tight, jar it with a wooden mallet or block of wood while it is still hot.

## PORTRAIT OF A CYCLEMASTER

JVY 449, known as Ivy to her friends, is a 1954 Cyclemaster, 32 c.c. and with back-pedal brake. Mounted on a Triumph Trimaster purpose-built frame, she looks quite impressive in a soft shade of silver fox and rust. The rust is due to a lack of paint in certain areas, due (in turn) to over eager maintenance. However, her recently re-chromed handlebars make up for this despite the red-primered head-lamp that finishes the picture of functional disarray.

Recently I had a chance to road test this stalwart mount for Simon Whitehead - the proud owner - after helping him with some of the all-too-frequent repairs.

### SPEED AND TRACTION

The Cyclemaster has more than a fair turn of speed and was able to propel me (9 stones) along the flat at what I would optimistically call 25 m.p.h. I found her to be quite powerful as she needed no pedal assistance on any hills that I encountered, except Martlesham Hill where I had to come to her rescue  $\frac{3}{4}$  way up. Even such monsters as Parham Hill up to Silver Lace Green and Charsfield Hill into Hoo were ascended on a mere  $\frac{3}{4}$  throttle.

### CONSUMPTION AND ENGINE NOISE

Her makers claimed up to 225 m.p.g. but 160 m.p.g. would be more realistic. I would even cast doubt on 160 m.p.g. which would work out at 50 miles on a full tank as much of the petrol that sets out for the carb' never gets there, leaking out of the tank instead. The present tank replaced the original some months ago when it was found to leak. Engine noise is very acceptable - provided you're not a deep thinker.

### GENERAL COMMENTS

The lighting is adequate for the speeds achievable but on operating the light switch I received an electric shock. Dip beam only works at high speed when there is enough vibration for the switch to bounce around and make contact now and again. The pedal-back brake stops you fairly quickly and is better than brakes of a standard cycle - thank goodness. Unfortunately, the front brake is



about as helpful as a broom handle through the spokes. Also, luggage space leaves much to be desired as there is none. All in all, she is a very nice machine, and were I to sum her up in one word, I think it would be "quaint", or perhaps "charmant", and even "unwieldy" springs to mind . . .

Kevin Mallone.

### LETTERS TO THE EDITOR

Many thanks for "Buzzing" Nos. 1 and 2, which I have thoroughly enjoyed reading.

I can add a few facts to the tale of Angus Watt and his cyclemotor (Buzzing Vol.1 No.1), because in 1973 I asked Syd McCrae of Old Aberdeen, Scotland to find out what he could about the Watt cyclemotor.

Angus Watt lived in Westburn Road, Inverurie, and was employed at the Great North of Scotland Railway Works in the days when they made their own steam engines and railway rolling stock. Mr Watt was a first class engineer and died about 1970.

Syd contacted Mr Watt's daughter, who lives in Inverurie, but she knew nothing of her father's cyclemotor, so the scent would now seem to be cold...

Yours sincerely,

Rory Sinclair.

Following the appearance of Rory Sinclair's TAS cyclemotor at the V.M.C.C. Long Itchington Cyclemotor Run, another TAS was spotted in Essex. This one was at the Lawford Agricultural Show, and was a 22 c.c. TAS engine attached to a garden "strimmer". Apparently the cyclemotor is this strimmer engine adapted to fit a bicycle. Does Rory have any more information on this?

Andrew Roddham.

# The First Road Run

23rd. May 1982

The E.A.C.C. held its first Road Run (described by Stan Greenway in the last issue of "Buzzing") earlier this year. Pictured below are the intrepid men and their machines who took part in this event. Ready to leave the Museum of East Anglian Life at the start of the run are (from left to right) Doug Whittaker, Andrew Roddham, Stan Greenway, Simon Whitehead, Don Upshaw, David White, Kevin Mallone, David Freeman, and Andrew Pattle. Next year's run is provisionally arranged for 22nd. May - Make a note in your diary now.  
(Photograph courtesy of East Anglian Daily Times)





## THE LONG ITCHINGTON RUN

I arose early on the morning of Friday 2nd. July to make final preparations for my first excursion into long distance cyclemotoring. I was to ride to Long Itchington in Warwickshire in the company of Andrew Roddham, We were going to take part in the V.M.C.C.'S. annual cyclemotor run. The previous days had seen preparation of the Cyclmaster - VDX 716, a 32 c.c. machine in a Triumph Ladies frame. This involved a decoke, the fitting of a rear carrier and a front basket with the consequent repositioning of the headlamp, a thorough cleaning, touching up the paintwork and, the finishing touch, fitting a V.M.C.C. badge to the front of the basket.

It was arranged that Andrew would arrive at my house at 11 o'clock ("11 o'clock is an engineering term meaning "half past twelve"). At 12.20 I heard the growl of his Power Pak coming up the street, pulling a well-laden sidecar.

At 1 o'clock we set off in bright weather, full of confidence. Deciding to take the pretty route we left the A45 at Haugley - 1 $\frac{1}{2}$  miles from Stowmarket - and the Cyclmaster promptly died. The trouble seemed to disappear on restarting so we pressed on. About half way to Bury St. Edmunds it died again. A change of plug seemed to cure it - although I thought that the old one could not have failed, having complete confidence in K.L.G. CP50's. By the time we reached Bury, 13 miles from home, I had broken a spoke so we stopped again to remove the remains. We left Bury on a newly surfaced road and the Power Pak made some very strange noises as the roller tried to grind up the loose chippings picked up by the tyre. The Cyclmaster continued to cause trouble *which we* eventually traced to a blocked jet. Progress improved after this was fixed but we had also discovered that the early stages of the dreaded "flywheel dropping off" disease had set in. This was particularly upsetting as I had specifically checked for this the day before.

With stops for shopping and refuelling we began to get close to Houghton Mill, where we were to spend the night. The Cyclmaster began to protest again but flooding the carb' unblocked the jet and enabled us to arrive at the Youth Hostel in good time.

Our machines could not be accommodated at the hostel but we found a derelect shed nearby and left them there. The *hostel was* in a state of chaos, one feature of which was that all the women were sleeping in the men's dormitories, and vice versa.

The next morning we set off at 9.15. At Huntingdon we completed  $1\frac{1}{2}$  circuits of the ring road which left us thoroughly confused and we left on the wrong road. This mistake had its compensations as *the* detour took us through some very beautiful countryside which we would not otherwise have seen. Both machines were going well now although the Cyclemaster was making squeaking noises from the hub brake. The purchase and application of some oil soon stopped this. By lunchtime we had reached Northampton and we stopped to eat at a pub there. With plenty of time in hand we decided to pay a visit to Doug Whittaker. Consultation of the telephone directory revealed that Northampton is blessed with two Doug Whittaker's. Needless to say, we rang the wrong one first.

Our *decision* turned out to be a wise one because while we were enjoying a pleasant chat and a cup of tea in Doug's house there was the only rain storm of the day.

Departure from Doug's saw the first trouble with the Power Pak when the carburettor fell off - twice. We stopped again to buy the raw materials for the evening meal and set off for the second hostel - at Badby. Almost within sight of our destination the Cyclemaster started playing up again but flooding the carb' kept it going over the last few yards to arrive at the hostel in style.

The hostel was engulfed by a school party - so while they occupied the kitchen we stripped the Cyclemaster's carburettor and cleaned it *out* completely. The school party had overestimated its catering needs so we helped to consume the excess - saving our own provisions for the next day.

Tomorrow we had only about 15 miles to go to take us to Long Itchington and the start of the V.M.C.C's road run.

Andrew Pattle.

(to be continued)



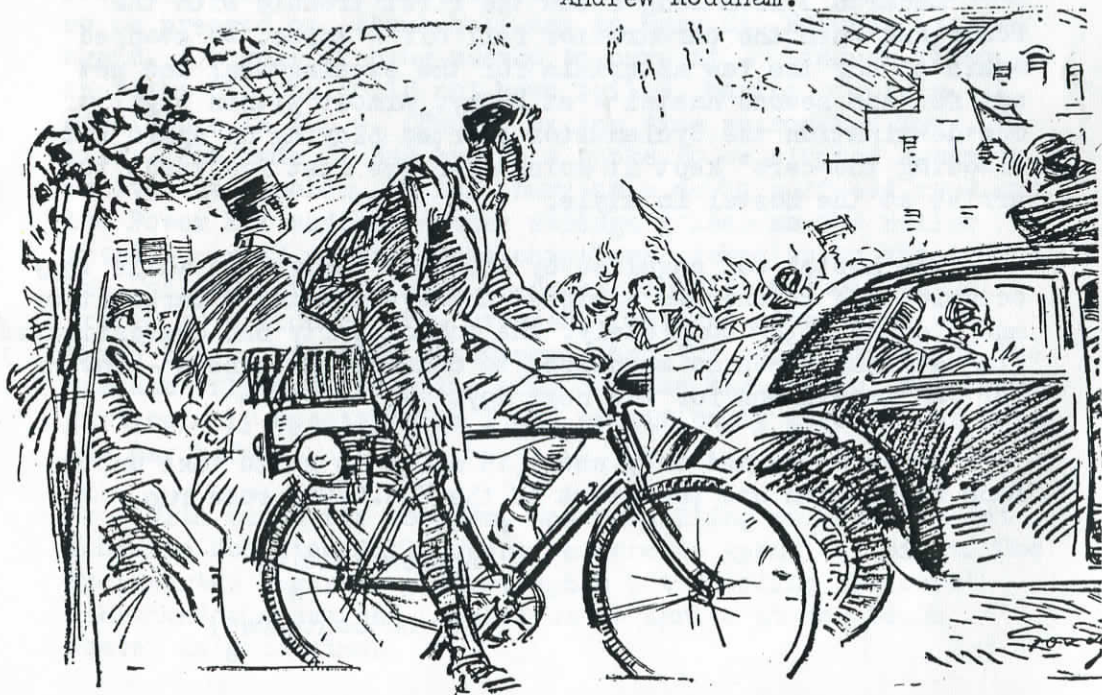
On summer bank holiday weekend, the Ipswich Transport Museum held its annual transport extravaganza - "Wheels". This was held in Christchurch Park, Ipswich, and the E.A.C.C. took part with an impressive line-up of machines.

Nineteen running machines were there, of which fourteen were officially entered. In addition there were six engines, displayed as static exhibits.

Members who entered vehicles were: A. Pattle, A. Roddham, K. Mallone, D. Freeman, D. Heather, D. Whatling, and S. Whitehead. Out of these Andrew Pattle won the prize for the class (Historic Miscellany) with his Vincent Firefly. The only other contenders for the prize were Andrew Roddham's machines, an invalid carriage, and a Ransome's push lawnmower.

An enjoyable time was had by all, and many names and addresses were taken for prospective members, machines and spares. (see Seen & Heard)

Andrew Roddham.



## THE SMITH MOTOR WHEEL

Most members will have heard of the Wall Auto-wheel, but fewer may be aware that a version of this cyclemotor was produced in the U.S.A. The machine was built under licence by A.O. Smith & Co. and was known as the Smith Motor Wheel.

Although it was obviously based upon the Wall there were several significant differences between the two machines. The Smith Motor Wheel was produced in one colour only - bright red. It was mounted on the left-hand side of the cycle whereas the Wall was fitted on the right. The wheel was a pressed steel disc which partially contained the engine to reduce the width of the unit. A gear fixed to the wheel was driven directly from the engine camshaft and, in turn, drove the magneto.

Like the Bernardi (described elsewhere in this issue), its use was not confined to cyclemotoring. It was also sold attached to the rear of a 4-wheeled chassis. This "sports car" was sold as the Smith Flyer. Smith Motor Wheels were sold in large numbers and its production eventually gave birth to the well-known firm of Briggs & Stratton.

Andrew Pattle.

## SEEN & HEARD

Mr. Blyth of 27, Riverside Road, Ipswich has an engine to fit a 1955 98 c.c. James for sale.

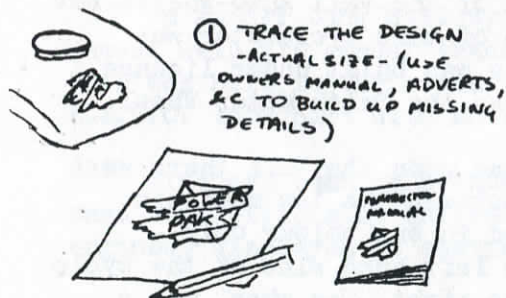
A Cyclemaster is available from L. Howlett, Wash Lane, Mendlesham. Call after 6 p.m. please.

Ring Ipswich 717565 if you are interested in engines and other spares for a Raleigh Wisp.

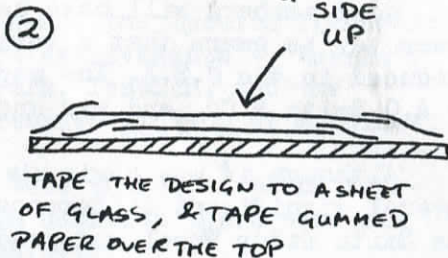
E.A.C.C. A.G.M. OCTOBER 15TH. AT THE STATION HOTEL.  
DON'T MISS THIS IMPORTANT EVENT.



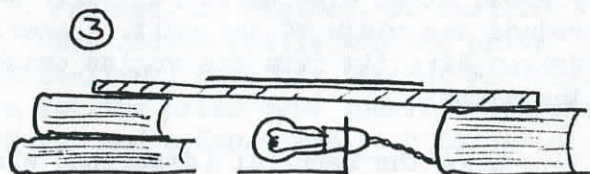
# MAKE YOUR OWN TRANSFERS



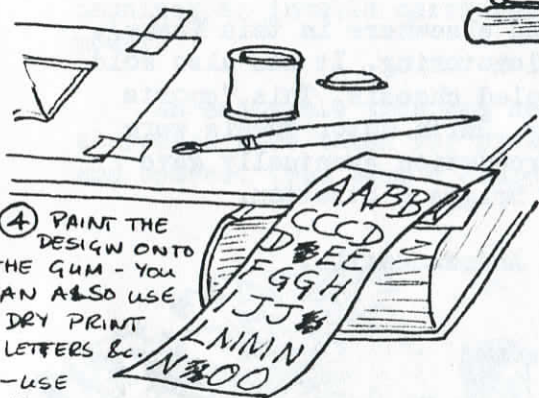
① TRACE THE DESIGN  
-ACTUAL SIZE- (USE OWNERS MANUAL, ADVERTS, &C TO BUILD UP MISSING DETAILS)



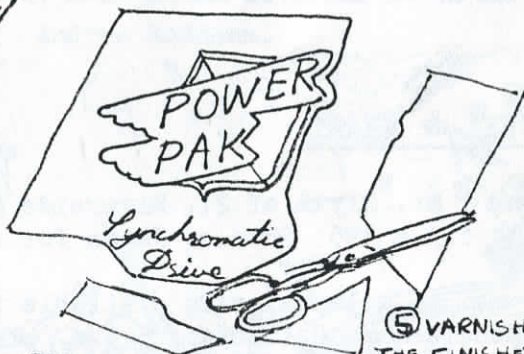
② TAPE THE DESIGN TO A SHEET OF GLASS, & TAPE GUMMED PAPER OVER THE TOP



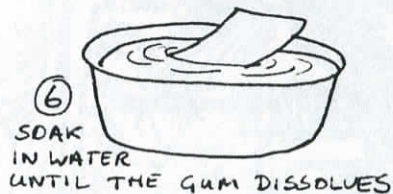
③ SUPPORT OVER ALAMP AND THE DESIGN CAN BE SEEN THROUGH THE PAPER



④ PAINT THE DESIGN ONTO THE GUM - YOU CAN ALSO USE DRY PRINT LETTERS &C.  
-USE YOUR IMAGINATION - EVEN XEROXING HAS GIVEN GOOD RESULTS



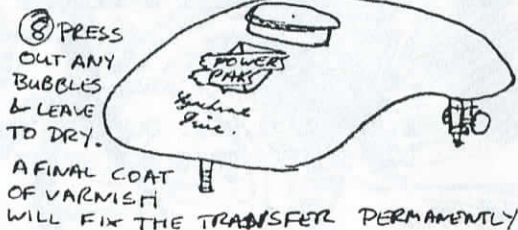
⑤ VARNISH THE FINISHED DESIGN TO ADD STRENGTH - WHEN DRY CUT OFF ANY EXCESS PAPER



⑥ SOAK IN WATER UNTIL THE GUM DISSOLVES



⑦ PEEL OFF THE BACKING PAPER AND APPLY THE FILM WHERE REQUIRED



⑧ PRESS OUT ANY BUBBLES & LEAVE TO DRY. A FINAL COAT OF VARNISH WILL FIX THE TRANSFER PERMANENTLY

## ADVERTISEMENTS

Villiers Junior De-luxe engine for sale. Ring Peter Allen on Ipswich 831758.

For sale. Complete Cyclemaster engine and wheel. Harry Edwards, Wellwood Farm, Upper Stock Road, West Hanningfield, Nr Chelmsford, Essex. Tel. 230Y.

Several Cyclemotors and Autocycles for sale. Telephone Ali Kruckshank on Long Stratton 30046 for details.

Two tyres for sale. 26 x 2 x 1 $\frac{3}{4}$ . Andrew Roddham, Ipswich 77870.

Cyclemaster wanted. D. Foulites, 18, Clover Close, Ipswich.

Francis-Barnett Powerbike (2F engine) for sale. £70 or will swap for interesting cyclemotor, Tubular framed moped, &c. W.h.y? Andrew Pattle, Stowmarket 612492.

New parts from the E.A.C.C. spares service. Raleigh rings (39m.m.) £2.00 set; Sturmey-Archer brake linings - Solo, Tandem, Constrictor, M26 - £1.00 set; Sturmey-Archer pistons £4.00 with rings £2.00 without; Cyclemaster piston 25 c.c. no rings £2.00; Mini-Motor rings - std. £2.00 set; Mobylette parts - Novi magneto flywheel, Clutch drum (inner), Jockey sprockets and brackets, Novi coil and stator, Engine mounting springs. Plus many other unidentified parts - come and rummage. Contact Andrew Roddham - address on Back page.

### STOP PRESS - THE BUMBLE BIKE

The Bumble Bike is coming to Britain. This American cyclemotor is available in the States in 1.3 and 2 h.p. versions, both as a 'clip-on' unit and as a complete machine. The 34 c.c. engine is mounted over the rear wheel and drives it via a roller. Claimed performance is 35 m.p.h. and 200 m.p.g. for the smaller version, and 45 m.p.h. and 145 m.p.g. for the larger. The complete version is mounted on a 20" wheel cycle. At the time of going to press no details of the British marketing arrangements are known, but the price quoted (£97) would seem to indicate that the engine unit only is to be sold.



## QUIZ

For this quiz we have a quotation from a motorcycling magazine:

"No fewer than ten motor attachment units for cycles are on the British market today, and an eleventh. . . will be in production by next spring. Six of the units provide friction drive on to the tyre through the medium of a roller. Of these, two are mounted over the front wheel, three over the rear wheel, and one below the bottom bracket. of the remaining five units, one is mounted below the bottom bracket and drives through a two-speed gearbox, clutch and chain; one is mounted over the rear wheel and drives through a vee-belt, and three are mounted in the vicinity of the rear-wheel hub."

What were the eleven cyclemotors, and in which year was this written?

Answers to the summer quiz:

- 1) Cymota, 2) Cyclemaster, 3) Excelsior Autobyk,
- 4) Trojan Mini-motor, 5) Vincent Firefly, 6) NSU Quickly.

## ADDRESSES

"Buzzing" is printed and published by the East Anglian Cyclemotor Club.

Editor & Chairman:

Andrew Pattle, 57, Union Street, Stowmarket, Suffolk.  
Telephone Stowmarket 612492.

Secretary & Spares:

Andrew Roddham, 76, Bixley Road, Ipswich, Suffolk.  
Telephone Ipswich 77870.