

BUZZING

Volume 1 Number 4 Winter 1982/3

CLUB NEWS

The first E.A.C.C. A.G.M. took place at the Station Hotel, Ipswich on 15th. October. A new committee was elected - a complete list of the new committee members and other club officers appears on page 2. The other important change made at the A.G.M. was an increase in the annual subscription. It is now £1.50. The registration fee for new members remains unchanged at 50p.

Whilst on the subject of subscriptions I would like to remind you that all memberships are due for renewal from the beginning of the New Year. A renewal form is included with this magazine. Please enter the details of any machines you have acquired since joining. If you have any comments or suggestions to make about the club, these can also be entered on the form.

Following a suggestion made at the A.G.M. the committee has agreed to make the "Re-styled" New Hudson autocycle eligible for all club events. Although this is a true autocycle it had been excluded until now because the design appeared after the club's 1955 "cut-off" date.

We have also decided to hold an informal road run on Boxing Day this year. The only restriction on vehicles is that they must have 2 wheels (or in some cases 3: e.g. sidecars, De Dion tricycles, Slingers, &c.). We hope to have plaques for anyone coming on a cyclemotor, autocycle, or pre-1960 moped. No entry forms - just turn up on Framlingham Market Hill by 10.30 on Monday 27th. December.

DIRECTORY

Committee Members

Chairman:

Andrew Roddham, 21, Ashgrove, Bradford,
West Yorkshire, BD7 1BN.

Secretary:

Simon Whitehead, 14, Mount Pleasant,
Framlingham, Woodbridge, Suffolk.
Telephone Framlingham 723489.

Treasurer:

David Freeman, 35, Ipswich Road, Woodbridge,
Suffolk.
Telephone Woodbridge 3261.

Spares Secretary:

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

Other Officers

Editor:

Andrew Pattle (see above).

Librarian:

Kevin Mallone, Brookfield, Brook Lane,
Framlingham, Woodbridge, Suffolk.
Telephone Framlingham 723486.

WIPAC FLYWHEELS - INTERIM REPORT

It was reported in the previous issue of this magazine that the E.A.C.C. research laboratories were attempting to rebuild a Wipac Series 90 flywheel. The flywheel is now fitted to the mobile test vehicle and, so far, has completed 75 miles with no signs of failure. An extensive testing programme is scheduled for the next 3 months and, if the flywheel is still in one piece, the method used to rebuild it will be revealed in the next issue of Buzzing.

DIARY

- Friday 17th. December E.A.C.C. meeting, Station Hotel, Ipswich. 8 p.m.
- Monday 27th. December Boxing Day road run. Market Hill, Framlingham. (See front page for details) 10.30 a.m.
- Friday 21st. January E.A.C.C. meeting, Station Hotel, Ipswich. 8 p.m.
- Friday 18th. February E.A.C.C. meeting, Station Hotel, Ipswich. 8 p.m.
- Friday 18th. March E.A.C.C. meeting, Station Hotel, Ipswich. 8 p.m.
- Friday 15th. April E.A.C.C. meeting, Station Hotel, Ipswich. 8 p.m.
- Sunday 8th. May Ipswich Transport Museum Annual Ipswich - Felixstowe Historic Vehicle Road Run.
- Friday 20th. May E.A.C.C. meeting Station Hotel, Ipswich. 8 p.m.
- Sunday 22nd. May 2nd. Annual E.A.C.C. Road Run. Museum of East Anglian Life, Stowmarket. (full details and entry form in the next issue of Buzzing)

LIBRARY

The E.A.C.C. Library can supply copies of the following manuals: B.S.A. Winged Wheel+, Cyclenaster+*, Mini-Motor Mk.1+, Phillips Gadabout+, Gadabout de Luxe*, Phillips Motorised Bicycle+, Vincent Firefly+. (+ = Instruction manual, * = Workshop Manual) Prices work out at about 3p. per sheet plus postage &c. Contact the Librarian, Kevin Mallone (address on page 2).

On the morning of the run we got up early in order to beat the school party to the hostel kitchen. After eating breakfast and sawing up some logs for the Warden we left Badby at quarter past nine. A short distance from Badby the Cyclemaster ground to a halt again. Having had plenty of practice during the previous two days, the carburettor was stripped, cleaned, and replaced in record time. I turned the petrol on and - nothing happened. We had become paranoid about blocked jets and neither of us thought to check the petrol. Topping up the tank put an end to our problems for the rest of the day.

On arrival at the Little Chef at Long Itchington we saw several machines already there, and more were arriving. We parked our machines on either side of Stan Greenway's Rex and signed on.

I went into the Little Chef, and after promising, on pain of death, to return the cups, they let me take out two cups of coffee.

The cyclemotors taking part in the run included hoards of Cyclemasters, several Power Paks, a Berini, a Wingwheel, a Rex, a Cyclaid, a Tailwind, some Winged Wheels, a Tas, a Vincent Firefly, a Mosquito, a Bantomoto, and a Cymota.

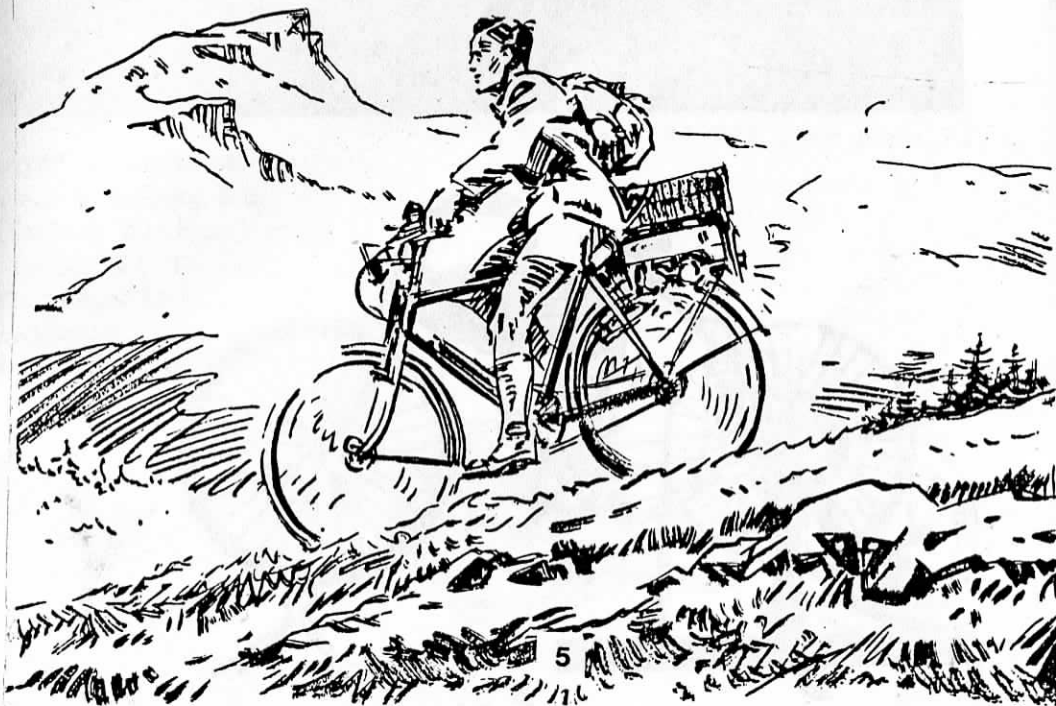
After returning the cups we set off at half past ten on the longer route. There was a choice of routes, one long and one short. We were in the first group to start along with two other Cyclemasters, one of which was extensively equipped having sprung forks, heavy duty frame, reserve fuel tank, speedometer, &c., &c.... We reached the parting of the two routes and stopped to see if anyone was following us on the long route. After a while no one had come so we set off again. The second Cyclemaster with us would not restart. After much changing of plugs it was coaxed into life, by which time several more riders had passed us. The rest of the run passed without serious incident. At one point Doug Whittaker's Cucciolo lived up to its name by chasing a cat along the road.

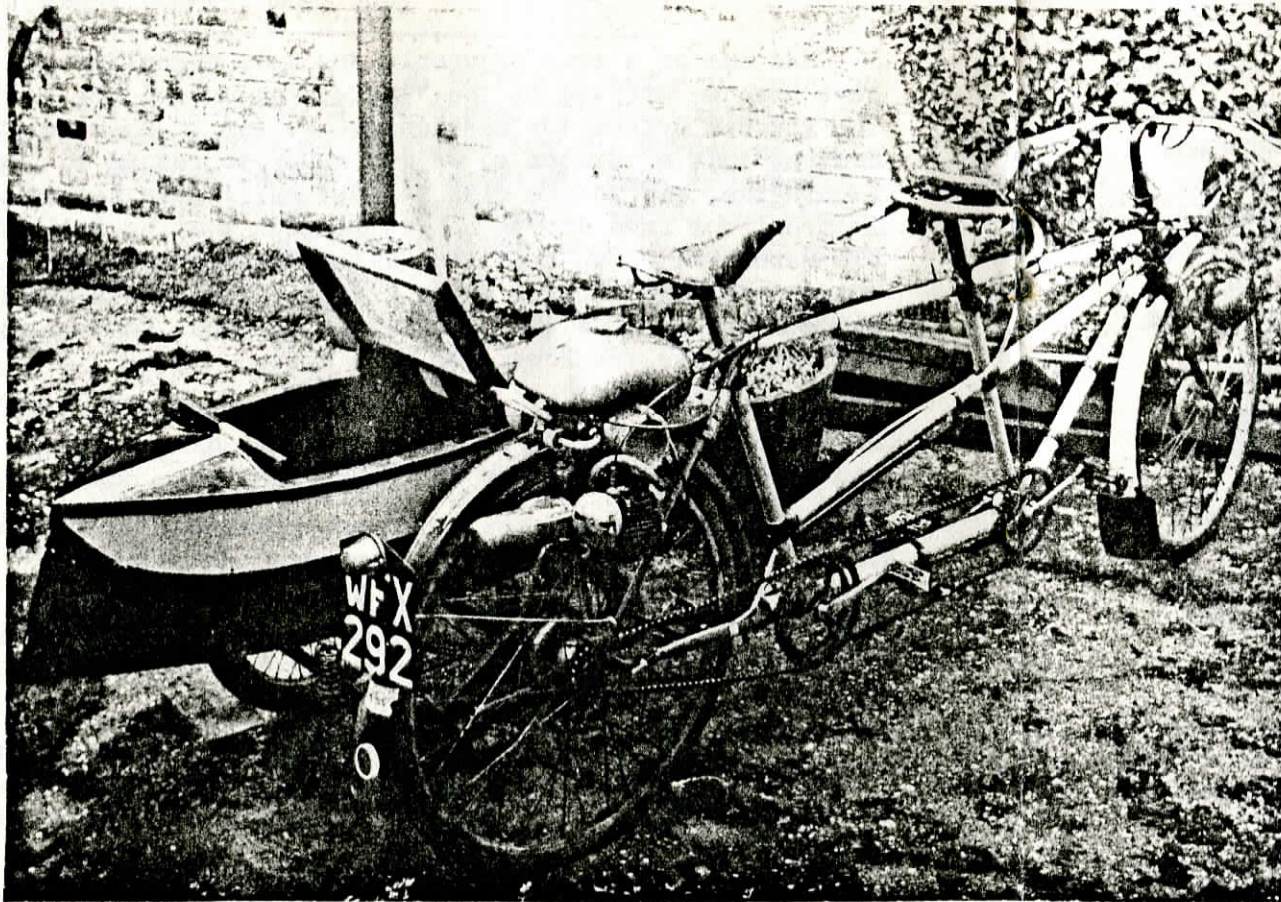
The end of a most enjoyable and well organised run came when we arrived at the "Three Horseshoes" for lunch. The V.M.C.C Cyclemotor Section A.G.M. was to be held at Southam that afternoon so we got ready to return to Long Itchington, and thence ride to Southam. I have had strict instructions from Andrew not to mention that he fell off his Power Pak as we left the "Three Horseshoes". The entrance to the pub was loose gravel and Andrew's machine slipped sideways on the treacherous surface. Fortunately neither he nor the Power Pak were hurt.

The A.G.M. took place in the Scout Hut at Southam. We had some difficulty in finding it as the directions we had been given led to the St. Johns Ambulance Hut.

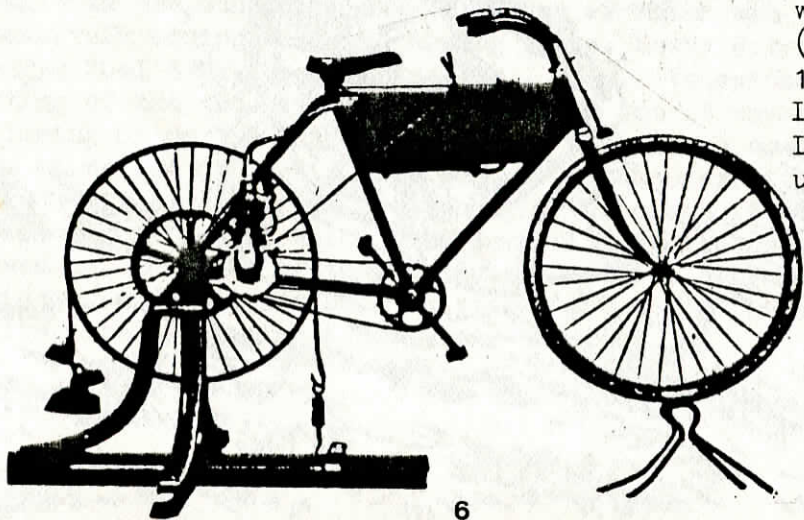
Following the A.G.M. there was an auction of cycle-motor parts. Andrew's sidecar was groaning under the weight of a VeloSoleX engine, a Sturmey-Archer engine, and several other parts when we left. Having recruited some more members for the E.A.C.C. we set off again. All we had to do now was ride home.....

Andrew Pattle



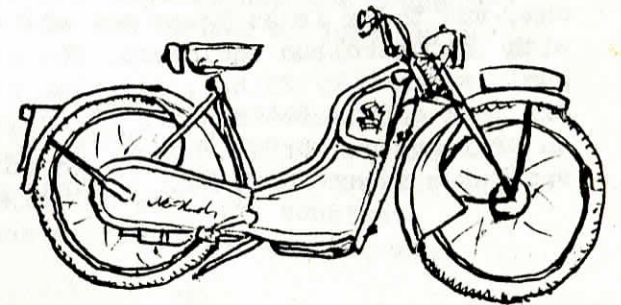


Above: "Thrust 1", the machine on which 2 E.A.C.C. members attempted (and failed) to complete the V.M.C.C.'s 100 mile cyclemotor run in October.
 Left: Not the E.A.C.C. Research Laboratories but a Belgian Knap power unit under test in 1902.



Above: A "Phoenix" attempting a 200 mile non-stop run on Crystal Palace cycle track in 1902.

Below: The restyled New Hudson auticycle, which is now eligible for all E.A.C.C. events (see page 1)



A VOICE FROM THE PAST

An Electric Bicycle

The electric bicycle has at last been perfected - of course, by a Yankee. It is described as light and speedy, and gives every promise of perfect success. Taking a wheel weighing 27lb., Mr. James O'Brien, inventor of the electric bicycle, has added a battery, motor, and switchboard, which together bring the weight up to 60lb. The battery, which is known as the dry chloride, is the main part of Mr. O'Brien's invention. Its weight is about 15lb., which is considerably less than anything used in previous experiments. With this battery a force can be maintained which will carry the bicycle over rough country roads, up hill and down hill, for a period of forty-eight hours. The speed of the electric bicycle is practically unlimited. It has been tested up to nearly fifty miles an hour, faster than which no one has yet dared to try it.

(From "The Hub" 8th. August 1896)

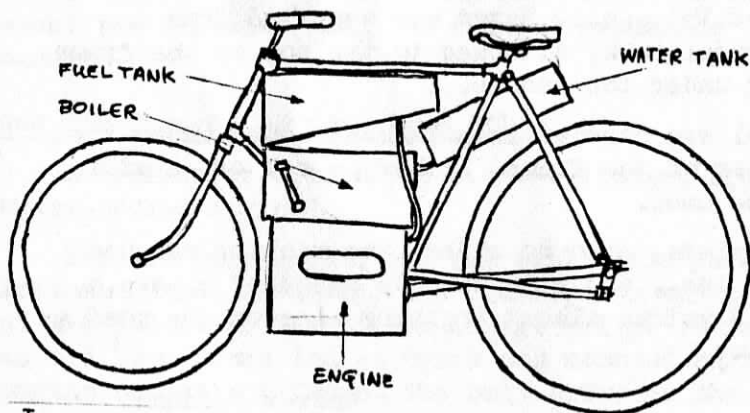
Petroleum Bicycle

The very latest invention in wheeldom is the petroleum bicycle. With an oil can strapped on just where the tool bag ordinarily is carried, it will be possible for the cyclist to ride at a speed of fifteen miles an hour, or as much slower as he pleases, without a particle of effort save that of balancing his wheel. Should he tire of mechanical power, it will be but a moment's work to disconnect the pedals from the motor and use his legs. The invention - an American one - has been fully worked out, and there is at least one wheel in existence with the petroleum equipment. The motor and its parts weigh only 25lbs., and when filled, the little oil tank or reservoir will, it is said, last for an ordinary run of ten hours, or 150 miles. The apparatus is of about half a horse power, which is

ample for one man at the rate of speed mentioned.

(From "The Hub" 26th. September 1896)

UNUSUAL CYCLEMOTORS - THE ROPER



In appearance the Roper of 1894 seems to be just an early motorcycle, albeit steam powered. In fact, it was built onto a standard Columbia bicycle, and can justify being called a cyclemotor.

Mr. Stephen H. Roper, of Roxbury, Mass', U.S.A. built his first steam vehicle in 1860, building his first steam powered bicycle in 1870. This machine was the first motorcycle in America. By 1894 he had built ten vehicles, with two, three, and four wheels, and in this year he perfected his steam bicycle, although none was produced for sale.

It was a marvel of compactness, all the necessary parts being mounted within the frame, or just below it.

A marine type two cylinder horizontal engine was used, with a bore and stroke of two and four inches respectively. The connecting rods were attached directly to the hind axle, as with the constant torque of a steam engine no reduction gearing was

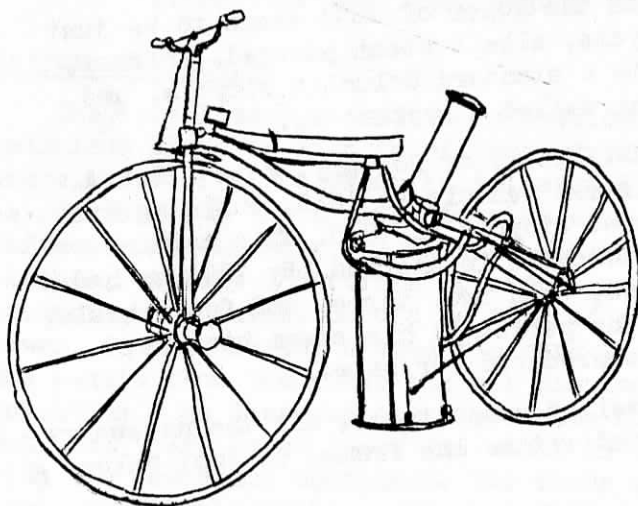
necessary (neither was a clutch). At 200 r.p.m. the engine propelled the bicycle at 60 m.p.h. and could sustain this speed almost indefinitely.

The boiler was of the water tube type, and was extremely compact, its dimensions being only 16x6x6 inches. It contained seventy tubes, and delivered steam at 150 p.s.i. Water was supplied from a cylindrical tank, attached to the top of the frame, passing under the saddle.

Fuel was carried in a tank attached under the cross-bar of the frame. Either petrol or paraffin could be used.

Complete, with no rider, the machine weighed only 70 lbs., and with its top speed of 60 m.p.h., it could outrun almost anything else on the road at that time.

Andrew Roddham.



Roper's Steam Velocipede, c1870

HAVE YOU REMEMBERED TO RENEW YOUR SUBSCRIPTION?

BITS & PIECES

Cyclomotor Speedway

At Harringay Stadium on 3rd. October 1952 a race was held between Geoff Lloyd & Maury Dunn of Harringay, and Bill Kitchen & Trevor Redmond of Wembley, all riding 'Cucciolo' equipped bicycles. Dunn was the winner in 58.8 seconds. At the end of the meeting the event was repeated with the riders' mechanics in the saddles.

And You Thought Berinis Were Silly

A cyclomotor with a 750 c.c 4-cylinder, side-valve, water-cooled engine?

Yes, it does exist, and was built this year by Irishman Brian Mehaffey. The contraption was revealed at the 750 Motor Club's Longbridge rally. Brian used an old loop-frame ladies cycle and mounted an Ausin 7 engine across the frame. The belt drive to the rear wheel uses an extra wheel rim fixed alongside the normal rim. The frame and engine are finished in black with gold lining and a radiator is attached to the steering head. Lighting is provided by an acetylene lamp. Starting the engine is a two man job. The rider sits on the machine holding it upright while his assistant swings the starting handle.

Aficionados of the absurd will find a photograph of the device in a recent 750 Motor Club Journal.

ADVERTISEMENTS

Wanted: Rear hoop and lifting mechanism for Mini-Motor.
A.D.Roddham, 76, Bixley Road, Ipswich, Suffolk,
IP3 8PG.

Wanted: Villiers 1F engine. Andrew Pattle, 57, Union St.,
Stowmarket, Suffolk. Telephone Stowmarket 612492.

E.A.C.C members may advertise free of charge in "Buzzing"
Send your advertisement to the Editor (address on page 2).

QUIZ

This issue's quiz is all about autocycles.

- 1) Who made;
 - A) the "Powerbike",
 - B) the "Autobyk",
 - C) the "Quick",
 - D) the model "C",
 - E) the "Superlux"?
- 2) How would you push a Francis-Barnett autocycle backwards?
- 3) What were the 3 models of Excelsior autocycle, and what was the main difference between them?
- 4) What unusual feature was common to Excelsior and Francis-Barnett autocycle suspensions?
- 5) Which 2 major changes were introduced by most British autocycle manufacturers from 1949?
- 6) Which British autocycle had telescopic front forks?
- 7) Which autocycle bore a "strange device"?

Answer to the autumn quiz:

Bantamoto, Bikotor, Cucciolo, Cyclaid, Cyclemaster, Cymota, G.Y.S. Motamite, Mini-Motor, Mosquito, Power pak, V.A.P., December 1950.

Cyclemaster Chains:

| | |
|--------------|-----------|
| Primary | £3.50 |
| Secondary | £5.55 |
| Spring Links | 10p extra |

from the E.A.C.C. Spares Service - postage extra.

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