

THE VINTAGE MOTOR CYCLE CLUB  
CYCLEMOTOR AND AUTOCYCLE SECTION  
NEWSLETTER NUMBER TWO, AUTUMN 1981

Edited by Rory Sinclair, 20 Clifton Avenue, Hartlepool, Cleveland

Editorial

The Cyclemotor Section has arrived. At their meeting on October 19th the management Committee unanimously granted us full section status, along with the committee's best wishes.

Doug Whittaker welcomed fourteen members to the first Annual General Meeting on the 27th September 1981.

The group officers reported a current tank balance of £61.28 and a membership of 39.

The inaugural committee was re-elected en bloc to aid continuity through the group's formative year.

John H O Cull was added to the list of Founders.

In response to a proposition by Stan Greenway, the newsletter is to be made available to non-V.M.C.C. members for £1.0 per annum, from May 1982.

Details of the proposed 100 mile run were provided by Bob Light and Stan Greenway. The event will be held in North Leicestershire in October 1982 and will consist of five-20 mile stages.

A list of Section Members, Cyclemotors, and Autocycles, will be issued with the winter issue of the newsletter, so would members please ensure that up to date details of their machines are forwarded to the Members Secretary by the 31st December 1981.

Letter to the Editor

Dear Rory,

Thank you for a super 1st Edition of The Cyclemotor and Autocycle Section Newsheet.

There were just a couple of minor errors in "The First Ten Years" that need putting right for the records.

It was Ray Pratley of Nottingham (Founder of the Nottingham Cycle-motor Club in the '50s) who organised the Cyclemotor Runs around the late '60s and early '70s. These were organised by The British Two Stroke Club and held at Evesham at the invitation of The Scott Owners Club.

Our current member Bob Light was Social Secretary of The B.T.S.C. during this period and together with Ray must go the credit of keeping the Cyclemotor Movement going through the quiet years of the '60s.

Regretably Ray passed away on holiday this year and it is nice to reflect that his interest in cyclemotors lives on as a result of his lifetimes enthusiasm.

During the early '70s, John Lycett and Bob Pearce both of Warwick joined in the local cyclemotoring activities and the group which was to become our "Section" was formed.

John designed "The Magic Wheelers" motif as a letter heading and later had the lapel badges made. At the Inaugural Meeting he donated the printing block to the "Section" and the motif now graces the letter heading of our Section Recorder, David Hughes.

Everything else is, of course, exactly as it happened from your first hand knowledge.

Thanks again!

Yours sincerely,

STAN GREENWAY

### Vintage Column

D A Oldfield, Joint Managing Director of Sheppee Engineering Limited, York, has purchased a Cykelaid autocycle made by his company in 1925. This raises the grand total of Cyaclaids known to exist to seven.

Work on Paul Hornby's Vintage Simplex cyclemotor is progressing. Cracks in the alloy sub frame have been welded - the alloy resembling 'Aero' chocolate apparently - and a magneto acquired, but finding a silencer is proving a problem... Paul is planning to fit the engine to a Raleigh bicycle.

The first outing for Stan Greenway's popular 1921 Cyclotracteur, recently fitted to a cross-frame Campion bicycle, was the 1981 V.M.C.C. Chalgrove Run.

True or false? The Wall Autowheel was one of the only machines for which no instructional literature or road tests have ever been published - simply because the makers did not want their customers to tinker with them.

A Vintage two stroke flat twin Johnson cyclemotor and an unidentified Veteran "clip on", both fitted to 1950s bicycles, were for sale in exchange for several bags of gold at the Beaulieu Autojumble in September.

### A Cyclemotorists View of the 1952 Earls Court Show

The cyclemotor exhibits at the 1952 show, to my mind, showed attempts at consolidation rather than major development. The majority of manufacturers had carried out detail but unobtrusive improvements to their respective product. Two exceptions being the "Synchromatic Drive" Power Pak and new boy at the show, the 18cc Lohmann. The forthcoming invasion of mopeds (why ever did Great Britain have to follow in line with Europe and use that dreadful word) was just a dark cloud on the horizon for cyclemotor enthusiasts.

Of the imports, three remained unaltered from the previous year's show. The 32cc front wheel drive Berini although unchanged in itself, altered its route of import, now being handled by Motor Imports Ltd., of no other than Stockwell Road, (Pride and Clark fame) London. On the Mosquito Motors Ltd. stand, was to be found the neat 38.5cc Mosquito. And Britax were again exhibiting the delightful Cucciolo, which of course was produced in Italy by the Ducati company. It being a 48cc ohv pull rod engine with a two speed, pre-select gearbox operated by either a cam arrangement on the pedalling bracket or at extra cost by hand control.

THE LOHMANN. Britax were also exhibiting the new to the show 18cc

Lohmann; Motor Cycling having featured a road test on this model some six weeks earlier (9th October 1952). This compression-ignition unit operating on the same principle as small model aircraft engines, thus being devoid of any electrical system, but employing an ultra-high compression ratio which results in the fuel/air mixture igniting under heat thereby generated. The compression ratio being adjustable by means of a sliding cylinder sleeve; the weight of the unit was a mere twelve pounds.

Turning to home produced machines, British Salmson Aero Engines Ltd. were offering unaltered their well made belt drive Cyclaid while Mocyc although having made no technical improvements had improved the finish of this Lancastrian built unit. The light alloy crankcase and cylinder now being polished and the petrol-tank in a colour, with a number of finishes to select from.

The ubiquitous Cyclemaster having grown from 25.7 to 32cc, was also now fitted with lighting coils and an enhanced appearance due to the polychromatic finish used. Mini-Motor, the pioneer of "modern" cycle-motors in this country were little altered, although they were now offering a Mark III version with improved drive roller and drive control lever. In addition a 75cc model was available for fitting to box tri-cycles (fun for the ice cream boys).

Finally Sinclair-Goddard and Co. Ltd. had made the most adventurous improvement to an existing unit, in developing the "Synchromatic Drive" for the Power Pak. Thus preventing harsh clutch engagement or over-revving of the engine while engaging or disengaging drive. The cycle-motor was still continuing to flourish in this country, but the moped forces were gaining momentum across the channel.

RICHARD ROSENTHAL

### News Clippings

Can anyone confirm the story that Teagle cyclemotors were used at RAF bases to ferry pilots to and from their aircraft?

John Rowland, 62 Langholm Road., East Boldon, Tyne and Wear, NE36 OEF, Tel., Boldon 4330, has the frame, forks, tank, plus tyres, wheels, and mudguards from a 1946 Francis Barnett Power Bike, and would be happy to pass them on for a purely nominal sum.

Seeing a mention of our activities in Yowl, prompted David Lawrence, 12 Burrows Close, Bookham, Surrey, KT23 3HB, tel., Bookham 54213, to enquire whether anyone would like his 1940 and 1942 Scott Cyc Autos. Both machines are complete, and he will give away a spare frame, engine, and exhaust pipes to the purchaser of the autocycles.

Thank to Bob Currie for his excellent coverage of the 6th Annual Cyclemotor Run in Motor Cycle Weekly. (29th August issue)

Another Berini has come to light in Holland - following much searching by David Davies - and was brought home of course:

Telephone Alan Tucker, Weston Super Mare 0934-29237, if you would

like a 1941 Norman Autocycle for £25.0. Complete with log book, it needs rebuilding. Whilst John Moysey, tel., 021-744-2045 after 6.00p.m. on Sundays, has an 'H' registered VeloSoler for disposal.

Not to be confused with the BSA Winged wheel, is the Dutch Wingwheel which now belongs to a delighted David Hughes. The engine is mounted on either side of the front wheel hub, and fitting a Wingwheel to a standard bicycle is achieved by turning the front forks through 180 degrees.

The Oxford Times carried a good photograph of the dozen or so cycle-motorists who competed in this year's Chalgrove run. Congratulations to John Cam and son, who won the Cyclemotor trophy with their well-presented Moco and Raleigh bicycle.

Raleigh Limited have kindly given me custody of the TI Power Wheel, exactly thirty years after it was the sensation of the 1951 Earls Court Cycle and Motor Cycle Show. The rotary engine is a cutaway show fin-shed model, and was invented by Cyril Pullin in 1949. It has lost some of its sparkle in storage but is eminently restorable.

News from an enthusiastic Andrew Roddham that he and Simon Whitehead have founded the East Anglian Cyclemotor Club. They have a confirmed membership of 12, and Andrew would like to hear from any local members. His address is 76 Bixley Road, Ipswich, Suffolk, IP3 8PG.

#### Old Towcester Run September 6th 1981

Cantering away from the trackside of the Towcester racecourse onto that part of the A3 not designed by Telford, but by one of Caesar's surveyors, nine of the cyclemotor group two, four and eight stroked northwards leaving Lactodorum on Watling Street towards Cold Higham, Pattishall and Eastcote, commencing the special short route on this popular Northampton Section Run. Doug Whittaker had used his new type-writer autoprogrammed to self-delete ambiguities to delineate our route so the matter of the order of left and right turns which was indelicately mentioned on the previous end equally splendid 'Sign Post' run, was never even whispered of.

The morning route had been declared propitious by the casting of Cyclemaster entrails on the ground at dawn revealing an unbroken inlet stub butter side up. So uneventful was our idyllic journey through leafy lanes that the lunch stop was reached well before opening time. This being a unique occurrence in cyclemotoring history it was decided to press on to the Stoke Bruerne Waterways Museum and then return for ploughman's ale and pints. So we had covered most of the afternoon route, and retraced our tracks fortified only by canal side ice-creams. Strange brick towers occasioned some mystery, why build them in the middle of fields? to ventilate the canal tunnels of course.

Lunch was perfect, balmy weather and superb machinery including three Morgans to delight the eye. The Queen Victoria at Gayton specialising in three (or was it four?) varieties of real ale may well have been instrumental in winging our heels back again (again!) to Stoke Bruerne for a more leisurely sojourn and even more icecream. I seem to remember trying Doug's 98cc Villiers device - very comfortable but exciting

when negotiating traffic on narrow bridges as the throttle lever, contrary to normal practice is moved toward one to slow the machine, the brakes should, in theory, assist this intent. I think I pushed the lever away... Slower but safer was Stan's famous Cyclemaster which most of us sampled.

Meanwhile - back on Lord Hesketh's turf, concours judging was under way and soon the micromotors (and that autocycle) were safely returned - despite the Queen Victoria's Ruddles ales; some ambrosial golden liquid named Adnam's Southwold Bitter and Waddenhams 6X from Wiltshire.

The Adnams is brought by horse drawn dray from Suffolk which is just as well if the drover is partial to his cargo. A group photograph was posed for and taken by Janet Cornelius, Paul Hornby won a glittering trophy donated by the Pateman family and our two lady drivers (tender cars) were presented with boxes of chocolates. All very genteel. Thank you Doug for a good day.

DAVID HUGHES

For Sale

Cymota attachment, complete, running but very dirty. Reg. No. but no log book. Will sell but prefer exchange Teagle or Itom. David Hughes, tel., Finmere 233.

Power Pak cycle unit plus a c.1940 Triumph cycle to fit it on. Price £65.0 or offers. Brian Kingsley, 7 Faulkner Place, Bagshot, Surrey, tel., Bagshot 74129.

Cyclemaster and Dunkley engines. £12~0 each. David H Frank, The Beeches, Pontefract Road, Snaith, Nr Goole, Yorks., tel., 0405-860329.

Wanted

A.B.J. Autominor, Bantomoto, Bikotor, and Continental rarities, some interesting exchanges offered. David Hughes, tel., Finmere 235.

1956 New Hudson autocycle, cycle parts and Villiers engine parts. John Horler, 3 Ridge Crest, Enfield, Middlesex, EN2 8JU.

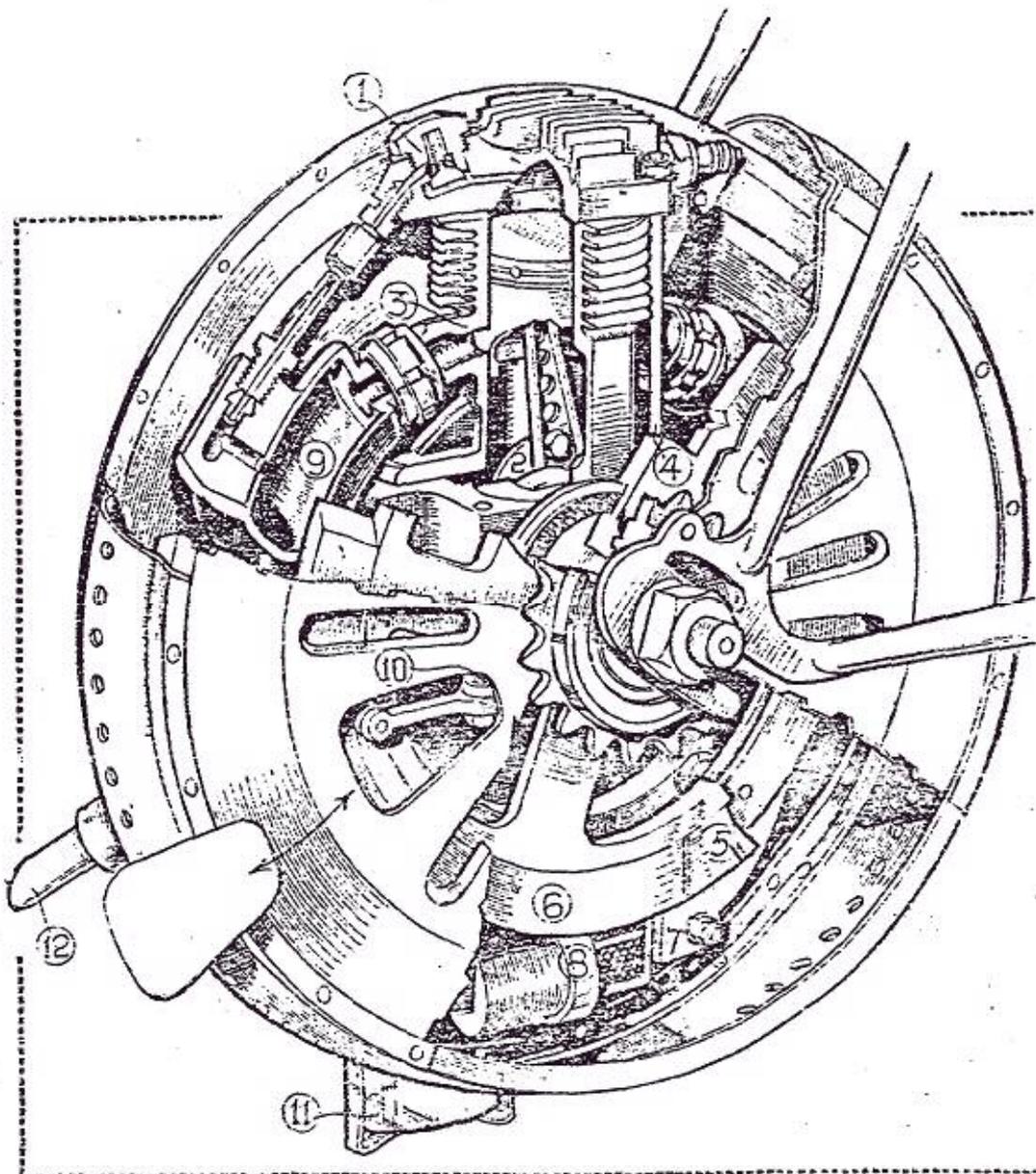
Carb cover for 25cc Cyclemaster. Rosenthal, 88 Greenfields, Earith, Huntingdon, Cambs., tel., Ramsey 841257.

Standard size piston for 32cc Cyclemaster. P T Hornby, 19 Beaumont Ave., St. Albans, Herts., tel., St. Albans 51499.

Urgently. One set of BSA Winged Wheel, or Cyclemaster piston rings, standard size, one Power Pak drive roller in good usable condition, one Power Pak carburettor, and one Amal air filter, to fit a Cyclemaster. Andrew Roddliam, tel., Ipswich 77870.

Fitting kits for G.Y.S. Motamite and Mini-Motor, also bottom bracket motor. C H Clover, 24 Witham Bank West, Boston, Lincs., PE21 8PT.

The T.I. "Power Wheel"



Key.

1. Compression release valve, centrifugally controlled to open below 3 m.p.h.
2. Con-rod driven disc-type inlet valve.
3. Rear exhaust port.
4. Cylinder head holding-down bolts passing right through crankcase.
5. Magnet inset in stator ring.
6. Magneto stator ring.
7. Crankcase base coil support.
8. Magneto coil.
9. Rear silencer.
10. Make and break.
11. "Perspex" oil recovery sump.
12. Exhaust tail pipe.