



Spotted at Kneel's Wheels ... in 2006

We're going back to 2006 for this "Spotted", but there is a reason that makes it more topical. It was even longer ago (20 years or more) when this French autocycle first appeared at a club event. Since then it has changed hands at least five times and, in all that time, no one has been able to positively identify it.

Until recently, that is.

The French motor cycle newspaper *La Vie de la Moto* has been printing a long-running series of articles on all the motor cycles built in the Seine area of France and, on 28 June this year, published the information we needed to put a name to this machine.

It was built by Georges Roès at 152 boulevard de la Gare in Paris's 13th arrondissement. It could have been badged as either a "G Roès" or "Le Petit Roi".

A unique feature to Georges Roès's machines was the clutch, patented by him in 1932. The clutch is normally disengaged and the engine drives the rear wheel through a freewheel; the bike will coast freely when the throttle is closed. Pulling the handlebar lever engages the clutch to override the freewheel and is used when starting or to use engine braking. This model, with its step-through frame, was for women or priests—a man's version was also produced.

Our featured machine has the patent clutch and probably dates from around 1935.

LVM was not aware of any surviving examples of *Le Petit Roi* in France—maybe this is the only one left.

Photo: Luke Booth



Spotted at the Peninsularis Run



We stay in France for our second featured machine. This is Jim Stuttard's Peugeot, pictured at July's Peninsularis Run. Peugeot's first mopeds were roller drive: the VAP-powered BMA25 and then the Bima, with their own engine.

Peugeot's first 'proper mopeds' were launched at the 1957 Paris Salon. The BB range of Peugeots worked on similar lines to the Mobylette with an automatic clutch, belt primary drive and chain final drive. The first models were unusual in having a powder clutch (an idea that Raleigh was also considering for a successor to the RM2).

The BB became the BB1 as Peugeot's moped range expanded into 2-speed (BB2), 3-speed (BB3) and Variomatic (BBV) models.

There were also variations within the BB1 range depending on what equipment was fitted. Jim's is a BB1T and the "T" indicates that it is fitted with a telescopic fork.

Dating from 1962, Jim's Peugeot has the more conventional centrifugal clutch that superseded the powder version. It is a French model, though they were also imported into the UK in the 1950s and 1960s.

Put back on the road earlier this year, this Peugeot has been at a number of events, most recently the Periwinkle Run on 19 August.

Club News

AGM

The club's AGM will be on 18th November at Coddendam Village Hall at 2:15pm or thereabouts. Or, in other words: when we all get back from the "Kneels Wheels" ride.

Last year we raised the subscriptions to £3.50 but we hadn't anticipated how big the annual increase in postage would be. However, we don't seem to be managing too badly: maybe they'll have to be increased again, maybe not. We'll know better when the year's accounts are drawn up.

Licences

In the last issue we reported that driving licences are going to change in January next year and expressed our concern that this would have an adverse effect on our efforts to encourage young riders into the hobby. The FBHVC has been looking at this on our behalf and believes that the government information has been badly worded in giving the appearance of restricting young riders only to machines with a 45km/h top speed. The Federation believes that, like the change in the 1970s, the limit will apply only to new machines ... but they'll be keeping a watchful eye on the proposals just in case.

MoTs

As previously reported, pre-1960 vehicles will be exempted from MoT on 18 November. So far, there has been no announcement about exactly how this change will be implemented—so all those rumours you've been hearing are works of fiction.

On a similar theme, a number of publications have been imitating Private Frazer from Dad's Army and crying "We're doomed" at new EU Roadworthiness Testing Proposals. These are just proposals at the moment. As always, the FBHVC is on the case to protect the interests of historic vehicle users.

Calendar

Every Tuesday **EACC and FMCC evening meeting** at the *Half Moon*, Walton, Felixstowe, around 9:30pm.

Sunday 2 September **West Anglian Section run** from the Village Hall, Old, Northamptonshire, NN6 9RQ. The section's first run in The Rose of the Shires. Refreshment facilities at the village hall from 9:00am. Informal moped-style 'bring and buy' is envisaged, so bring along items for sale or swap. The 30-mile run will start around 11:15. For more information contact Alex on 01480 219333 or Ralph on 01234 403796

Sunday 9 September **The 3rd Airship Run and Mopedjumble** from Cardington Village Hall (Howard Reading Room), Southill Road, Cardington, MK44 3SP (opposite the *Kings Arms*). Meet from 9:30am for an

11:00 start to the 25 mile ride. Tea and biscuits on arrival and on return. There is no charge for this run but we would appreciate any donations to help pay towards the cost of hiring the hall. Details from Pete Smith on 07977 936123.

Sunday 16 September **9th Coprolite Run & Mopedjumble** from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. Full reception facilities and free refreshments on arrival. A fully marked and classic local course to Felixstowe Ferry, and twin to the Radar Run. Riders who completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the Ferry Boat Inn lunch stop. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... Why is it called the Coprolite Run? The explanation is in the course notes. Please contact us if you'd like us to set you a spot in the hall or the car park (e-mail coprolite@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607). The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns. The route sheet, map and GPX (satnav) tracks for the run can be downloaded from the club website.

Sunday 30 September **Club stand at the Copdock Motorcycle Show**. As usual, we will be putting on a lavish display on our club stand and, also as usual, the IcenicAM team will be helping out. Note that, this year, this show is a week earlier than normal. If you'd like to help at the show or exhibit a bike on the club stand, please call Mark on 01473 659607 or Andrew on 01473 673043.

Sunday 14th October EACC members are invited to **The Vincent Run** - a North Herts Non-Conformists event. The North Herts Non-Conformists aim to promote co-operation between the EACC, NACC & VMCC and This event will be run under the auspices of the NACC Cyclemotor Section and NACC day membership rates apply. The start will be from the Fairlands Valley Car Park off Six Hills Way, Stevenage; 10:30 for 11am start. The route master is Graham Jeffries on 01438 726840.

Sunday 18th November **Kneel's Crooked Wheels and the EACC AGM** at Coddendam village hall. The last mopedjumble of the season combined with a tour of the quiet Suffolk lanes. This run is getting too popular for our usual lunch stop to cope with the numbers. The plan (subject to final confirmation) for this year is to use the same route but in the opposite direction, moving the lunch stop to Claydon *Crown*. Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on 01473 743587). The route sheet, map and GPX track for this run will be available on our website as soon as the route is finalised.

Cyclemotor bicycles—Part 3

Dunelt

This look at the various British-made cycles for cyclemotors was meant to be an alphabetical list of the various makes but, this time, we have to rewind and go back to the letter D. The reason Dunelt is out of sequence is that we've only just found out about them.

The examples we've found are in New Zealand and are fitted with Sanki Sunlight cyclemotors. The Dunelt has an indentation to clear a chain drive (not needed for the Sanki engine) and the pump clips on the right of the down tube to keep the pump clear of an engine in the frame triangle (also not needed for the Sanki engine). These features correspond with the frame used for the Phillips Motorised Bicycle. It looks as if surplus Phillips P36X frames were rebranded as Dunelt Specials and exported to New Zealand. The Dunelt has same the Webb fork used for BSA Winged Wheels rather than the braced rigid fork or the telescopic fork of the Phillips version.

Norman

While Mercury is usually considered to be the 'official' frame for the Cyclemaster, Norman also produced an officially sanctioned Cyclemaster bicycle. The Norman 'took over' from the Mercury in 1954 and this is, no doubt, linked to Norman producing the frames for the Cyclemate.

There were two models: the man's C/MA and the woman's D/MA. In standard form, the cycle was equipped with two 26×1½ wheels but could be supplied without a rear wheel at a saving of £2 10s 6d on the normal price of £16 2s 0d. Rather than list lots of different models, Norman offered different options on their two models. So, 1¾-inch section wheels and tyres could be fitted for an



Dunelt Special and Sanki Sunlight

extra 6s 6d. A rack, pillion seat and footrests cost another £2 8s 7d. The Norman man's model, like other makes, has a dropped top tube to allow a lowered saddle height. The standard finish was "Special Mid-Green Polychromatic", like the Cyclemate, but the cycle was available in black as an option.

Phillips

There were four models of Phillips bicycle for cyclemotor units. The P35 had roller-lever stirrup brakes and the P36 had drum brakes, which could be cable or rod operated. P35L and P36L were the women's versions. The man's version had the usual dropped top tube. All models could be supplied without a rear wheel..

The Phillips bicycle had bracing bars; a bracket clamped under the steering lock nut supported the upper end of these bars while the lower ends were held by the front wheel nuts. Catalogue illustrations show a forward-facing front number plate fitted across these bars but surviving examples of the Phillips have the more usual fore-and-aft plate on the front mudguard. Phillips bicycles for the Cyclemaster also had a special offset rear rack. This was offset to the left so that the stay on that side would be clear of the Cyclemaster's fuel tank. This 'special' rack was actually a re-working of the rack Phillips made for military bicycles. The military rack was offset to the right so a rifle could be slung along the left side of the bicycle.

Norman C/MA



of the bicycle.

be slung along the left side



Versions of the Phillips were also sold as complete motorised machines: Phillips's own P36X Motorised Bicycle and Vincent's Power Cycle.

To be continued

Phillips P36L

Letters

Hi Andrew,

One of my sheds with a few little bikes and bikes to restore got rather full. I could only just stand in the doorway.

Last year I noticed a lot of wasp activity, going in & out. I thought I'd got wasps in there so just emptied a can of wasp killer under the door. This spring I noticed old shelving had fallen along with everything on the shelves so, at last, I had a clear out.



I noticed the wasp nest attached to the Bown moped. I removed the Bown and found the nest was still intact, fixed to a spare Bown rear end &

mudguard. A wicker basket on an old push bike appears to have supplied most of the material to build the nest, along with some rust to get the various shades from straw to brown, along with a dash of blue paint.

The nest is about the size of a couple of rugby balls squashed together: a work of art. That's what you call a winged wheel.

Regards,

Rob (Harnett).

The Periwinkle Run

David Osborne

The Periwinkle Run lived up to its promise on the inaugural running on the 19th August.

From the start at Cottered Village Hall, some thirty five riders, from a wide area, enjoyed the twists and hilly delights of the very scenic North East Hertfordshire countryside, to the lunch stop at the *Black Horse* at Brent Pelham.

The usual, and unusual, mix of machinery was turned out and proved reliable with the exception of a

Bown suffering a temporary loss of sparks, the James Racer with a similar malady and a Phillips Gadabout that defied the attempts of on course spanner work.

There was an impromptu stop at Cave Bridge on the return leg while the entire field was entertained by a combine being kitted out with its cutter bar. Reel forward, to the look of surprise on the farmer's face upon the realization of a lane full of two wheeled machinery waiting to pass.

The weather played the game and a few specks of rain fell on the way back to base.

The run was enjoyed by all the riders with an eager anticipation of a repeat for 2013.

The next run organised by The North Herts Non Conformists is The Airship Run on the 9th September when Danny will again be in attendance with his spares stand.

Thanks to one and all for making it such a successful day.

The EACC

is the club for *all* cyclemotor, autocycle and moped enthusiasts, *everywhere*.

Membership is just £3.00 a year for UK residents (and it's £5.00 for the rest of Europe, & £7.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

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Standing information

Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.

