

The M·A·C

The Newsletter of the EACC

Number Sixty

October 2020

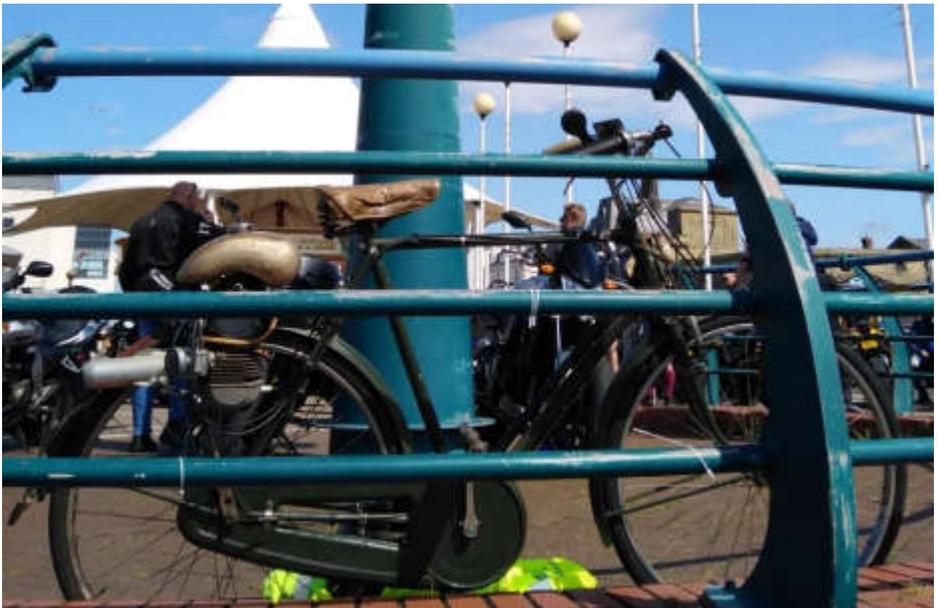


...emerging classic...



Nick borrowed the **Power-Pak** for his drawing used on our front cover.
I acquired it a few years later.

Spotted in **Southport, LSR CARD Run** (last year).



Club Information

The **EACC** is the club for all **Cyclemotor, Autocycle** and **Moped** enthusiasts everywhere. Membership is just £8.00 a year for UK residents (and its £12.00 for the rest of Europe, & £18.00 for the rest of the world). The membership forms are available from our website... or just ask and we'll send you one.

Secretary & Web Master.

Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.

Phone: 01449 673943 E-mail: membership@autocycle.org.uk

Website: <http://www.autocycle.org.uk/> Forum: <http://eacc.freeforums.net/>

EACC Committee Members.

Andrew Pattle (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Alan Course, Paul Efreme, Martin Gates, Neil Morley, David Watson (Publicity).

Club Officers.

Editor of the MAC David Watson mac.editor.eacc@gmail.com

The club's newsletter is called The MAC and it is issued six times a year: February, April, June, August, October and December.

Deadline for items to be sent in is 15th of the preceding month.

Club Regalia

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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.

Website: www.autocycle.org.uk

Forum: <https://eacc.freeforums.net/>

Facebook: <https://www.facebook.com/groups/254351421715768/>

Icenicam: <http://www.icenicam.org.uk/>

The Moped Archive:

<http://www.users.globalnet.co.uk/~pattle/nacc/arcindex.htm>

Front cover picture © supplied by "The Artist" **Nick Ward**

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FBHVC

The **National Historic Vehicle Survey** needs you!

Crucial for the Future of Historic Vehicles.

We are having to make the case for historic vehicles retaining their current access and freedoms on our roads more and more strongly, as we navigate the most challenging period in our history.

In order to defend the future of historic vehicles, we need your help by completing this crucial survey.”

<https://fbhvc.us17.list-manage.com/track/click?u=76df5387dac518366cae59ba6&id=7450bf8a35&e=a451ab8edf>

Closing date for entries: 12th October 2020

Events

As restrictions were eased, club events started to take place again—but it’s now looking as if the Government’s latest change of mind will shut events down again. As always, our events are listed in [the calendar](#). We’ll try and keep it up-to-date but things can change at the last minute—always check with the organiser before you set out to an event.

AGM

As the COVID-19 restrictions started to ease, we were hoping that we’d be able to hold the club’s AGM in November as usual. However, under the recent imposition of the ‘Rule of Six’, it would be impossible to hold a quorate meeting—we need 25 people for that. With the likelihood that the limit of six will be in place for weeks rather than days, we will have to postpone the AGM. The club’s rules state that the AGM must be held within the financial year, and the club’s financial rule runs from October to September. We hope that will give us plenty of time to arrange a ‘proper’ meeting before we have to start to consider holding an on-line AGM.

Andrew Pattle.

Suffolk Section Notes

Following an unplanned break while we suffered though the ill effects of the worst Chinese takeaway the world has ever known, some local events started creeping tentatively back into the EACC calendar in the form of Andrew’s joint CARD/East Anglian Run on 26th July. There were a few ‘extra’ cyclemotors on display at the start, Trojan Minimotor/Bianchi Aquilomotor/Alpino-Gloria which weren’t chosen for the run in favour of more capable mopeds, but everyone was still pleased to see them running around the car park before the off.

Some 12 bikes completed the event, and I got to give the Elswick-Hopper Lynx its first outing for a year.

The Coprolite Run on 6th September presented more 'complications' with its planned mopedjumble in a village hall, but the regulations created so many difficulties that it obviously wasn't going to be worth the trouble. Abandoning the prospect of a jumble could at least enable the run to go ahead as a separate entity, and a last minute venue switch starting from the front car park of the Suffolk Aviation Heritage Group along the nearby Foxhall Road seemed to work remarkably smoothly, as the three great masts on the site presented a very obvious landmark to find the place. The museum with its tea shop and rest facilities were open to all visitors, and the site was free to look around to interest the curious. The turnout exceeded all expectations with some 30-bikes attending the start, 26 signing on, and 25 completing the count at the halfway stop. The distances some people came to support the run was really appreciated, with four from darkest Norfolk, several people from Essex, other couples from Kent and Bedfordshire, but the long distance award claimed by John Burgess from Crewe riding a Francis-Barnett Powerbike-56. David Whatling entertained around the car park riding his Shung-Ma cyclemotor alternately on engine power, or switching to battery electric which was charged by a solar panel on the handlebars. Everyone's efforts were rewarded with ideal weather along this eternally popular course, which was complimented by many of its 1st time riders. Old Felixstowe Ferry is certainly a lovely spot on a nice day. I chose to exercise the BTM Skeletor's 4-stroke engine on this occasion, but the most striking feature of the event was the surprising and incidental appearance of an NVT flash-mob! 2x Easy Riders by Stafford & Bookey, 1x Sports 2-sp Auto under Martin Gates, and an NVT Rambler motorcycle! Thanks to all who attended on the day.

Just as we were thinking things might be heading towards some normality, it looks like everything's now going back into reverse, so the brief window of events might be closing again.

The Mopedland transfer to its new address of is still ongoing, but during the lockdown period we did manage to complete the new garage/stores and move everything in. For anyone still sending mail and ringing the old Bucklesham address, we're not there anymore, the phone is now disconnected, and the site is up for sale. You now really do need to contact 144 The Street, Rushmere St. Andrew, Ipswich, Suffolk. IP5 1DH. Tel: 01473-716817. Work has now started on fitting out the new workshops, so we're entering the final phase and are hoping to be fully installed and operational at the new site before Christmas – but are we going to have all the parts stock relocated by then? Probably not.

I'd like to end with the usual line, 'See you on the road', but it looks like we're not out of the Chow Mien yet ... *Danny* .

Belated **LSR CARD Run** August **2019** Day 2

Sunday morning and I have a bit of time to look at the **Power Pak** before the start time of 10:30. The previous week had been a blur with the house move and relocation, I still hadn't got a proper workshop and a few bikes were shoehorned into the small garage attached to the house. I had the best intentions of riding this bike on the first Lancashire CARD weekend as it was one of my favourite buys; it had the original 1952 bill of sale, old log books and had all the factory paint on the tank. I had taken the Flywheel off some time ago to photograph the electrics for a fellow rider and should have put it back together straight away – but you live and learn! I had no room to work in the garage and pulled the bike out onto the driveway. Breaking my own rules once again, the compacted hard-core was hardly a clean and level surface to work on! Never do a job under pressure, as if it can go wrong, you will almost certainly ensure that it will go wrong. My arriving guests and riders were being offered hospitality by Gwen and Neville Hutton, providing a never-ending stream of tea and coffee from their caravan as they were in residence on the field for the weekend. Click! What was that? The Woodruff key had just dropped on the floor or should I say the needle had just fallen into the haystack. A quick glance down and my heart sank with my gaze. I had others but they were all boxed up in storage at the family farm and now was not the time for anything other than plan B. The B plan was the same as the previous day. The **Bown** had behaved faultlessly on the Saturday run and this time I would ride sweeper, as Paul Morgan was to lead the ride on the local roads to Southport.

I put the Power Pak back in the garage and went to meet the assembled runners and riders. The Bown and a pair of Cyclemasters were in a small marquee that I had put up on the back lawn as a temporary shelter for any machines left overnight. John and Alison Mcquade had travelled down from the North East and were stopping at a nearby hotel as they wanted to ride both days. Their two Cyclemasters had performed well the previous day and were sat waiting to be reunited. Dave Watson had stopped in the guest room as was already out with his ride for today – a working Power Pak. Peter Moore once again rode in from home but this time on a smart blue Ceccato roller drive. We had new riders for day two, Steve Taylor from our own club riding his Bianchi and also travelling down from the North East, Ron Patterson on his very specific Cyclemaster “Sir Walter”. Ron is very acquainted with the Cyclemaster and had previously done some work with the McQuade's bikes (today wouldn't be any different!). Frank B said that he would meet us at Southport after his Power Pak took a fall the previous day and he didn't want to risk the temporary repair. The weather was dry and bright but a breeze was picking up as we assembled on the road ready for the off. Nice country lanes today and winding flat roads were a joy to ride.

It's a pity Derek Langdon was unable to join us today as the route was far more suited to his Atlas with less junctions and some nice long stretches of flat land crossing the moss. Within 10 minutes we reached Little Hoole and filed singularly through the village. The name translates to Little Hole, and we were to see a few of them over the day, the drawback of country lanes is the upkeep of the surface with the odd pothole jarring the machine and rider. The meandering file popped along at a sedate pace and we were observed by a young lady standing at the roadside with her golden retriever, she smiled and nodded as each bike passed and seeing I was the last called out "Great to see – we have one of those in the Garage!" oh no not again! I wasn't for stopping, that will have to be investigated another day. As I was TEC I spent most of my time following Alison on her 25cc Cyclmaster using LPA most of the ride but smiling away not in the least bothered. There was however a change in engine tone every time the cycle hit a bump and the carburettor was waving wildly. The Cyclmaster came to a stop as the carburettor parted company with the engine. I hadn't noticed before but the carburettor was joined to the engine by a section of flexible hose (A Ron Patterson modification to reduce vibration from the engine to the carb), the hose was probably a little too long and the heat combined with the constant juddering from the undulating road had worked loose. It was easy enough to slide the hose back onto the manifold and a quick tighten of the jubilee clip saw Alison underway again. We caught up with the rest of the group as Steve was having problems with the Bianchi. A bit of a roadside repair and we made another mile or so before Steve stopped at a junction and the little bike refused to go. As Steve waited for his bike to cool down Ron decided to give team Cyclmaster an overhaul and we were treated to the "Cyclmaster helpdesk Live". Peter Moore and Steve got the Bianchi underway again and we all headed into Hesketh Bank for a comfort break. Having rested we got the bikes started for the next leg to Southport. All started with the exception of the Bianchi! Peter and I waited as the little bike refused to play, the wind was now with us but Steve had called it a day with Neville arriving in the recovery vehicle to take rider and bike home.

We set off to find the pack and Peter had a chance to give the Ceccato its head and we went at quite a gallop – well the speed sign gave us as smile as it registered 26mph! The route to **Southport** took us out onto the coast road and the wind was now something for the little bikes to contend with. John McQuade decided to join Alison in the use of LPA, even Sir Walter needed a little assistance at times. Dave Watson was trying every trick in the book to keep the revs up on the Powerpack with his arm going up and down like a fiddler's elbow as he operated the lift mechanism. The coast road took its toll on rider and machine as Paul Morgan on the Tomas battled with the headwind towards Southport. I knew we had less than a mile to get to our destination and rode up the file encouraging the riders and letting them know that the torture was nearly over.

When I got to Dave Watson, he was at the point of going backwards, his face the same colour as his helmet. "Not far now!" I shouted before the wind could take the words from my mouth. "Never mind that - just bloody push me!" Dave was knackered and didn't care who knew it. I dropped in just behind and took up position with my hand on his back and opened the throttle getting us back up to speed. Once clear of the coastal road we were sheltered by the buildings on the inner promenade and made the last half mile at an easy pace. The carousel at Southport is a popular bike meet and the area in front of the pier was full of two wheeled machinery. There was a café and Fish and Chips available and the warm brew was more than welcome, our bikes were well received and provided quite a curiosity as did Frank B who had ridden in on a New Hudson Restyle another one of Derek Ashworth's bikes. Frank was also providing a curiosity value with his wax jacket being older than the combined age of most riders and their bikes. The Bown was today's most photographed and I tried to shut out the small gathering that had assembled as I went to start the Villiers engine for the return leg. Petrol on, tickle the carb, no need for choke, set the throttle lever to 2 o'clock, clutch out, decompressor in and a gentle turn of the pedal to get that little feedback of pressure at the top of the stroke. Right we were ready, don't do anything different! A steady push down on as the decompressor is released and the magic happens. Clutch in and the bike ticked over on the rear stand. Refreshed riders readied their mounts and we set off inland with the wind on our backs. Out of the town we were back on open country roads but thankfully the wind had dropped and we continued without event to a stop at windmill farm. Paul called into his house for petrol – the headwind resulting in twice the fuel consumption of the previous day. No breakdowns on the final leg but a very ignorant car driver did her best to push three riders into the hedge, as she passed each rider before cutting in front and repeating this dangerous manoeuvre through the group. The large letters CAUTION Slow Riders displayed on the back of my vest were obviously ignored and I took the opportunity to open up the Bown, catching up with the driver further down the road offering suitable words of advice. We had less than a mile to go when Alison's Cyclemaster started to misbehave as Ron rode alongside chanting to the engine (he speaks CM) Alison was determined to finish the ride on two wheels and kept pedalling and popping. Ron waved us on and we got back to the field with Alison arriving a short time later with the engine purring away and a huge grin on her face.

And that was it, the first Lancashire Card run with nearly 100 miles done in two days (over that for Peter Moore riding in each day) an evening meal at the pub for those that didn't have to get back rounded off the day nicely.

Chris Gornal

EACC and Mobylette Forum Rally Weekend

Hooton Roberts Farm Nr. Rotherham 17-19 August.

With the cancellation of our event in Kent due to the site remaining closed John Bann managed to bring the dates for this event forward to appease those disappointed with the demise of Kent. As usual John had organised a great location and presented everyone on arrival with the usual commemorative sticker and a Mobylette lapel badge. John arrived on site Friday morning 7-50 am followed shortly by Paul Newton of the Lancashire Slow Riders who provided John with assistance setting up his tent. Ray soon followed and others steadily arrived throughout the day. Charlie the site owner put the group near the access road which provided better access to and from the site and kept us away from the busy areas. With most of the gang present John told announced he was going to the trophy shop to collect the trophies as worryingly the guy hadn't phoned him to say they were ready. Half a dozen who were ready followed John into Rotherham but then the fun started. Leaving the shop on the first bend John's bike "Jess" broke its chain. George was called from the site to rescue John and the rest were given instructions back to the site. Ray started checking google maps on his phone but Dunc had shot off. Back at the site there was no sign of Dunc and worryingly Margaret said he had left his phone and wallet behind. It soon became apparent he too had broken down and got a taxi back (found to be a shorting HT lead later) but then realised he didn't know where he had left the bike! After a bit of thought he announced "well it was near Jewsons" and armed with the address thanks to Google set off in his car to recover it. John was grateful to George who collected him and took him to his home where he grabbed his other bike "Victoria" for the rest of the weekend. While all this drama was going on Fraz had arrived. A likeable guy from Rotherham who had spotted the event online and had phoned Ray for more information. As his Raleigh Wisp would only run for a few seconds George again jumped in and under "supervision" from the rest of the group found the diffuser was incorrectly installed. Once fixed Fraz was delighted to give it a test ride by joining everyone for the fish and chip shop run. Paul Newton seemed more interested in the local off license than the chippie as he loaded up for the weekend. On the return journey the Wisp, which was keeping up really well seized so Fraz disengaged the drive and pedalled it back. Again with George's help the bike was stripped down and a minute piece of one of the rings was found embedded in the piston skirt. The chrome lined barrel was hardly marked so John again nipped home and returned with a few spare pistons. Everyone held their breath as the rings were transferred and despite the fragment missing from the end they were otherwise fine. The bike fired first time was tested and then Fraz was persuaded to join us for the 60mile round trip to the Squires Biker Café near Leeds the following day.

Rod's Bianchi Mobylette had, it seemed been fitted with the wrong main bearing during its rebuild resulting in a lot of end float so that was a none starter. Luckily he also had the oily rag AV59 and Sues AV42. Robs bike (Mobylette SP50) was next to misbehave it just wouldn't run right but after a little fettling was soon back on song. More about that later.

Then Dunc and Derrick were tinkering with Dunc's 51v Mobylette after his lonely breakdown in Rotherham. After a carb change the casing was found to be cracked on his Dellorto, it wouldn't run right so they put on another carb but it still refused to start John said to them both is there any fuel in the bike. He shook the bike and yes you've guessed it (need we say more) lol !

Saturday morning, frying pan and griddle sparked up by George and in no time the air was filled with the wonderful smell of bacon and sausages (George loves cooking for all) and once everyone had had their fill, it was time for the ride to commence. Some 18/19 riders in total and after the obligatory photo Ernie set off as lead bike marshal followed by everyone else. John was acting as sweep bike and after about ½ mile Rob's bike started playing up again so they pulled into a club car park to investigate. After getting it running, John followed Rob back to site. John again popped home for a few bits from his cave whilst Rob investigated the problem. Having got a call from Derrick at the first meeting they agreed they would join the rest if they could resolve the problem with Rob's bike. Inevitably this this did not happen but it saved us from getting wet it turned out. The other riders made it to Squires without further drama and were warmly greeted by the guys on the big bikes, including Fraz on the little hastily rebuilt Wisp (it did the entire run with no drama) although it is apparently fun to ride in the wet. Later the returning riders were surprised to see John going in the other direction. We later found out he had got a call from Paul Newton that Rod had run out of fuel and as they had stayed with him they were not sure of the return route. John recognised where they were and felt a bit like the good old AA man once again. Once fuelled up they were back to the site in about 20 minutes. By this time the rain had abated and the sun decided to show its face. Apart from Rod's embarrassment all other riders made it back with no breakdowns.

Sunday morning just 9 riders left the site for the usual short run. After a visit to the Elsecar museum it was time to visit a pub and back to the campsite.

As people started to pack up and leave John wished them all a safe journey home. Oh and we mustn't forget John's annual presentations which always go well and provides some humour, as Dunc will testify. Everyone confirmed they had enjoyed themselves (despite the rain) and will attend again next year.

John thanked Charlie for having us and he said we are welcome anytime. So John is already planning for next year.... *Ray Paice*

North Wales Tour 2020 The event that Covid nearly stole.

As normal for these "big" runs, early in the New Year phone calls are made to those that were on previous runs. **Matthew Hodder** was up for his Mother Hen duties and we had 6 riders, a date was set and accommodation booked and all payed for in March.

Early March and Covid had reared its ugly head, no way where we expecting there would still be an issue in August. Lock down and 12 weeks of self-isolation for me and Covid dragged on. Our first night together was to be at the Hostel for all ages Borth They notified me that they could not accommodate us, it looked like that would be game over for this year and all were notified. All the other nights were to be in shared Travelodge rooms, most locations where closed, booked at the saver rate there is normally No Refund. As restrictions were being lifted and not long before our run was due to start, phone calls were made: **David Wickens** had made alternative arrangements and wished us well if we could salvage the event without him, **Keith Backhouse**, **Phillip Chenery**, **Ken Hayes** **John Burgess** and myself where tentatively in and MH had made other plans. Maybe if I did the driving the others could ride and we could use the bookings! Another round of calls and KB was gagging to go, PC was hesitant (as was I) and declined KH and JB were ok if something could be sorted. We were down to 4 (with rooms booked in the names of 2 that would not be with us!). Aberystwyth Premier Inn (replacing the Hostel) was booked, all existing TL bookings cancelled and due to Covid rules codes where given to be used for new bookings, 36 confirmation emails later and we had 4x separate rooms at each location. Game On (with just over 2 weeks before we go).

Normally credits go at the end but I must say: Thanks to Keith (Suffolk) for picking me up on the Sunday morning and returning me the following Saturday. Ken for a cup of tea a guided tour of Shrewsbury and doing all the leading for 4 1/2 days. John for arriving Monday morning from Crewe with 2 bikes in his van, carting our bags and fuel cans etc around all week, riding for just 1 1/2 days, and replacing our normal kitty with his card etc etc.

Day 1 Monday 3rd August. Shrewsbury-Aberystwyth 84 Miles

We all met up at Ken's daughters West of Shrewbury. Ken and John where already there Keith and I soon unloaded, bags etc. went into John's van. John and Ken liaised about the first stop and we were away. On pulling up I was thinking I've been here before! It was a leg stretch on a previous run just into Wales; we had an excellent first breakfast. A leg stretch/pee stop where the A458 meets the A470 was another "Déjà Vu" moment and on to Machynlleth for tea and scone. Left instead of right and we headed to Borth. The Hostel was still closed but we enjoyed the views on the sweltering hot sea front and moved on a bit for ice-creams.

On to Aberystwyth and thankfully the bookings were OK, always a bit of a worry but especially as it was closed when our rooms were booked. A short walk to a Wetherspoon pub with the eat out ("al fresco" style) to help out deal, 4 meals and 4 drinks £23. A walk along the seafront to the Cliff Railway and all the way to the War Memorial at the other end was enjoyed!

Day 2 Tuesday 4th August Aberystwyth-Caernarfon 99 miles

The day started with a £4.50 breakfast instead of the normal £9. We backtracked on yesterday's roads to Machynlleth and straight on to the only just reopened café but no museum at Talylyn Railway. A short-cut over the footbridge at Afon Dysynni, some lovely coastal roads, over the Penmaenpool toll bridge and a meet up with John just before Barmouth. The Honda did have a hissy fit but only because it was out of fuel like Honda's do. We then met John in Porthmadog, it was raining, very busy and nowhere to park, Tesco was an option but there was a queue round the block just to get in, next stop Caernarfon we arrived rather damp! A short walk to Spoons for more cheap grub and a walk around the castle as the rain had stopped but the wind was getting up.

Day 3 Wednesday 5th August A day on Anglesey

The forecasters got it right you could hear the wind and rain lashing down during the night, at the 8 o'clock meet time the others including John were all togged up and ready! We crossed the Menai Bridge and stopped at a viewing spot where you could just about see the Menai and Britannia bridges linking Anglesey to the mainland. A photo stop at **Gogerychwyrndrobwlllantysiliogogogoch** railway station and onto the excellent **Anglesey Transport Museum and Café** where we could get some of our wet gear off. A Covid style (disposable carton and wooden cutlery) breakfast was enjoyed, lots of reminiscing in the museum and a nice long chat with the enthusiast owner. The rain had almost stopped but the gusting wind made for an interesting ride back and an early shower. Spoons time and the weather had brightened up and we had an extended walk around the castle.

Day 4 Thursday 6th August Caernarfon-Colwyn Bay

Breakfast in the nearby Morrison's where the normally good value breakfasts were even better, when the till was still set for the half price eat out to help out deal. Thankfully the wind and rain had abated, only 30 miles to Colwyn Bay but we needed to avoid the A55 expressway as much as possible, Ken was in unfamiliar territory but done an excellent job of leading. I think we were possibly on dodgy ground at times on the cycle routes especially the share with care bits where I was actually overtaken by a cyclist. In our defence (probably won't work in court) at one point the traffic officer advised us to do it! There were very few cyclists about anyway. Ken's bike didn't like the slow running and was very rich, a little technical interlude (plug change) we carried on and met John at 12:00.



Ice-cream time at **Borth** on our way to **Aberystwyth** Day1 **North Wales Tour**
John joined in on a wet and windy **Anglesey** Day 3





Bring a **Wisp** along and get it fixed day, **Rotherham Weekend Rally**

Pre run line up **Rotherham Weekend Rally**





Good turnout for the **Flyde Coast** run
LSR Whittingham & Goosnagh Rally Weekend
And the winner as judged by **Peter Moore**





At the summit, **Great Orme, Llandudno Day 4**
Ponderosa Café, Horseshoe Pass Day 5

North Wales Tour



The Flying Banana came out of the van again! We visited but passed the busy Rhôs-on-Sea and stopped at the even busier Llandudno, an hour there was enough. We paid our £1.80 fees to use the **Great Orme** road and made it to the summit. Lovely little café on the way down and back to Colwyn Bay to book in. You guessed it! The Spoons was in walking distance, followed by a walk along the prom on a lovely evening.

Day 5 Friday 7th August Colwyn Bay-Shrewsbury

Ken's bike didn't want to play anymore but eventually did after a plug change and a bump start, he was again in unfamiliar territory but expertly lead us with just a couple of stops to check the map. We had an arranged stop with John, but he was running a bit behind so we agreed to meet him at the Ponderosa café at the top of **Horseshoe Pass**. A very nice breakfast bap was enjoyed. Down horseshoe pass and straight by the busy Llangollen. My bike had been going exceptional well but did require some HPA to get to the Ponderosa, after Llangollen it was definitely faltering. Who should be behind? None other than John, I pulled in at a safe spot, 1 of 2 things it would be either sh!t in the carb or points, I took the carb and delegated points to John who declared the gap had closed right up. We were nearly sorted when Ken came back; it made his day that I had the spanners out after taking the mick about the Honda's hissy fits. A welcome swift half was enjoyed in the shade at the very hot Telford Inn, Pontcysyllte Aqueduct. Next stop Elsmere for ice-cream and we were back in England. Ken phoned his daughter and they arrived home from Scotland just a few minutes before us 351 miles done, a nice chat and chill out cuppa was enjoyed. John bid us farewell, Ken later picked Keith and I up from the TL and we had a lovely meal in a nearby pub.

What can I say! Shame **David**, **Philip** and **Matthew** weren't with us but with the restriction "in one door out of another" "2M queueing" "distancing" etc, a group of four was just about manageable, certainly made booking tables more easy Mon evening was a table for 4 outside, Tue breakfast was 2 x 2 tables, Wed evening was wait for a table or outside (no thanks after our wet and windy day) and Thu was 2x2 tables. The comment about 1 hr at Llandudno was not a reflection of the town but with so many people it did look like a 2nd wave of infection waiting to happen.

From what was a cancelled event with just over 2 weeks to go and a nightmare with the bookings it turned into a very enjoyable event thanks again to **Keith** for the driving, **Ken** for his leading and all round good egg **John** for all he done for us, I just sat back and enjoyed the ride.

My pictures are at:

<https://www.flickr.com/photos/40103650@N04/albums/72157715408995638>

Dave Watson

LSR WHITTINGHAM & GOOSNARGH RALLY WEEKEND / FYLDE COAST RIDE.

Due to the current situation, and unable to attend our normal steam rally weekends, we decided to organise a second camping weekend at one of our local venues near Garstang and Preston.

I'd contacted the site and asked could we have up to 5 camping pitches, but this soon grew and we needed a few more as time went on. We ended up needing more than double the amount of space for camping. We'd also arranged for anyone wishing to ride with us on the day to meet us just down the road from the campsite at a village along the route. Planning started 2 months prior, it was a route we had done a few times before, but with the amount of riders now expected we wanted to simplify the route with fewer junctions.

Neville Hutton and I arrived at the campsite Thursday to set things up and organise the camping. We managed a pre ride test with a few early arrivals, then when majority of others arrived on Friday we decided on a 'short' ad hoc ride so people could get an idea of the riding surfaces and conditions in the area, the weather was so good I got slightly carried away so this turned into a 20 mile round trip instead of the 2 mile.

Saturday Fylde Coast Ride.

The ride took us up through the lanes around the Fylde coast and up through Great Ecclestone and up to Pilling for a lunch stop, then onto Glasson Dock.

The return was back down the lanes again towards Garstang. We had spent a little longer at Glasson than planned, so it was decided to cut out the last few miles through Inglewhite ,we took the 'fast' route down the A6 and back to the campsite.

The weather was fantastic, perfect riding weather; the company was fantastic and hope everyone enjoyed it as much as we did.

30+ Riders and the drop off system worked great.

I don't want to mention names, but the help and assistance we received from everyone and the different sections of the EACC and the support was very much appreciated indeed.

Paul Newton

Simplex Cyclemotor c1920

If you have any information, experience or just interest regarding these atrocities, please break out of your padded cell or secure institution and gibber down the phone to Derek on 0115 9231191. You need not suffer alone!

Derek Langdon

I have been reading the very interesting article in the MAC about fitting Chinese ignition to a **Cyclemaster**, this has come at just the right time as I have purchased a Cyclemaster lockdown project. Can you tell me if there is going to be a continuation in the next MAC as it seemed to end prematurely just as the setting of the timing was being described?

Thank you for an enjoyable read, Cheers, *Dave Smith*

Oops Had I of looked past the large gap! There was another page.

Top Dead Centre is mid-way between the 2 points. I marked the mid position and then used a scribe to put the TDC line on the flywheel. The tape was removed and the line made into a saw cut so it would be more visible.



Next I put some white PVC tape on the flywheel (aligned with the TDC groove) and added timing marks in black so they would show under the strobe.

The standard Cyclemaster timing is 1/8" before top dead centre (BTDC). This



works out as 23 degrees before top dead centre (thick black line in photo above). When I used the strobe I found the CDi has a built-in automatic advance of about 6 degrees, whereas the old magneto was fixed timing.

My CM engine has several tuning modifications (bigger piston, higher compression, opened up ports etc.), all of which cause the flame front to advance faster, so I decided to set maximum advance at 20 degrees for now. This should be a safe option, as too much advance can quickly kill a 2 stroke engine, as the engine runs hotter due to the hot gasses being in the cylinder longer. Also toomuch advance increases the risk of detonation which damages the piston.

Ron Paterson

The Little Red Devil

When taking on any restoration, familiarity with the machine is a huge bonus; having carried out around half a dozen rebuilds with **Honda PC** types of the 60s and 70s vintage stood us in good stead. I found this 1976 example near Horsham, and it ran (albeit poorly) even though the original air filter and casings were missing. The correct paperwork was a bonus and the frame is solid. Once back at base, fresh juice with some minor adjustments sent the little Honda PC50 off up the road with plenty of enthusiasm.

First job was to break it down. Not to be rushed, although my mate Alan normally has any PC 50 in boxes within three hours. Unfortunately our Honda had been modified with one cheap (cone) air filter which needed replacing with a genuine Honda unit that comes in three parts. This I finally found on Ebay at £30 but needed repairing and came dressed in a rather nasty blue, so once the cracks were sorted it went in the 'to be painted' box... along with the rest of the bike!



Rotten rims and spokes are the first items to get underway with any bike resto; once the hubs were cut free they enjoyed fresh silver before being packaged off to Mopedland in Suffolk and then into the hands of Neil at Walton Works. He would attach fresh 19in rims with spokes and return

the finished items to Mark at Mopedland where the rubber would be fitted; all this takes time thus the first job is to get the wheels organised or you end up with a completed bike and no way to get it on the ground...





Breaking down the remainder of the PC proved straight forward, the engine wanted degreasing whilst the front suspension needed a rebuild with fresh bushes. Saying that, not a single bolt or screw was seized, so the frame was attached to our purpose-built movable prep table where it was

stripped back to bare steel. Surprisingly very little filler work was required, the odd rusty scab required a covering but overall this PC hasn't suffered a hard life.

Meanwhile the motor wanted some love and didn't look much better after an hour in the parts washer



Once the frame had consumed several litres of primer and a packet of flatting paper it was ready for the paint ...

Meanwhile the old paint on the engine was removed and the alloy casings treated to many hours of polishing and once the barrel had been recovered in gloss black the motor looked much improved.





Preparation to paint also included the swing arm, rear rack plus the tops of the original shock absorbers and number plate bracket. The red chosen looked completely wrong and after just one coat I concluded the match was miles away and reordered.

The second attempt went well and with all the parts drying in the paint shed it was time to concentrate on the petrol tank.

Apart from the surface rust the biggest issue here was a large dent about halfway long the frontal area where the PC had been dropped against a sharp object. Once the affected area was prepped I took the tank to a local body shop (Station Garage Pagham) where their specialist puller attached itself to the crease and with a few tugs of the slide hammer our dent came out.



The wheels returned from Suffolk and looked fantastic, dressed in fresh rubber the new chrome would really stand out against the red finish.

With the frame still attached to the paint trolley I would refit the wiring loom and then the engine before test fitting the new air filter complete with sock ... also supplied by Mopedland.



Once returned to the main work station the freshly painted centre stand and rear wheel were installed which allowed the bike to be securely strapped down.

From now on it was just a slow and careful rebuild, including a fresh chain from Mopedland which had to be cut to size; an easy task with a chain splitter, impossible without.



The bike went back together easily, every part restored, repainted and clean and taking time at this stage saves hours later re-fitting parts correctly. All the cables and wiring is cleaned and greased as required. The headlight and switches are stripped, refurbished with new fittings as required. Most of the nuts and bolts

are replaced especially any chrome covered items.

A new steering lock is fitted as the PC 50 has no ignition plus a new fuel line as the original rubber was brittle and split, followed by a full service before the rear rack and number plate bracket are attached.

This allows the wiring to the rear light to be connected and finally the back end is completed with our freshly painted fuel tank and side panel. Next task is attaching the new exhaust and front suspension with fresh bushes; a fiddly job but once in place the front mudguard and wheel goes in.



Any resto presents problems but this Honda PC50 was a joy.

.Registered in the long hot summer of 76 it's good to go for a few more decades yet.

Grant Ford

The Only Way is Forward – breathing new life into a tired **Powerbike**

Anyone familiar with the Powerbike will know that they are fitted with a back pedal brake, and if this is not set correctly it is impossible to push the bike backwards, hence the title as above. Those who have restored old motorcycles will also know that there can be many unexpected problems to overcome, and for some the project comes to a full stop when the true extent of the horrors are known. But with three late **Francis Barnett's** already in the garage, plus having worked on and ridden my brother's two Villiers 2F engined New Hudson autocycles, the next challenge had to be a **Powerbike 56**.

The post-war version appeared in 1949 with a specification very similar to many other autocycles of the time, but oddities included the rubber band front suspension, a moveable pedal crank to allow for pedal chain adjustment, and the back pedal brake – this avoids the need for the rider to have three hands which is a requirement for other fixed gear autocycles. The Powerbike was one of the last FB designs to feature girder forks, rear wheel stand and hand throttle. Since production had ended by 1952, surviving examples appeared to be either incomplete or very expensive. I inspected several bikes which were within a sensible distance but it was a couple of years before a likely candidate was on offer – it was a long journey from home, too far to inspect, so the purchase was made on the basis of a photograph and the vendor's description. The price had been much reduced from the ridiculous opening offer, but it was hardly a bargain.



So on a glorious spring day in 2014 I trailered the bike home, and soon found that it was, as so often the case, going to be a major project to get it going again. Before long I discovered that the autocycle world is a half-way house between bicycle and motorcycle design,

and some common items for the Powerbike have not been made for sixty years.

We have been able to find out very little of the past history of the Powerbike. Registered new in Lincoln, the original details are unfortunately not available in the local archives. We know the bike was located in Colchester at some time, but it had not run for very many years.

I started by getting the bike on its wheels once more so I could at least work out what had to be done. Fortunately the rubber bands for the front forks are available from Mopedland, although they seem to be rather too strong for the lightweight bike. I was aware that 21 inch by 2.25 autocycle tyres had been obsolete for years, but new 2.50 Kings tyres will normally fit into a 2F engine autocycle frame; however I soon found out that this supply had now dried up and it was a stroke of luck that I managed to get hold of one of the last pairs available.

The engine was clearly worn, but old time Villiers engine rebuilder Alf Snell of Chingford knew all about such matters and soon rebored it and replaced tired parts. That was easy!

With the frame in one piece it was obvious that the rear wheel sprocket did not run true, and was also very worn (it is non detachable). My bicycle wheel expert straightened the rear axle, but the sprocket still ran out of true. We realised that the barrel of the hub was bent, which would have required the wheel to be completely dismantled before any attempt could be made to straighten the hub, and even then it was not possible to guarantee that it would run true.

Early on in the restoration I had contacted Len Vale-Onslow of Birmingham to enquire about replacement FB autocycle parts but with no success. But with the hub crisis I tried again, and was overjoyed when I heard that they did have a new autocycle hub, although it was not known for what bike it was intended. It was soon clear that the backplate was designed for cable operation, unlike the FB which is rod operated, but it was indeed a British Hub Co design and the existing FB backplate was serviceable and would be an exact replacement for that fitted. So the project was rescued from near disaster, but then I found that the specified 11 gauge spokes are no longer available, so much filing and cursing was involved in fitting 10 gauge replacements. To add to the good news, a new Villiers free wheel was found and fitted to the hub.

Some further lucky breaks followed. A brand new autocycle Lucas VT31 rear lamp was provided by a motorcycling neighbour, while a Francis Barnett Owners Club member lent me the engine covers off his similar bike and I had an excellent set of replacements made using them as a pattern. Leighton's rebuilt the original Lycett saddle, once again a size which is unique to the autocycle for which replacements are not available. The rubber moulded pedals were worn and the spindles bent, so a pair of standard autocycle pedals was obtained and amazingly new rubber treads sourced; they are authentic, the illustrative photographs in the original FB leaflet do show one bike with moulded pedals, and another with standard pedals. New cables, chains, wiring and many other items were fitted and the Powerbike was ready for a road test.

The back brake pedal mechanism was the cause of huge head scratching, since although it was complete one of the springs was missing, resulting in the brake being applied when wheeled backwards. Eventually I was pointed towards Alberta Springs, who have the patterns, and the problem was solved. Goddard's FB book also helps to de-mystify the assembly.

It took some time to sort out the ancient Villiers ignition system and get the carburettor set up correctly, but after a number of outings everything started to come together. Scary at first, since the hand throttle and back pedal brake require serious thought well in advance of any obstacle, but the rubber band front suspension results in a surprisingly smooth ride. Less good is the severe warning in the instruction manual that the engine should not be started with the bike on its rear wheel stand, since it can be hard work pedalling it away decompressed; by contrast, the New Hudson has a strong centre stand which makes starting so much easier. Like all 2F engine autocycles, the bike pulls well on its single speed, which will take it from 2 mph or so up to at least 30 mph. Given a good run at a hill it will usually fly up, but if baulked it can be hard work to get going again.

After an initial dry rebuild in its original tatty paintwork, the bike has since been dismantled for powder coating, lined out correctly with transfers and re-assembled once again. The rims were chrome plated when new, but I am afraid that a silver paint job has had to suffice. The rusty handlebars were replaced by a good North Road set which match the originals.

And here's a postscript. After the hassle of the rear hub, soon afterwards a good autocycle hub was offered on e-bay by a vendor just five miles from home, and yes, it was indeed intended for a Powerbike. And my brother, owner of the two New Hudsons that started the Powerbike search, purchased and restored another identical Powerbike 56!

Sandy Ross



For Sale

Lockdown project now completed. **1974 Puch MS50**, £850 everything works, but noisy clutch.

Many new parts fitted.

Contact Jim Leddy jjleddy2@gmail.com

Tel 01786 825249 (Dunblane)



“The Little Red Devil”

“The Only Way is Forward – breathing new life into a tired Powerbike”





Danny's **Elswick-Hopper Lynx** got its first outing for a year on Andrew's joint **CARD/ East Anglian Run** and Martin's **NVT** that also done the **Coprolite run**.



The long distance award (if we had one!) went to **John Burgess** from **Crewe** riding a **Francis-Barnett Power bike -56** on the **Coprolite run**.

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