

# The M·A·C

The Newsletter of the EACC



Number Sixty Severn

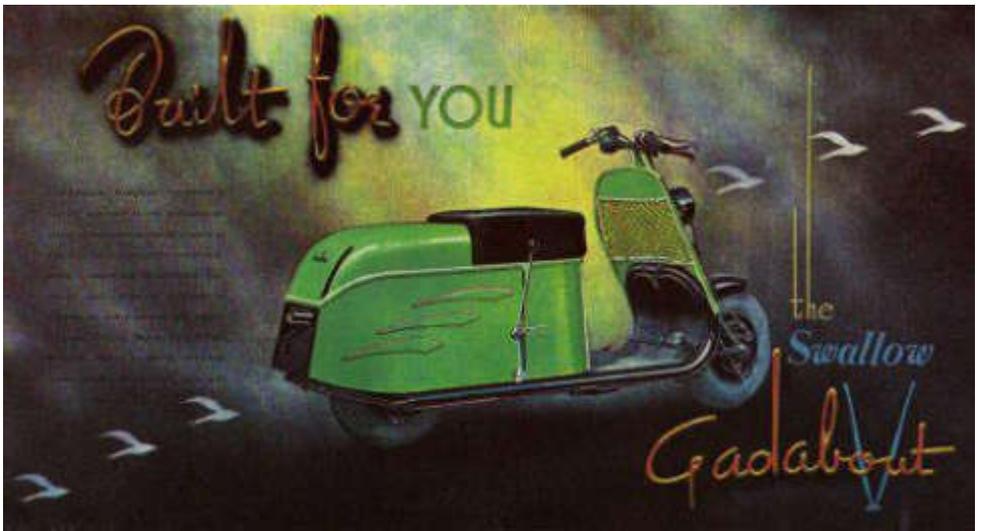
December 2021



... sensible sophisticated classic transport ...



Pictures lifted from, and lots more information on Swallow Gadabouts at <https://onlinebicyclemuseum.co.uk/1950-swallow-gadabout-scooter/>





# Club Information



The EACC is the club for all Cyclomotor, 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](mailto:membership@autocycle.org.uk)

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

## **Dating Certificates and V765 applications.**

As above

## **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](mailto: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 the 15<sup>th</sup> of the preceding month.

## **Club Regalia (temporary)**

Martin Gates: [martincoluking@hotmail.com](mailto:martincoluking@hotmail.com).

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](http://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>

FBHVC: <https://www.fbhvc.co.uk/>

### **Membership fees**

Postal membership, please pay £8 via Bank transfer, or £8.60 via PayPal

Email " " " £4 " " or £4.45 via PayPal

### **Registration & Dating**

£10 per bike, via Bank transfer, or £10.60 via PayPal

Reissued certs are £5 or £5.50 via PayPal

**Bank Details-** TSB bank, EACC/East Anglian Cyclomotor Club

Sort code 30-93-22 Account number - 00848165

Any dinosaurs still out there: Please make sure cheques are filled out correctly.

# Sections

We have several regional sections that organise events in their areas:

**Essex:** Paul Efreme 01277 657106 [subopef@aol.com](mailto:subopef@aol.com)

**Hertfordshire:** Andy Cousins 01462 643564 or 07969 369062

**Lancashire Slow Riders:** Paul Morgan [moggie64@gmail.com](mailto:moggie64@gmail.com)

**Leicestershire:** Jim Lee 018568 461386

**Northamptonshire:** Ray Paice 07799 662203 [raypaice@aol.com](mailto:raypaice@aol.com)

**Norfolk:** Dave Watson 01493 748249 07483 210625 [david.watson9416@yahoo.co.uk](mailto:david.watson9416@yahoo.co.uk)

**North East:** Ron Paterson [ronpaterson21@gmail.com](mailto:ronpaterson21@gmail.com) [ronpaterson21@gmail.com](mailto:ronpaterson21@gmail.com)

**South East Moped Enthusiasts:**

Sharon Wikner 07771 705627 [sharon.wikner@yahoo.com](mailto:sharon.wikner@yahoo.com)

Mike Follows 07887 950921 [mike.j.follows@btinternet.com](mailto:mike.j.follows@btinternet.com)

**Suffolk:** Neil Morley [neil.morley@btinternet.com](mailto:neil.morley@btinternet.com)

Mark Daniels, 01473 716817 [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com)

**Wiltshire:** Steve Hoffman 07891 251118 [shffm@sky.com](mailto:shffm@sky.com)

**Yorkshire:** (The Rotherham Roamers): John Bann 01709 961434 [mobymagic@gmail.com](mailto:mobymagic@gmail.com)

**A N Other Section:** Anybody interested in starting a new section in their area? Please contact Mr Secretary

If there are any members in the **Southampton** area interested in meeting up. Please let me know! Chris Wright [racecontaminants@googlemail.com](mailto:racecontaminants@googlemail.com)

The 2020 AGM never happened, so we had a sort of 'combined' AGM this year. The accounts for the last two years and the minutes of the 2021 AGM are available on our documents page. <http://www.autocycle.org.uk/document.html#meet>

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# Events

## **Sunday 2nd January 2022**

### **The 39th Mince Pie - David Evans Memorial Run**

Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR from 9:30am for an 11:00am departure. The lunch stop will be at the The Shipwreck Bar at Shotley as usual. Everyone welcome—free day membership if you're not an EACC member. For more details and directions, contact Martin Gates on 07944 058644, e-mail: [martincoluking@hotmail.com](mailto:martincoluking@hotmail.com).

The route map and GPX tracks for this run are available on [our documents page](#).

The Lancashire slow riders have booked a stand at next year's **Manchester bike show**, held at Event City, **29th/30th January 2022**, Phoenix Way, Off Barton Dock Road, Manchester M41 7TB.

This will be an official LSR/EACC stand.

Limited space available so please contact myself if you can commit to displaying on the club stand, alternatively you can book direct as an individual exhibitor.

*Paul Newton.*

## **Sunday 10th April 2022**

The 17th Radar Run and Mopedjumble starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual free pitches for jumble stands—call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome. The Radar Run has an alternative, shorter route suitable for cyclemotors.

The route sheets, map, and GPX tracks for this run are available on [our documents page](#).

## **Sunday 4th September 2022**

Club stand at the 30th East Anglian Copdock Bike Show, Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail Martin Gates [martincoluking@hotmail.com](mailto:martincoluking@hotmail.com) if you'd like to help or supply machines for the stand.

Note: this event is somewhat earlier than in 2021 and a month before its 'traditional' date.

*{I think we will find this is going to be a new tradition ie first Sunday of September date}*

Please try to get next year's events sent into Andrew ASAP to get on the website. Events then get copied into the MAC from the website for all to see.

Possibly maybe TBC.

Norfolk Section "Spring the Clocks forward" run Sunday 27<sup>th</sup> March 2022

# Section Notes

## **Essex Chapter chatter**

The Copdock Show took place on the 19/9/2021. As usual the Club was represented by several bikes, provided by numerous owners. The two main organisers were Andrew Pattle and Martin Gates. Through the Club, I would like to say a particular thank you to Martin.

*Paul Efreme*

## **Lancashire Slow Riders end of year report. 2021**

5 years or so down the line, and the Lancashire Slow Riders are now an established and very active section. This year has been a great year and we have certainly been out and about doing rides and camping weekends. We have recruited active members from all parts of the UK; from Bristol {Clive}, and Durham {Terry}, and even got our first Welsh member on board, {Martin}. The Section continues to grow and grow in all areas; we now have quite a lot of Yorkshire active members. When I say active, these are the ones that have joined us on the rides and supported us this year. To repay their loyalty we now hope to hold at least 1 annual event in their neck of the woods. Also it has been agreed that all LSR rides will incorporate the drop off/second man system, which has worked very well on all our rides this year, with everyone joining in. Our PayPal balance/petty cash are healthy despite not many events where we could fundraise, but we covered any costs this year with a little to spare. This will help us fund any events we organise next year.

The LSR. Have been asked to steward and have an EACC/LSR stand at a few events now, including Heskin, Cheshire Game Fair and Wrea Green Steam Fair. Unfortunately our logistics and transport guy {Paul Morgan} for our events items has been incapacitated this year as most of you know, but hopefully by next year's first event when we have a stand he will be back on the scene .

Planning for events/weekends will start early next year, and as well as the steam rallies we will plan some weekend events in between in different areas just as we did this year. If anyone has any suggestions please put them forward. All our events incorporate organised ride outs from the venues. Most venues have camping facilities that enable our members from different areas to make a weekend of it, as some travel over 500 miles round trip, and can't really be expected to do this in a day.

These are just a few events lined up so far:

**Heskin** steam event 2/06/2022 , we will have an EACC/LSR stand .

**Cheshire Game fair** August bank holiday, LSR will be stewarding the motorcycle section and having a stand.

**Wrea Green/Lytham steam** , LSR will be having a stand. Date tbc.

Our annual **Fylde** event will again be held on a date/month tbc, but hopefully August again.

The LSR do attend quite a few Steam and Vintage rallies throughout the year displaying our mopeds/bikes, and in between we try and organise some ad hoc ride weekends; we welcome anyone along, and the ride routes will be planned to suit all machines and capabilities. We have been approached by other rally organisers about having a display at their events and these are being considered. All events will be posted on our Facebook page and in the EACC Newsletter.

Thanks go to the EACC, and all members for your support and contributions that make this section work.

*Paul Newton.*

## Norfolk Section.

Not official meets as such but a last minute and a not so last minute run arranged from Martham on the **Norfolk Section Facebook page**.

“**Turn back the clocks**” run was announced first and hopefully as things are getting back to the old normal could get on next year’s calendar, and also maybe a “**Spring the clocks forward**” run.

But before that with a stalwart unavailable and dodgy looking weather forecast: On the Saturday I announced “**Ride to Reedham**” for **Sunday 24<sup>th</sup> October**. Chris arrived first with his bike on the back of his car, then Rob who had ridden all the way from Poringland including coming over the river on the ferry. Localish man Ian also came on his bike. We had a great relaxed ride with some leg stretch / photo opportunity stops to the Ship Inn, 3 enjoyed a nice lunch alfresco watching passing boats and the swing bridge closing for trains, Rob saying several times he had to get back home for family duties.



The 3 Hudson’s returned via an ice-cream stop without ice-creams for tea/coffee and cake in the afternoon sun at Acle bridge. Ian peeled off for home with just four miles to go, Chris goaded me with a passing move which resulted in an open up, splutter, back fire, splutter, conk and the tools had to come out, bit of spluttering after that but we made it back. 36 Miles done.

Ride to Reedham would have been for the “**Turn Back the Clocks run**” but a completely new route was devised, better check it out, a **recce** was done on the PC50 and a snag in that there was a main railway crossing with gates involved, plot a route had crashed on my phone and the intended pub stop was heaving on Thursday (It was half term and a nice day), after suffering car park rage and thinking this is not going well I headed home.

Blindly checking out another lane I stumbled on a café “all day breakfast” in the window was “closed” but open times do include Sundays, we could have a plan!

Another recce on Friday in the car as weather not so nice, and the pub looked like it would have been glad of customers, a chat with our Robert King working on the light railway at Wroxham station, and a lovely breakfast at the “open” café.



**Sunday 31<sup>st</sup> October** “Turn Back the Clocks” the forecasts and the pessimists got their way but I was determined. In not ideal conditions the little Honda was fueled up, must be mad didn't come into it more like bloody stupid. At times it was good with the back wind and others with head wind, rain and an open-faced helmet not so. Bit of green laning and some photo stops that would not have happened when leading a group, the pub looked windswept and deserted and just as I reached the café it poured down but the ham egg and chips were good. As I walked out of the café the sun burst through, a couple more photo stops in the afternoon sun but I did pass on ice-cream at Potter Heigham.

Well done PC50 never missed a beat, 36 miles according to the replotted ploataroute.

*Dave Watson*

### Lancashire slow riders section (sad) news.

One of our members recently passed away. **Phil Kirkbride** was an active member of the LSR and supported us on our rides many times, he always volunteered to ride back marker and did an excellent job, most recently on our annual Fylde coast ride, He will be sadly missed. Some of the LSR have been asked to ride at his funeral from Skipton as a mark of respect for the support and his contribution over the years,

**RIP Phil**



## Suffolk Section Notes

From "nothing to report" for October MAC edition regarding Suffolk section notes due to a seasonal gap in our calendar, since which there's a whole load of events happened....

Apart from all the ongoing CCP virus issues we all have to work around, timing of the Copdock Show was brought forward this year, from its traditional 'first Sunday of October', to the 19<sup>th</sup> September. Normally our Coprolite Run would be around that dates, so Coprolite had to move back a week to 26<sup>th</sup> September.

With October MAC editorial closing date on the 15<sup>th</sup> of September, we couldn't catch the MAC with anything to report...

**Copdock Show**... This is pretty firmly the biggest event in the Anglian motorcycling calendar, and though the 2021 date was pencilled in, it really wasn't clear if it was actually going to happen, due to ongoing and unpredictable restrictions again this year, and after the 2020 Copdock event never happened.

We were waiting into August to see if the Copdock Show was credibly going ahead, so planning was held till the middle of the month, and as it happens, Copdock was looking like it was actually going to happen.

This year's stand planning was taken on by Martin Gates, but at a most difficult time, in a difficult situation made further difficult by the a number bikes not being forthcoming due to several usual major contributors being unavailable at the show date for different reasons. Where the stand over recent years has been built with around 35 display machines, this year it understandably proved difficult to find enough machines to populate the stand, so ended 10 – 15 machines down on plan.

The difficulty with small bikes is that we need a lot more of them to populate a double-pitch stand. It's worked well over the years as we've presented some spectacular displays, and won 'Best Club Stand' several times, but when our display is light on bikes, the presentation looks thin, and our lower points can't make prizes.

The cautious demands of the current situation meant the layout was differently arranged to more separate the visiting public from our people manning the stand, sensible under the circumstances, but less 'inviting' to visitors.

As the Sunday turned out a nice day, attendance to the show was quite good, and our stand looked better than expected under the circumstances – but was obviously not going to be contending any prizes for its display.

While maintaining our presence this year, we weren't in contention, but hoping we can re-coordinate everyone to return to competition again next year.

A week later and **Coprolite Run** on 26<sup>th</sup> September. Despite 'unlocking', the virus related regulations still being applied for hiring village halls were still so prohibitive they rendered any prospect of meeting the conditions of hire a complete waste of time. Basically, closed for business.... so again we switched to the Air Museum on Foxhall Road, which as a registered charity, wasn't restricted by the same regulations.

Ok, we had a venue, and while anticipating an attendance around last years numbers, but (curve ball out of the blue) who could have expected the turnout to be compromised by a fuel supply situation? Yeah, down from 30+ in 2020, to 14 in 2021. The selection of bikes being ridden included Mobyettes AV32, AV76, AV92, X5, NVT Easy Rider Sports, NSU Quickly, Honda Passport 50, 2x CD175's and a 650, Excelsior R2, James 2F Autocycle, Suzuki AP50, and Malaguti 'Dalek'. There were also a few 'not being ridden/display machines, 2x NSU Quickly's, Puch Maxi, and Paloma DASL, but also of particular interest, a sectionalised Mobyette AV76.

This unique sectionalised frame and engine assembly was presented by Motobecane, and displayed at Jacobi's shop at Norwich Road, Ipswich. IcenICAM has now bought this engine/frame for restoration and display at local events, so it'll probably be turning up on the EACC stand at Copdock Show next year, which will probably stir some old memories...



In 1965, Alexander Jacobi bought the entire Mobylette stand from the Brighton Show, so was this sectionalised display part of that stand?

Due to the lower number of riders, the run proved conveniently more manageable, and was a enjoyable ride on a nice enough day to be sitting out on the green for lunch at The Ferryboat Inn, Felixstowe.

The Big One – **Kneels Wheels & AGM** 7th November. Having missed out the 2020 KW & AGM event due to the CCP virus restrictions, we really needed to do another club AGM. The Kneels Wheels Run & Mopedjumble coupled with the AGM has traditionally pulled in big turnouts, and with Mopedland supporting its first (very busy) jumble since KW2019, the occasion again scored its familiar high attendance result.

The event returned to its original Coddensham VH venue this year due to the see-sawing hire prices at the last Blakenham VH venue.

I can give no definitive figure on the attendance or number of riders, but it'd be very fair to say this was "easily over 30". The large number of riders meant we did have some difficulties in maintaining the run as cohesive group, and despite our best efforts, some riders seemed to have slipped 'off-piste' in some sections.

Again blessed by good weather, the run was a pleasant seasonal ride through autumnal leafy lanes, to the Claydon Crown.

The only committee change at the AGM was Clive Fletcher retiring, and handing over the Regalia post to Martin Gates.

Forthcoming Suffolk Section events – **Mince Pie Run 2<sup>nd</sup> January 2022** from Orwell Yacht Club, Ipswich. **Radar Run 10<sup>th</sup> April 2022** from Bromeswell village hall...and there may well be some other run injected into the next year calendar between these events.

Mopedland parts operation is fairly settled in operation at the new Rushmere site now, though sorting out of further transferred components has largely stalled due to insufficient time.

The new workshop is still not cleared or operational, since ongoing efforts are concentrating toward finishing clearing the old Walton site for sale completion (hopefully shortly).

Parts supply in the motorcycle and cycle trade continues proving increasingly difficult with ongoing C19 disruption throughout the supply chain, while Brexit and EU bureaucracy has further compounded the situation, so re-sourcing some components is getting to be a significant problem – just as it is in many business sectors at the moment.

See you on the road (at the Mince Pie Run) ... *Danny* .

## Copdock Motorcycle Show 2021 Report

This year's Copdock Show was always going different due to the Coronavirus situation - With Danny on other commitments; yours truly took the reins of this year's show for the first time! On the Saturday morning I popped over to Danny's to test all the disco lights where working, while James Kellway washed the rather green looking table and chairs. Neil Bowen was the first to the showground and informed me we had our usual pitch near the side door, followed by his Delia Smith comedy moment "where are ya" facebook post! I had planned on getting to the showground for 1pm but finally turned up around 2:30pm - well better late than never! The dynamic duo of John Downey and Carl Harper quickly set to work unloading the van, while John Lea turned up with his superb restored James Autocycle and Barry Holland with his Honda Super Cub. After discussion with Andrew Pattle it was decided that we would create a wall of bikes in a curve, with club members behind the wall to social distance ourselves from the public. Once all the bikes had been positioned the stand started really started to take shape!

I turned up early on the Sunday morning with tea and coffee but forgot the biscuits - Luckily Chris Day managed to get Neil Bowen to bring the Walton Works biscuit selection out of hiding! Dave Arnott turned up with his selection of bikes and Martin Naggs turned up with his superb imported brand new just out the wrapper Honda CT125! Andrew Pattle turned up the find of the day, with John Holmes offering a cut down cross sectioned Mobylette that had hung up inside Jacobi's of Ipswich for many years. It was agreed there and then that we must purchase this on behalf of the club to preserve it (Now on display at Ipswich Transport Museum), and yours truly managed to bag a free barn find NVT Easyrider - complete but minus the rear wheel!???

One of my aims for the show was to promote the EACC in positive way and I think everyone more than achieved that - it was an excellent display! I'm not going to lie to you it all but it was challenging show to organise, with family and work commitments but I will happily do it again next year! I would like to say a massive thank you to all that supplied bikes and helped with the stand, I would also like to say special thank you to Dave Amott who manned the stand all day and help clear up at the end.

A special mention should also go to Paul Efreme who rode up from Essex; he managed to eat a whole pack of custard creams in one sitting!

*Martin Gates* - Suffolk Section.



# Event Reports

## South Norfolk Bimble 2 - Bombs, Burgers, Beer, Boats and Bikes

Plotaroute: <https://www.plotaroute.com/route/1744579>

Earlier in June I had decided to organise a run around South Norfolk on some of my favourite single track and country roads, starting from where I live just south of Norwich. One good reason for this is that I still hadn't organised a trailer yet for going further afield, so that let me off asking Martin (Naggs) to yet again cadge a lift in his van! It was a good little run taking in the **448th Bomber group control tower at Seething and a local micro brewery**, but the brewer was out (Martin it turned out knows him) and the control tower was closed!



on my little Yamaha GT80, we had arranged to meet Martin at Shotesham, just a couple of miles away and easier for Martin as a start point. Meeting at the Church carpark, time for short stop and chat / banter the first casualty of the ride occurred on the start-up ready to leave. It was Chris's New Hudson, which has provided the breakdown entertainment on more than one occasion, so we provided the usual (un)helpful banter while Chris striped down the carb and cleaned it and then started it fine. From Shotesham we had around 22 miles of fine countryside, riding down small country roads, quite often with grass down the middle, the weather was perfect, not too hot, but sunny, life was good!

We arrived at Seething Control Tower for dinnertime. They had their "bomber burgers" BBQ cook-out going and as Tindall Brewery was just over the road as well, a cask of their ale – lunch sorted

We spent a good hour looking round the museum and the re-enactments and generally just catching up and having a chat.

Checking the Seething control tower Facebook page I found they had open days the first Sunday of the month in the summer so a plan was hatched fairly last minute for South Norfolk Bimble v2; a run where the brewer was in (Martin organised that) and the Control Tower was open! Sunday 5th Sept was the day; 10am meet for an 11am start. Dave Watson drove to Chris Evans in the southern parts of Norwich, unloaded his James and with Chris on his New Hudson, the both of them set off for the 4 miles or so to start point at mine. From there, with 6'3" me





Alan the brewer from Tindall Brewery appeared and Martin introduced us, so then it was off to the brewery to have a look, but more importantly Alan has a small collection of old bikes, including an Autocycle, grass track bike (quite vicious apparently!) and several other larger British ones, plus a small workshop with lathes and a milling machine. Another really enjoyable hour or so spent chatting, before we needed to head off again onto the open (countryside) roads.

This time we only had a shortish run of a few miles before we reached the southern broads village(?) of Loddon. Time for another stop, this time for ice creams by the river.

From there we followed the twisty road that runs south of the River Yare in an upstream direction. Part of the plan was yet another stop at one of the riverside pubs, but alas, our longer than planned stop at the control tower and brewery (bike museum!) meant we were running a little short of time, as Chris needed to be back home around 4ish, so the Ferry at Surlingham will have to wait until another time but we did a quick stop at Rockland St Mary for a photo shoot with some boats (this is part of the southern broads after all, so rude not to!) and then on and round back to mine. From there Dave and Chris were back into Norwich and Martin back to Long Stratton.

All in all, a good ride out with friends and I think one that I will be doing again next year (possibly more than once!) *Robert Bird*



## LANCASHIRE SLOW RIDERS Brighton Ferry Weekend near Selby

We now have a large contingent of Yorkshire members who attend a lot of our ride/camping weekends on a regular basis, so we thought it only right that we should support them and travel to their neck of the woods. We booked a campsite in North Linc's on the Yorkshire border but had to change venues a few weeks before, so a venue we used before was chosen and it proved to be a very popular decision and was well attended by our Yorkshire friends again. The Brighton ferry is an ideal venue set beside a river with excellent facilities and only £5 a night {maybe that's why it's so popular with our Yorkshire friends}. We shared the venue with 2 other big bike clubs a trike club and one aptly named 'Ride till we Rot society, 'what a great bunch of people they are, so majority of our group fitted in well I think..... they made us feel very welcome and showed great interest in our little mopeds and bikes, many saying they had or have had one in the past.



The weather was very kind to us ,so a ride was planned for the **Friday** and we rode down some wonderful winding country lanes ,all flat and totally moped friendly, visiting an idyllic village called Howden with an ancient abbey in the middle, and an ice cream parlour that Mr Watson would have been proud of I'm sure .This was a bit of a mystery tour with no set route planned, so we just winged it ,using the now regular drop off system no one got left or lost {except the leader, but no one knew he was lost anyway }.Around 30 miles covered and really enjoyable riding.

**Saturday** was our main ride day, George Burton arrived just in time for breakfast on his newly acquired Moby 51v, Sean Sowley arrived and I had already parked his camper on the field for him. One of our other local/Yorkshire members agreed to lead our ride along with Sean to a cafe up, past York that they both knew well, but had only visited and rode to before on the main roads, we had quite a few mopeds with us so we needed to stick with the back lanes. Sean and Dave led the way, this area has great moped friendly routes and rides with very few inclines and we didn't encounter any that gave the mopeds a problem, all managed them ,some slower than others, but not a lot of legwork was needed at all.



One slight issue a few miles from our destination, Andy Tulloch's moped needed a plug change, I stayed at the junction to wait and told the rest of the group to carry on to the cafe that was only a few miles down the road and it was a straight run.

Andy came over the brow about 10 mins later shepherded by our back marker Mike on his matchless, we now try and use a large bike as back marker so if anything happens he can soon catch the group, up and let them know, this seems to work well, but only ever needed once before.

One slight issue on our return journey, our second man decided to play hide and seek, camouflage jacket and trousers don't exactly work when marking a junction stood against a hedgerow, good job he has a big mouth and shouted which way to go ha ha. A great ride of around 55 miles round trip, thoroughly enjoyed in great company, hardly touching any main roads, it's certainly a ride we can and will do again.

This was a good social event as well as the rides, everyone gathered in the onsite pub in the evenings for refreshments. The 2 other big bike groups were very impressed with the sight of 15 mopeds returning to the site after around 5 hours, they wasn't expecting us to be out riding for that length of time and were more impressed we all made it back I think, some mentioned it was a great sight-seeing us all leave and return as a group. They invited us to attend any future rallies they hold at the Brighton Ferry, so I'm sure we made a good impression. This venue and event is now on our annual list of events for next year, date to be confirmed, but it will happen at least once, the LSR have actually visited. Camped and rode from this venue 4 times this year already it's so good.

*Paul Newton.*

## **Lancashire Slow Riders**

### **Ad Hoc tour of North Wales**

I was on the phone to a friend and member of the LSR from North Wales on Monday, I jokingly said we were coming down to his house and wanted to go out for a ride in North Wales, Martin panicked as he expected a full complement of LSR to descend upon his home ha ha. When I said it would probably only be myself and one or two others he mellowed a little and agreed that he would show us around his ride routes. Myself, Steve Taylor and John Cook travelled down in our campers with our bikes on the racks, two Honda c90s and a Sun challenger 197cc Villiers engine, that is well known now at our rides and events, not only because it's a very nice bike but because it has a distinct noise and you certainly know when it's about. We had no specific plans and nothing booked to camp, but we asked at a local pub could we stay on their carpark for one night if we ate and drank in the pub, one night turned into 3, breakfasts and tea in the pub each day, so this suited all concerned, landlord and ourselves. **Friday** morning we rode round to Martins in Rhudllan a few miles away from where we were camped. Martin came out on his immaculate Yamaha DT125 once owned by the record producer Paul Hardcastle, best known for the number one record NINETEEN, about the young soldiers who fought in Vietnam. Martin led us around some fantastic lanes and a visit to his friend Gary's workshop where he was restoring 3 Steam/ traction engines. We carried on from Gary's to the ponderosa cafe on the Horsehoe Pass, and admired the views, weather was fantastic and we could see for miles and miles as Rodger Daltry once said. Travelling back we rode into Denbeigh and visited a 1950s museum, where the actual truck used in the great train robbery was on display, along with the road lamps used to halt the train, with the exception of one missing, now there is some debate where the missing lamp now resides, but tale has it, it is now in Lancashire,

but that's another story I could tell along with the one about a church and a salmon {Peter Moore}. We covered around 70 miles on Friday, and Saturday was supposed to be our main ride!

**Saturday** morning, no sign of our Welsh guide martin who was suffering joint pain from the ride on Friday. We opted for a ride down the coast, as Steve wanted to see the sea and John wanted some rock and candy floss, Rhyl is not the prettiest place so was basically a ride through with a quick stop. I spent a lot of time in my early days around Bodledwydden where I had friends, most of it was driving around the area in the dark and I wanted to see it in the daylight, { that's another story }, We rode up to the castle, I knew my way there as we have been to a steam rally in the castle grounds so that was easy, then we rode around the lanes and funny enough I actually recognised some of the lanes and roads from 25 years ago after only ever driving around them in the dark. Some great roads and lanes, mostly single track but we hardly saw any vehicles anyway,.



I wouldn't really say they were moped friendly, but this was a recce for a future event we may have down that way, that's the beauty of a c90, they can tackle anything, even some hairpin bends that nearly caught myself and Steve Taylor out, if anyone saw us they must have thought it was an O.A.P TT race, with stands scraping and sparks flying! Not really planned as such though.

News of a fuel crisis came through and we encountered queues at garages, no problem on a little bike we just rode to the front of the queue and most cars were trying to fill on the opposite side of the pump anyway. I'm sure we can plan a more moped friendly route/ride if we hold an event in North Wales sometime and Martin stocks up on cod liver oil for his joints. 3 great days spent with great company, we even managed to beg enough diesel to get home on Sunday morning from a friendly forecourt, maybe he was glad to get rid of us Englishmen.

We spoke about a Scottish recce if the weather is fit early next year, a short coast to coast from Dumfries to the East Coast, watch this space.

*Paul Newton.*

## Autocycle ABC

### Part 11: HEC

There were two UK companies using the name 'HEC' for motor cycles. The HEC we are considering was the *Hepburn Engineering Company*, which set up HEC Power Cycles Ltd of 234 Pentonville Road, London N1 to manufacture autocycles. There was no connection with the *Hewins Engineering Company* of Taunton that produced HEC motor cycles from 1922 to 1924.

The HEC Power Cycle was machine that differed from the Villiers-powered 'norm': it had an 80cc Levis two-stroke engine. The die-cast crankcase incorporated an oil-bath primary chain-case that enclosed the clutch and the duplex chain primary drive. The final drive was also by chain. Overall gear ratio was 14:1.



1939 HEC Power Cycle

Introduced in 1938, the prototype machines differed only slightly from later production models. The usual controls were fitted, using inverted levers to operate the brakes. The improvement of a back-pedal brake was later offered as an option—HECs fitted with this had a conventional brake lever. A rear stand and a carrier were other useful features that had not been included on the prototype but were incorporated on the production version. To accommodate the rear stand the exhaust had to be changed.



On both models the engine exhausted into a large alloy expansion chamber; the long tail-pipe of the earlier machine continued to the back of the rear wheel but later models had a second tubular silencer and a short pipe to leave room for the stand to be lowered. A less obvious improvement was a change to a three-point, rather than two-point, mounting for the engine.

Before World War II the HEC was marketed at the price of 17 guineas. According to employees of HEC, there were some special versions of the Power Cycle. There was a 'racing' version, which had smaller wheels—about 20 inches diameter, normal machines had 26 inch wheels—and dropped handlebars. A couple of tandems were also made.

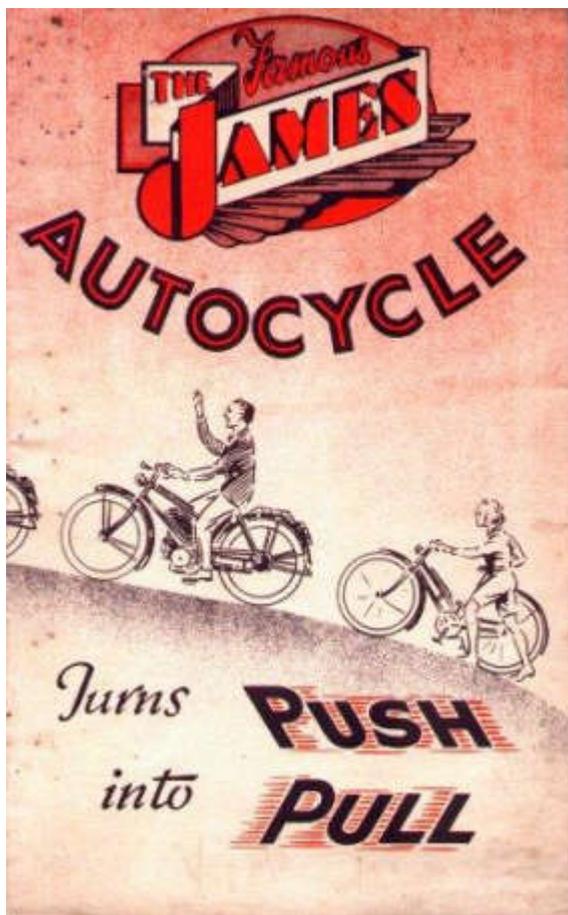
HEC moved to Thorp Street, Birmingham in 1939 (at the rear of the Hippodrome theatre). Production of the HEC stopped at frame number 885 on 3<sup>rd</sup> May 1940 when the Thorp Street works was bombed. The remaining bits and pieces were removed to the Levis works at Stechford, where the engines for the HEC had been built and it's possible that a few more machines were built up from these parts.

The Power Cycle did not reappear on the market after the war, although the Levis engine was still available and used in some foreign machines, the Swedish-built *Apollo* for example. Post-war engines can be distinguished by their 4four-digit engine number with a letter B prefix; the earlier engines have no prefix and numbers up to three digits long.

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## Autocycle ABC

### Part 12: James



The James Cycle Company Ltd of Greet, Birmingham was founded in 1880 by Harry James and was, therefore, a well-established manufacturer of both pedal cycles and motor cycles when it introduced its model J18 autocycle for the 1938 season. The early version had a small fuel tank, no springing and no engine covers; inverted levers were used for the brakes. Like all of James's machines at the time, a Villiers engine powered it.

The autocycle continued for 1939 as model K18 and at a price of 18 guineas. A tradesman's version was also available. For 1940 it became the L18 and was joined by a de Luxe version: the L20. This used the new Villiers Junior de Luxe engine instead of the Junior and also had the luxury of engine covers.

### 1939 James autocycle

The James factory was very busy during World War II. Although this production was mainly armaments and aircraft fittings, motor cycles and bicycles were still being produced. Over 6,000 lightweight motor cycles were supplied to the armed forces. The autocycle too was still being made in limited numbers; these machines would have been supplied to civilians undertaking essential war work. The factory was bombed and very badly



damaged in December 1940. It was completely rebuilt within three months; however, nearly all of the company's records were lost in the bombing.

After the war the autocycle was re-introduced at a price of £53 6s 10d for 1948. It was given the name 'Superlux' although the tank transfers called it the 'Autocycle de Luxe'.



### 1947 James autocycle

It continued until 1949 when it was replaced by a new, Villiers 2F powered model. Both models were exhibited at the 1948 Earls Court Show, the new one being given the 'Superlux' name and the older model becoming the 'Standard'.

### 1951 James autocycle

The Standard model was soon dropped from the range. The new Superlux continued until 1953.



Hello, I'm Ellie the Garelli,



**This is my story with the human** who thinks he owns me. Lets call him Steven, as that is his name. Steven came into my life not long after I was born in Italy and sent to a bike shop in Lincoln. He walked into the shop as a 16 year old in 1974 and said he wanted to buy a Garelli Rekord. The shop keeper said that the red one has been sold but Steve said he preferred the blue one; I knew at that point he was the one for me. After I was registered for the road and checked over Steve rode me home where I joined a Honda PF50 which I learned I was to replace as Steven had to travel 30 miles each way to work and back and I was twice as quick as the Honda.

This Honda (I think the PF stood for Pa-Fetic) was bought by Steve when he was 15 for £40 which his Dad paid half. When I arrived Steve sold the Honda to his dad for £40. His dad having forgotten that he had already paid for half of it. His dad later got his own back on a welder and Steve now owns 150% of that.

A few months later the Honda died when a car pulled out in front of it on the wrong side of the road and collided head on with it. Smashing both the bike and Steve's Dad. The Dad recovered but the Honda didn't.

Steve rode me for miles on his own and soon, after 10,000 miles, my odometer had gone all the way round to zero for I was doing at least 60 miles every day five days a week and more often than not a 200 mile round trip to Norfolk every weekend. A red head girl started to join us and would sit on my pillion seat, I enjoyed that I can tell you. But when Steven's chubby mate rode with us my rear springs would compress and my tyre would sometimes rub on my mudguard. That chaffed a bit!

After a year or two I was joined by an old "lady" of a bike. 1961 it's from. Blooming stuck-up thing that thinks it's a princess, I think it's a cheat. Calls itself a Royal Enfield Crusader Sport. Ha! Sounds like a chicken farm for cockneys and it has never been on a religious war in the Middle East so where the crusader name comes from I don't know. Despite being 5 times my size is only 10mph faster so not very sporty. I think the TJV on its registration stands for Totally Junk Vehicle, It's not my friend! Susan is her name.

Why Steve likes these old girls I don't know.

It then got worse. Another 1961 Royal Enfield joined us, this time a café racer with a highly tuned engine, full faring, clip-ons, single seat, alloy tank and rear-sets. This one at least didn't claim to be a sports model but was a lot faster with tyres that said "not for road use" Steven said it stuck to the road like spit to a blanket; at least that's what I think he said.

The red head girl disappeared to be replaced by a blond. She hardly ever sat on me although she regularly rode on Susan and all that followed. I don't know why she didn't ride on me; I thought I vibrated enough to keep her happy. Some people! Still, Steven seems to like her, they are still together after 40 years.

The next to join us was a step through Mobyette, I call her Mopey-let. Right miserable thing she is. Really let herself go. Not beautiful like me. Steve did a quick welding job on a car for as friend of his and would not accept any payment, so his "friend" took advantage of Steve and asked that he take the Mopey thing off his hands, Blooming cheek of some people. A few weeks later, same friend, same car, another welding job and Steve came home with an YG1 YamaHa, Ha, Ha. Ugly then and ugly now.

Things in my life got even worse when Bonnie the Bonneville came along. I think even the makers didn't think that was any good. Why else would they fit a spare exhaust, carburetor and cylinder to it if they thought it reliable? Great big unetten thing she is, what she needs with the extra 700cc I don't know.

Then a virtual fossil came along. Another Motobecane, this one from 1930. A 500cc model H5S. Yes, you guessed it the 'S' stands for sport. Lumbering great thing, firing every lamp post instead of several times a second like us young ones.

Lastly a funny electric bike came along. Not a spark plug in sight so I don't know how it manages to move but it does. Slowly, but it moves. Won't go very far and the fuel is put in via a wire, How does that work?

I really don't like these other bikes that try to take my Steve off me. He seems to be rather promiscuous spreading himself about with the bikes instead of keeping loyal to me.

Next, if you want, you will hear from one of the other bitchy bikes who will no doubt have bad things to say about me. All lies, I'm lovely so don't believe what you hear from them.

It's just jealousy because I have known Steven longer than them.

Send my best wishes to all the other bikes out there but tell them to keep away from my human, He's mine!

*Please bear in mind that I have just written this after several pints of cider and so spelling and grammar may have suffered. Not that I'm good at either anyway.*

*Steven Corston*

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**Wanted**

Front wheel speedometer drive for Puch M.S. 50D  
Please phone Danny Powell on 01568 770081

#### My Raleigh RM8 continued part4.

If you've read my previous jottings in this magazine then you will know I have a challenge , to travel to work on my **last working day** (before retirement) on the same vehicle as I did my very **first** after leaving school. The **Raleigh RM8** affectionately known as **Eric** is that very machine. I've owned it for nearly 50 years. It needs some urgent mechanical attention before I dare venture back onto the highways of Blighty.

Attention has now turned to the back wheel. Rusty beyond rustyness my first task was to preserve what was left of the rim and spokes. Isn't electro rust removal brilliant? I'm sure the subject will have been covered within these newsletter pages but if not there's plenty of information on YouTube. Quick overview- Dissolve washing soda crystals in water and connecting the victim (in this case the wheel) to negative of a battery charger and the positive to a waste piece of steel. Dangle both in a bucket/70ltr or there about rhino rubble bucket for a wheel. I have an old 12v battery also connected to positive and negative just because I don't like the thought of the charger doing it's magic without a load. Tip - I soldered a wire to the inside of the rim to insure max electrical contact in the solution. Easily removed after. Eric's wheel was left submerged for a good few days before a wire brushing both by hand and rotary removed all traces of rust on the rim and spokes. The hub was given a good scrubbing with oven cleaning foam and then the rim and spokes were treat to 3 x coats of polyurethane clear. Of course there's lots of missing chrome but hey, Eric's old and has the wear marks to prove it.

New sprocket required. Blimey!!!! Aren't sprockets expensive for RM8s! (If you can find one.) The one I saw on my search through the moped parts suppliers was over £30 and was not quite correct even then as it needed spacing off the hub with washers. Spacing with washers? No, not for me. I did see a cheaper alternative at another supplier but the teeth count wasn't standard. I'm going to make an adapter for a sprocket blank. Well I was until I saw the cost of sprocket blanks. Those too are way beyond my paper round wages. In the end I found a spurious one with the correct count of teeth offered on EBay for £7 inc post. The adapter was made from 10mm aluminum which I cut from a scrap piece I had picked up somewhere on my travels. Tip2- Always look in skips and collect useful metal scraps at every opportunity.

Little did I know as I started on this journey to save £20 how long I would be on it? Weeks...almost months!!! The outside dimension of the sprocket was within the Myford Super 7 range but fixing to face plates, maintaining centers as I swapped sides etc. was an enjoyable challenge for a practicing engineer. As you will see I did succeed in the creation of the adapter and the alterations to the sprocket to suit. Rather amazingly I also managed to line all bolt holes to the hub. Phew! I did run indoors at that point to show Mrs Crackleport my best ever lathe job! "Yes dear, very nice but ya leaving swarf all over't carpet" Get out!!!!

Whoops!

But hang on!! And that's a big BUT! The Atom hubs have spokes lying across the sprocket mounting face. The original sprocket (I'll assume it was Eric's first) had rather amateur grinding on the back to relieve the areas where it lay on the spokes.



Strange to say the least but suppose that's how things went in 1950/60 without C.A.D. to check every component fitted the next. Didn't like the idea of taking an angle grinder to my precious adapter. Milling would be nice but I'm missing a milling machine. I bought a 6mm ball ended milling bit anyway. Remember this is shed engineering with a bit of seat of the pants thrown in. Plan A - Drill a couple of small pilot holes with a conventional drill to required depth then follow with the milling bit. Hopefully the milled holes will break into each other and I'll be almost there. Indeed that's how another Saturday morning was spent; attempting to mill on the pillar drill and without a sliding bed it was a case of pushing through by hand. Holding the straightest line possible. Thank goodness it was only shallow cuts in aluminum, anything else would certainly have endanger fingers at the least. Test fitting after each cut was almost akin to a Blacksmith shoeing a horse, trial fit, another cut, trial fit cut more then a bit more. Did realise eventually that it was the spoke heads from the inner spokes that also protruded 0.5mm stopping the adapter from seating on the hub, cured by cutting a relieving channel.

Finishing jobs were to cut 'Speed holes' in the sprocket and make some longer bolts for mounting everything to the hub. These I made in stainless to match the original 8mm square head/6mm threaded ones. Of course I couldn't help but buff them to a blingy finish.



(I promise by Scouts honor that's the last polish they'll get) Lastly turn the sprocket down to match 410 chain size.

So, as I wrote previously I found that most enjoyable. Not just from a engineering learning and thinking how to do it perspective but also adding to the RM8 shed made parts I've made now I'm 64 & 1/4 which should mix nicely with the handiwork I did on Eric when I was 15 & 3/4. For the weight weenies out there unfortunately my sprocket conversion weighs 408gms compared to the old 280gms. Ah well, the rider may be carrying a few extra gms too so no worries.

Still plenty more to do so stay tuned and stay safe.

*Albert Crackleport*

## THE M.A.C No. 66 (Oct. '21)

Hello David,

I am not a member of your club but a few weeks ago I visited someone who is (Jim Leddy, Dunblane) and he kindly gave me the above to read. On the initial scan of the fine journal I was utterly gobsmacked to see the photo on page 21 and immediately recognised it because I took it.....or so I thought.



The author of the article was Derek Sloan.....someone I've known since the early '70s.

As Derek says in the item, he was a member of the Loch Lomond MCC back then. So was I, and still am for that matter. Derek was performing on his wee Ducati, leaping off a small ramp, as did many other club members that day, on big Nortons/BSAs etc., seeing who could jump furthest. The event was the Club's annual Gymkhana which was a fun day for members and their families and it was held in a farmer's field near Helensburgh. Events and races that were held back in them thar days would now be considered completely unacceptable as far as Health & Safety is concerned.....picture this ; half a dozen under 12 children sitting in and holding onto a flat bottomed steel tray being towed round a circuit for a few laps by powerful bikes. It seemed perfectly

normal/acceptable behaviour back then. How no-one got seriously injured, or worse, was a miracle.

Not only do I know the details of the event, I know the date....it was the 14th October 1972. That date is indelibly etched in my mind because.....I broke my right leg that day, not long after Derek's daredevil leap. I was riding my BMW R69S (UJV 600) and was competing in a relay race against scrambler and trials bikes. Heading into the first turn my bike's handlebars touched those of a Montesa trials bike and both machines fell over. Unfortunately my leg was between them. Completely ludicrous that I should be pitting my skills on a huge heavy bike like that against lightweight off-road machines with knobby tyres but back then it's.... "What we did".

There were two members who were keen amateur photographers and captured shots of all the Club events - I was one and a chap by the name of Jack Fordy the other. I recently contacted him about the photograph and he is clear.....he took it as he still has the negative!

As I said, that is a date that I will take to my grave as I was in a full length leg plaster for the following 12 weeks, incl. Christmas. After the plaster was removed I was back riding again in early February '73. As you can imagine, though, after that I never took part in races against off-road machines on the BM - it was, after all, hardly built for grass-tracking.

*Gordon Wilson* (Bridge of Allan, Stirling)

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### **My Raleigh Runabout**

It was the summer of 2014 and for my 52<sup>nd</sup> birthday my father in law – a serial BSA owner in his day – brought me a very special present. Many years previously I had noticed a small motorcycle in the shed at the bottom of his garden, which I assumed was a family heirloom until I was told it had been bought at a church sale. Ken had a Gold Flash that was part way through restoration and, after much prevarication; he decided he was unlikely to get time to recommission the 1964 runabout (DWP965B) so it was mine! The vehicle seemed to be complete but the tax disc was dated 1966, implying that it had spent only 2 years on the road in the last 50. Having previously rebuilt a few (modern) bike engines and doing most of my own motorcycle and car mechanics, surely this would be a straightforward job, just like on 'Shed and Buried' – wash out the fuel tank, ungunk the carb, find a spark and away we go!

However, the reason for its long sojourn in the shed became clear when my mate Barry tried to start the runabout. The engine was seized solid. Oh dear. After a few weeks trying to free it using penetrating oil we gave up, removed the engine and sent it to Moped Malcom. To cut a long story short, Malcolm had to strip the engine from the bottom up and replaced quite a few parts. In the meantime we cleaned out the fuel tank, fitted a new fuel tap, cleaned the carburetor, changed the brake pads, new tyres and checked the rest of the bike. We refitted the now pristine engine and checked for a spark, all systems go! Barry was given the honour of the maiden start. Pedaling furiously he elicited a lot of noise, some blue smoke and a few backfires but the bike wouldn't start. I took over pedaling duties while Barry sat down to recover. Lots of petrol fumes, more backfires but no running. Family and neighbors assembled to admire our efforts as my wife introduced them to my new exercise bike. After a few days of electrical fiddling and fruitless pedaling we re-read the workshop manual and the penny dropped. As the cam that holds the magneto is pressed onto a tapered shaft with no woodruff key, it probably moved when the engine seized. Malcolm kindly sent me a top dead center gauge and we checked the timing. Almost 180 degrees out! Off with the magneto and the cam, align the piston with the gauge, tap the cam into place, check the point's gap, magneto on and tighten. The little Runabout started first pedal and Barry trundled down the road in a cloud of blue smoke. The beast was alive.



Thoughts turned to registering the Runabout to avoid illicit riding. As I didn't have a log book I contacted the excellent Worcester historic vehicle records team at the Hive for a copy of the first registration. The record arrived quickly but gave only the registration number, no chassis or engine number which could help to confirm it. I contacted the Vintage Motorcycle Club to request a dating certificate but they were of little help as they were unable to confirm the year of registration from the engine and frame numbers. **So I found my way to the EACC and asked for their help. Marvelous!** The chap I contacted was familiar with the situation and could help me! Soon I had the all-important dating certificate and completed V765. At this point I entered into battle with the DVLA, who 'could not release the original registration mark' (presumably because they had sold it elsewhere). After several written exchanges I was offered an age-related alternative. I took it and, as you can see in the photo; this is why my Runabout has two registration numbers. The original is still on the front mudguard, which occasionally confuses my friendly MOT testers (Michael and Win at TakeTwo Motorcycles, who like to joke about what time I leave home the night before to get to an early morning MOT test).

Naturally Ken had to test ride the Runabout when he next visited. As my wife was concerned about sending him off unaccompanied, a yellow Honda Express was acquired for escort duty. Then my sister in law wanted to join the gang, so a bright red 50cc Yamaha Salient was purchased. Finally, a surprise birthday gift for my brother in law came in the form of a 1960 Motobecane Mobyette, the very French beige equivalent of the Runabout. The group has spent many happy summer days crisscrossing the New Forest in a haze of two-stroke.

My Runabout has been very reliable since it was reintroduced to the road and it attracts attention wherever it goes, including the local Harley Davidson dealership (they have a nice café). After the novelty of first rides it gets occasional use, usually for runs across the New Forest with family, but I would like to ride it more and to different places.

**If there are any members in the Southampton area interested in meeting up for a ride, let me know!**

*Chris Wright* <tracecontaminants@googlemail.com>



2 Pictures from the start of the recent **Kneels Wheels / AGM** event.



**2nd January 2022 39th Mince Pie - David Evans Memorial Run**

At Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR.

This is our biggest event of the year - It's also one of the oldest dating back to the 1980s.

The Run follows the format introduced by David Evans in December 1998.

Meet at the Orwell Yacht Club for 9:30am for a 11:00am departure.

The lunch stop will be at the Shipwreck Bar - Shotley as usual.

Everyone welcome free day membership if you're not an EACC member.

For more details and directions Contact Martin Gates on 07944-058644 - Email: [Martincoluking@hotmail.com](mailto:Martincoluking@hotmail.com).



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The Lancashire Slow Riders section will be on Stand C28 at

