

The M·A·C

The Newsletter of the EACC



Number Seventy

June 2022



... in show condition ...



50 NAF was acquired from Nick many moons ago.

Spotted on the Sars Poteries run in France 2016.





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

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

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 15th of the preceding month.

Club Regalia.

Martin Gates: 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

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

Hertfordshire: Andy Cousins 01462 643564 or 07969 369062

Lancashire Slow Riders: Paul Morgan moggie64@gmail.com

Northamptonshire: Ray Paice 07799 662203 raypaice@aol.com

Norfolk: Dave Watson 01493 748249 07483 210625 david.watson9416@yahoo.co.uk

North East: Ron Paterson ronpaterson21@gmail.com ronpaterson21@gmail.com

South East Moped Enthusiasts:

Sharon Wikner 07771 705627 sharon.wikner@yahoo.com

Mike Follows 07887 950921 mike.i.follows@btinternet.com

Suffolk: Neil Morley neil.morley@btinternet.com

Mark Daniels, 01473 716817 mark.daniels975@btinternet.com

Wiltshire: Steve Hoffman 07891 251118 shffm@sky.com

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

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

Dear All

I have nearly done 4 years of editing the MAC Newsletter and will relinquish my tenure with the December edition.

There is No problem and it's not debatable (by me) anybody interested in this fantastic opportunity please contact Andrew.

Regards *Dave Watson*

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

Thursday 2nd to Sunday 5th June

EACC Lancashire Slow Riders at Heskin Staem Rally, at Malt Kiln Farn, Chorley, PR7 5QY. Free camping available. Club stand on all four day plus a ride out each evening. More details on the [LSR Facebook Page](#) or please contact Paul lancashireslowriders@gmail.com.

Friday 10th to Sunday 12th June

The sixth EACC Northern Camping Weekend at Hooton Lodge Farm camping and fishing site, Kilnhurst Road, Rotherham, South Yorkshire, S65 4TE.

Showers and toilets available. Places can be booked on the [Hooton Lodge Website](#), or you can the site owner, Charlie, on 07817 939458.

Electrical hook ups should anyone require them, but these are limited. Also open to non-members, spouses, partners, pets...

Please feel free to contact John Bann: 07798 731951 or mobymagic@gmail.com, for more information.

Sunday 12th June

Teenage Tantrum Run starting from Bruiyard Village Hall (IP17 2DX).

This run will be the same format last year with a stop for lunch at Sizewell Café on the coast.

Sunday 12th June

[S.E.M.E.](#) The Surrey Vineyard Run.

A ride out starting from Shalford Station car park (GU4 8HD) at 11:00, which is located south of Guildford. A 35-mile ride out with a lunch stop at the Barley Mow, Tilford at 23 miles.

For more information call or text Chris on 07881 792893, or e-mail

thedancingkings@btinternet.com.

Sunday 26th June

[S.E.M.E.](#) South Downs Run.

Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11:00am. Enjoy 34 miles of Sussex countryside with a great lunch stop at Six Bells biker friendly pub; if the weather is good there is always a large selection of bikes to look at.

For more details call or text Sharon on 07771 705627 or e-mail

sharon.wikner@yahoo.com.

Sunday 10th July

Peninsularis Run and Mopedjumble from Bucklesham Village Hall.

A busy and atmospheric day that is one of the major events on the cyclemotoring calendar; it features full reception facilities and free refreshments on arrival. The route is a superb and fully marked course through the quiet countryside of the Felixstowe peninsula, including a super riders' section between Nacton and Levington, a classic drag down a 'passing place' road to Trimley, lanes through to Falkenham, Kirton, the greenhouse village of Newbourne, then more lanes on to Waldringfield Maybush, an idyllic spot for lunch and ale in the sunshine. The jumble is supported by both the larger trade stands and the smaller pitches of club members. Please call us if you'd like to book a jumble spot in the hall or the car park (mark.daniels975@btinternet.com or tel: 01473 716817).

The jumble opens 9:30am, the run sets off at 11:00am, and the jumble re-opens at 2:00pm when the run returns.

The route sheets and GPX tracks for this run are available on [our documents page](#). All welcome—free Day Membership if you're not an EACC member.

Wednesday 13th July

[S.E.M.E.](#) The Whyteleafe L.P.A. starts from Leas Road, Warlingham CR6 9LN.

We meet near to 'Willy Pit Pond'. 11:00 depart and enjoy 38.7 miles as we skirt the edge of suburbia and head out into the countryside. We will be stopping at the Black Horse pub for our lunch break.

For any further information call or text Sharon on 07771 705627.

Sunday 24th July

[S.E.M.E.](#) The Run to Rye

Sharon's new ride for this year, meet at Headcorn Railway Station car park (TN27 9SD). 11:00am start for this 44-mile round trip using mainly country lanes to the quaint town of Rye. Once there, soak up the atmosphere, see many bikes and boats, walk the cobbled streets, enjoy the choice of many hostelrys.

For any further information call or text Sharon on 07771 705627 or e-mail

sharon.wikner@yahoo.com.

Thursday 11th August

[S.E.M.E.](#) 'The Marsh Owlers' Run from Dungeness Old Lighthouse & RHDR station car park, Kent, TN29 9NA.

Saturday 13th August

Roger Romney Brown is organising a club display of cyclemotors at St Andrews Summer Fête, Melton; this will be a small static display of motor assisted bicycles, ie: Cyclemaster, Winged Wheel, Mini-Motor, etc. If you can help, please contact Roger on 07881 627 591.

Weekend 19th–21st August

EACC Lancashire Slow Riders Fylde Coast Rally, at Whittingham and Goosnargh near Preston, Lancashire. Camping available. More details on the [LSR Facebook Page](#) or please contact Paul lancashireslowriders@gmail.com.

Sunday 4th September

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

Wednesday 7th September

[S.E.M.E.](#) The Pevensy Levels Run

Sunday 11th September

Provisional date for The Reservoir Dogs Run class="small">It is expected that, as before, we will head out from the Marks Tey Diner at 11:00 and stop at the Railway in Kelverdon. More details later.

reservoir.dogs@cloudbase.biz.

Wednesday 28th September

[S.E.M.E.](#) The Mole Valley Run.

Sunday 13th November

Kneel's Wheels and the EACC **AGM** at Coddendam village hall (IP6 9SR).

The last mopedjumble of the season combined with a tour of the quiet Suffolk lanes. The lunch stop will be at Claydon Crown.

Coddendam is on the B1078. Leave the A14 at its junction with the A140 and the B1078 is the first turning to the right off the A140. Coddendam is the first village along the road. After the road snakes around the church, turn left in the village centre. The village hall is along this road on the right.

Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on 01473 743587).

The route map and GPX tracks for this run can be downloaded from [our documents page](#).

The paperwork for the AGM will also be available later on [our documents page](#).

Section Notes

Lancashire slow riders section notes

The LSR have a big event soon over the jubilee bank holiday , it's a 4 day event were will be having a dedicated eacc/lsr stand at HESKIN STEAM RALLY, not just exhibiting but lots of ride outs will be taking place .

Then on the 10th -12 June we will be attending another event HUNDRED END LANE near Southport , with ride outs over the weekend , this is a totally free event with camping and hotpot supper , all is asked is a donation to a local charity .

All the details are on the LSR fb page

or send us an email .lancashireslowriders@gmail.com

Paul Newton

Suffolk Section Notes - May

Following the fantastically attended Mince Pie Run on 3rd January, Suffolk Section slid into its usual winter 'off-season' due to the adverse weather conditions on the East Coast during this period of the year - until everything sprung back into action again with Paul Nelmes Radar Run on 10th April from Bromeswell village hall.

Following the disappointment of virus enforced cancellations in the last couple of years, our 2022 event finally went ahead – hooray! Based from a VH, meant full reception facilities available on arrival, a mopedjumble, and with some decent weather, all we had to do was believe that they will come – and what a great turnout, just like it used to be – the Radar Run is back! The car park was packed and buzzing, the teashop and jumble were busy, with a further number of non-riders turning up in the eternal hunt for parts, or just browsing the atmosphere before the start. A stream of riders flooded out onto the superb circuit around the Bawdsey peninsula, to the first stop at "Shingle Street, where the road ends at Martello 'A-A' Tower, and foundations of 'The Lifeboat Inn', blown up in bomb tests by Barnes Wallis. Here from the beach, Martello 'Z' tower can be seen in the distance to the South". During the lunch stop at Ramsholt Arms I took the opportunity to do a bike count of 50, yeah, a pretty good turnout! (The sign-on sheet was fairly close to that number too).

The Radar Run is titled after establishment of the first radar development at Bawdsey Manor, and the further course can take in 'W' Martello tower and WWII military installations at East Lane, with 'Y' and 'Z' towers to the north. The second section of the Radar Run continues on to Bawdsey Manor, and looking across the river Deben from Bawdsey point, where views of further Martello towers 'U' and 'T' can also be seen beyond Felixstowe Ferry (which is the destination of our Coprolite Run later on in the season).

There was also a Suffolk Military Vehicle Trust run occurring on this same day, to the old RAF site and Rotor underground Bloodhound missile station, where John Berry presented a talk about the history of the radar site.

Andrew also posted the 'East Anglian Run' from Iliffe Way Car Park, Stowmarket on Sunday 22nd May, to mark the 40th anniversary of the EACC's very first event on 23 May 1982, and planned to run in the format of that original event, with hopes for riders to be using the same sort of machines as were on the very first run. This event will have taken place by the time you're reading this, but due to the editorial deadline for June MAC, the report on this event can't appear till the August magazine.

Mark Gibb has scheduled his '**Teenage Tantrum Run**' from Bruisyard Village Hall opening 9:00 on **12th June**, and will follow the same format as in 2021, stopping for lunch at Sizewell Café on the coast. The run will be approximately 25 miles, with everyone welcome, and the usual free day membership if you're not an EACC member.

Further news is that we're planning on getting the 19th **Peninsularis** Run back in its original format this year, based back at Bucklesham VH, with reception catering facilities, and a mopedjumble. Peninsularis became a casualty of the virus regulations in 2020, though managed to return in 2021 by starting from the Foxhall Air Museum to circumnavigate the prohibitive VH regulations. The 2022 event is scheduled for Sunday 10th July.

Meanwhile in **Mopedland**, the old Walton site completed sale in March, so work was able to resume on final completion of the storage facilities at Rushmere, and has subsequently progressed onto clearing and completion of the new workshops towards ultimately getting them operational in the near future.

General supply of some parts in the motorcycle and cycle trade has slightly improved recently, but as fast as new stock becomes available on one part, something else becomes unavailable instead. Brexit and the subsequent EU 'punishment bureaucracy' is certainly compromising access of components from the Eurozone, so some continental sourced parts may expect to start becoming unavailable shortly....

See you on the road ...*Danny*.

Norfolk Section

Covid and its restrictions put paid to our 2nd Wednesday of the month pub meetings / evening runs, I have No intension of restarting anything on a regular basis myself but that does not prohibit anybody else arranging anything.

24th April Great day out for our section on the **FBHVC Drive/Ride it Day**.

Nine riders for the same Coast/Broads route that we done last year.

Unfortunately Mike's lovely NSU Quick decided to spit oil at him so he returned home from our first stop at Waxham for an early bath.

It was good to have our first lady rider Ann, along with us.

Ian's New Hudson had a minor hissy fit but sorted itself out.

After the lunch stop Ann's PC50 decided it didn't want to play anymore, but did get home on full throttle (anything less and it cut out).

15th May Another great day on deadline date for the newsletter, Rob will be doing a full report in due time! (after he has fixed the bike).

Dave Watson

Event Reports

MANCHESTER BIKE SHOW (Part 2)

Meanwhile, in a far corner of Event City, backing onto The Evolution Women (a Group with whom it initially seemed inadvisable to mess, but who were in fact very approachable) was **The Burgess Collection**. Hosted by a genial young man from Crewe, this was the best stand in the Show, apart of course from the EACC/LSR stand.

There was an engaging variety of machines on display, beginning with a racing Cyclomaster in John Player Special colours at the entrance. In the near corner was the Mallory Racing Special Bown Auto Roadster, looking demure and almost overshadowed. Perhaps the damask red in which it was finished was outshone by the brash scarlet of the Honda PC50 next door.



Maybe this was also special, with triple overhead cams and a turbocharger, but I paid it no mind, being drawn to the utterly gorgeous Ducati pair alongside. These were a Ducati 55 (a Cucciolo development), and a Pioma 48, - both red and both surely, surely deserving of an award. But the Judges had given them all away on the EACC/LSR stand on their way to this dark corner, perhaps having been browbeaten by the Stand Personnel, and just wishing to make their escape. Evidently, the only award left in their pocket was that for Best Barn Find, or Best Wreck or some such for in their pity they gave that to Mr Burgess' Kerry Capitano which remained sulking on its trailer in the last corner of the display.

However, all was not lost for the Ducati pair, for they reappeared at a later date at the Bristol Show where the Judges were more discerning.



Next came a beautifully restored Victoria Vicky 2 speed moped in blue, with Earles-type front forks, bought in a dismantled and incomplete state - never the best starting point. Further along the display was Mr Burgess' Guy Gibson Tribute Norman Motobyk in RAF blue, fresh from awards at Stafford, but next to this was John's nemesis, the Mercury Dolphin. Evidently it fought him all the way through the restoration, there always being the nagging feeling that the effort and cost maybe just wasn't worth it. He still claims that, with its bespoke dual seat, it makes a better sofa than it ever did a moped. And finally, who could overlook, as I am almost about to, the WTF Mk8 Model High Wheeler with its Douglas-inspired flat twin, now tuned with ram-air induction? Always a conversation piece, this one!

Peter Moore

LANCASHIRE SLOW RIDERS. ICE CREAM RUN 6 MARCH 2022

Older readers will recall the Mobilgas Economy Run - others can look it up, but the clue is in the title. This re-run of this event had an entry list of one - but at the outset, the poor chap was unaware that he had been entered! He was convinced he had enough fuel for this little jaunt.

The call went out around 9pm on Friday evening 4 March on the LSR FB page and there was a flurry of interest. Some needed a day pass from their spouses who were pleased to let their little boys go out to play in the sunshine; others had no such concerns. In the event, 5 of us massed at Bents Garden Centre (where the all-important facilities of cafe and toilets are available) at Glazebury, just off the A580 East Lancs Road. This, in fact is built on the Long Drive being the Western Approaches to the Stately Mansion of the Venerable Mr J Worthington on the fringes of the Cottonopolis of Manchester, although the splendid tree-lined avenue laid out by Capability Brown has subsequently been rather spoiled by 7 Dukes of Bridgewater, Peel Holdings and others.



The Venerable...etc. arrived on his Italian Tricycle, but other than that it was a Honda party. There was me on the faithful CM, and Paul Newton on his Honda C90/110 Powdercoat Special, which must vie for the prize of loudest Cub in the Known Universe. Steve Taylor rode his whisper-quiet 15-reg. PCX125 with almost delivery mileage, but with a crash history of which I shall remind him when it comes time for him to try to sell it to me! In truth only a couple of scratches to the edges of some plastics bear witness to a low speed tarmac kiss in an earlier life. A surprisingly impressive machine.

And then there was Simon Judd, on his newly-acquired exquisite Honda Dream 50, which drew admiring attention throughout the day.

And so we set off. A gentle 9 mile ride down to Lymm on a route by now well known on LSR rides. We stopped for a drink, to soak up some early Spring sunshine, and to buy a Sainsbury sandwich for the Dream 50 rider. Meanwhile his machine was being pored over by passers by and the three adventure bike riders who had also parked up to bask in our glory.

And so to Great Budworth, via the Cheshire lanes. Somewhere on a wiggly bit in the depths of the countryside, Simon's Dream faded away and stopped. Quietly. In someone's gateway. Steve and I had been following him and also pulled up.

Head scratching commenced. Fuel in the tank? Tick. Turn knob on petrol tap to reserve. Shake bike. Kick the kick start. Nowt. Kick again. And again. Repeat. A lot. Still nowt. Because we were riding Hondas we had not brought along a trailer load of tools - in fact all that were on hand were those in the tool roll behind the left hand side cover of the Dream, tools which had never before seen a greasy finger. The screw on the carb. drain pipe refused to budge, never before having been required to move, so that check was aborted. Take the spark plug out. Kick the pedal. No spark to be seen. Try again with both spare plugs from the CM. Still no visible spark. Seat off. Check fuses and wiring connectors beneath. All okay. Begin to suspect coil or something obscure and think about recovery. Last resort: bump start back down the slope into the wiggly bit. Of course it worked! And so the Dream ran, refusing to start on a kick, but succumbing to a bump, gradually getting easier in its behavior as the ride continued.

So now we rationalise: probably the fuel tap not clearing, never having been required in 25 years to turn to reserve. Meanwhile... Paul and John ahead had ridden on. Did they turn around having realised that they had lost some riders? Did they heck! Were they concerned for our welfare? Were they heck! Charitably, perhaps they were confident of our competence to deal with any situation which might have befallen us. Hmm...

So. Eventually we arrived together at our destination, New Westage Farm, Great Budworth. Steve swerved the trap into which I fell; he bought his ice cream while Paul was outside talking to Roger Kenyon, a new face who had ridden over on his very smart and original Honda PC50 supplied by Fosters of Gatley, in order to put faces to FaceBook names. He hopes to join future rides.



I maxxed out my credit card buying Paul a double whopper cone with all the trimmings and we sat outside and made our brains sore with sums and conversions of litres and kilometres to arrive at the Dream 50's fuel consumption figures ranging between 20 and 80 mpg. Having decided that the latter seemed the more closely aligned with his experience, Simon seemed slightly happier. He also reckoned that the reserve capacity should be enough to see him home, without needing to drain any fuel from the PowderCoat Cub, - which brought the colour back into Paul's face!

The return ride was uneventful. We flew in formation at low level over the Warburton High Level Bridge, regrouped and headed

East on the A57 toward Manchester where, upon reaching Hollins Green the Flight rolled left, but John W flew straight on into the Blue to find his own way home. Leaving Glazebrook, speeds in excess of half of 100mph were achieved (indecent behavior for Slow Riders!) as we chased Simon who was eager to get home before his fuel ran out. No time to appreciate the llamas on Holcroft Lane.

And so a sedate ride through speed limited Glazebury to Bents Garden Centre once again. Simon was eager to be off home immediately on his remaining egg cupful of fuel. Steve and I left together to join the traffic lights Grand Prix on the East Lancs., leaving Paul alone in the car park, like Billy No Mates - a fitting reward and showing true gratitude for all his effort in organising the Ride. He wouldn't have expected anything less.

Peter Moore

Well, today 4 of us from the **Clitheroe** chapter of LSR went off for our first outing today. The plan was to head to Chipping, maybe a coffee there, then on to Longridge for an "All Day Breakfast"



The bikes however had their own plan!

Don's Lambretta Lui was on its first ever run on British roads and had a new piston and barrel fitted. Smoke? I've never seen the like. For the first two miles it was like following Puffing Billy, then at our first stop it stalled and wouldn't start. Fuel was pissing out of the carb but we eventually sorted it. Think it was a float sticking

Two miles later it was my son Jimmy Tulloch's turn.

His Camino just stopped. Change of plug didn't sort it so we looked at fuel problems. There seemed to be a

massive bubble of air in the fuel line, and however we tried we couldn't get rid of it. Eventually we got her running but only for two miles then we had to go through the whole rigmarole again. Then again. And again! After the fourth breakdown, we realised that Chipping and Longridge were a distant dream, the priority was now to get Jimmy's Camino home. Don and Guy headed back to Clitheroe to get Don's camper and left us here to do some father son bonding. I had a fag then left him to ponder his new found hobby Not the day we originally planned but we all enjoyed it anyway!

Guy's Jawa Babette and my Garelli GulpMatic were impeccably behaved
Maybe we'll get that breakfast next time.

Andy T 👍😊



Bit of self-indulgence time: My award winning **New Hudson** (restored by others) and the **Mercury** framed **Cyclomaster** at the **Manchester Bike Show**.





The award winning **HEC** at the **Bristol Classic Bike Show** again not restored by me, just some minor finishing touches.
And my **Villiers** engine display that was at both Manchester and Bristol shows credit to Bev Crook.



Autocycle ABC

17: Raynal

The earliest mention of the Raynal Mfg.Co.Ltd. In Kelly's Directory for Birmingham appeared in 1936, listed as cycle manufacturers at Woodburn Road, Handsworth, B21. The final entry was in 1950. Woodburn Road (now part of Smethwick) together with Foundry Lane, Booth Street and Anne Road forms a square that enclosed much engineering activity. Just to the south of Foundry Lane stood the Soho Foundry where James Watt developed and made the steam engines that were to change the landscape of our cities and alter the lifestyle of millions. A 1949 map shows a cycle works on the north side of Woodburn Road but Dunelt also had premises in the same road. The cycle works stood beside Hockley Brook—once an important requirement for any industrial activity, initially as a direct source of power, later as the 'raw material' for steam.

Raynal's autocycle, the Raynal-Auto, was the original Junior powered machine, and was launched in 1937 for the 1938 season. At the 1938 Earls Court Show Review there were two Raynal machines on offer: the 'de-Luxe' and the 'Popular'. The 'de Luxe' had a 98cc Villiers Junior engine; 9 pint fuel tank; 1¾ inch tyres; the price with lighting, horn & licence holder was £18 18s 0d. This model employed a leaf spring front fork suspension, the upper end of the spring was secured in the lamp bracket and the lower end was held by an attachment to the fork crown. There were friction discs between the moving parts of the fork assembly and twin grease nipples were fitted. For a guinea less, the 'Popular' model came without the spring fork.

The design of the Raynal was derived from the prototype autocycle built by G H Jones in 1936. Although the proportions of the frame differ from Mr Jones's machine, many features of the Raynal betray its ancestry. The leaf spring fork in particular is the same as on the Jones. The design of the tank and frame, along with the use of forward-facing dropouts for the rear wheel, also reflect George Jones's design. Being derived directly from the Jones prototype, the Raynal should have been the first production model of a Villiers Junior powered autocycle to hit the market. However, Excelsior also brought out their 'Autobyk' at the same time. Popular rumour suggests that Villiers, being unsure of Raynal's ability to make a success of the autocycle, leaked the design to Excelsior to increase the chances of large volume sales for the Junior engine.



Colour scheme was all black with a cream fuel tank carrying gold block letter transfers either side. Clips attached to the large rear carrier held the tyre pump. Villiers supplied the lighting set and a long tail pipe ran from the cast alloy expansion box beneath the engine to the rear of the machine.

Although the rear brake was a conventional drum, it was applied by back-peddalling, leaving the rider free to concentrate on the decompressor and clutch on the left handlebar and the throttle and front brake levers on the right. An additional handlebar lever disengaged the rear brake mechanism—so the machine could be wheeled backwards without locking up. Heavier gauge spokes were employed on the brake side of the rear wheel. A rod on the left side of the tank linked to the carburetor air filter which could be 'choked' from the saddle, without dismounting.

In December 1939 prices had risen to £22 0s 0d for the 'de-Luxe' and £20 10s 0d for the 'Popular'. The power unit was the new 5-port Villiers Junior de Luxe with improved performance.

After the War, in December 1947, details of the new central spring controlled front fork were announced. At this time engine side covers and built-in leg-shields were also fitted. The colour of the fuel tank had changed to black and the price was now £52 19s 6d.



Post-war Raynal-Auto

In 1949 Villiers introduced the 2F engine to replace the JDL but Raynal never produced a machine using this power unit. Production stopped in 1950, a total of about 8,000 machines having been produced. However, A B Jackson, one of the directors of the Raynal company, produced a 2F powered autocycle under his own name.

Autocycle ABC

18: Rudge

Rudge–Whitworth Limited was founded in Coventry in 1894 by the merger of two cycle making companies: the Rudge Cycle Company and the Whitworth Cycle company. Rudge–Whitworth produced many very high quality cycles and motor cycles but, in the early 1930s, began to fall upon hard times. One of its major creditors was the Gramophone Company, part of the EMI Group. The Gramophone Company bought the assets of Rudge–Whitworth from the liquidator at the end of 1935.

So the company continued and, in 1938, production was moved from Coventry to a new factory at EMI's site in Hayes, Middlesex. Before the move, the company decided that it would produce an autocycle. However, it was not until February 1940 that the Rudge autocycle was launched onto the market.

The final product of Rudge–Whitworth's 'two year's development work' was little different from any other Villiers Junior de Luxe powered machine. There were two models, the Standard and the de Luxe. Both were unsprung, although a spring fork was available as an extra. The Standard was priced at £22 and the de Luxe, which had engine covers, at £22 15s. The spring fork cost an extra £1. The Rudge had a carrier and rear stand, both brakes were cable operated by inverted handlebar levers and the large fuel tank would hold 1¼ gallons. The frame, tank, mudguards, etc, were all finished in maroon enamel.



With the outbreak of war, autocycles were one of the few types of motorised transport that would remain in production for civilian use. Rudge–Whitworth was also geared up to produce a large batch of 250cc motor cycles for military use. However, the factory next door to Rudge–Whitworth was one of the Gramophone Company's electrical equipment plants. With a huge demand for the newly-invented radar

systems, the Gramophone company needed all the space it could get to produce radar equipment, so motor cycle production was stopped. The Norman Cycle Company at Ashford, Kent was given permission to continue the production of the Rudge autocycle. The Rudge concern was sold off in 1943 and the Rudge trademark was acquired by Raleigh Industries. Raleigh produced some Rudge pedal cycles, but the Rudge autocycle was the last powered two-wheeler to be produced under the Rudge name.

However, that wasn't quite the end for the Rudge autocycle. Although Norman Cycles no longer had any right to the Rudge name, they did still have all the parts and tooling. As we saw in part 16 of the series, Norman carried on building the Rudge design after the war, but with their own name on the tank.

Cooks WORKSHOP

Hello Everyone, I thought I would introduce myself to you all - my name is Sam Cook and I have started my own engineering workshop full time. A good friend of my dad (Mick Cook) came to see me about making some exhausts for his 1935 Magnat Debon. After some research we came up with a design for the rear silencers, and then it was my job to make them along with the front pipes. I started with machining some spigots to fit the cylinder, from there back the front pipes were sand bent allowing for a nice sweeping bend. The silencers I cast in aluminium, these were cast in two halves to allow them to be hollow, then welded together and finished to hide the welds. The fish tails were made in the same way then an opening machined in the end then welded into the main body. This join was also finished to hide the weld. Everything was fitted up very carefully and mounting brackets made individually to ensure both pipes were parallel and at the same height. I am very pleased with how these turned out and the owner even more so.





Fuel cap that I made for the Magnat Debon to replace the broken old one. Hopefully this one will do another 86 years.

Here is a cylinder head from a 1978 Honda CR250 "Red Rocket". It came to me with two damaged cooling fins, one was broken and the other one was bent. I traced out the missing part and cut it out of some material of the same thickness, I then tig welded it into place and carefully filed and sanded to blend in with the original fin. The bent fin was straightened with a little heat at the end of the job as being bent allowed better access for the welding. With a quick aqua blast and some original Honda red paint you'd never know it was broken!!



Services I can offer.

Cylinder Head Fin Repair.

Tig Welding

Mig Welding

Custom Exhausts

Basic Aluminium Casting

Steel and Aluminium Fabrication

Milling and Lathe Work

Motorcycle Work

Sam Cook - Felixstowe (Suffolk) 07903342296

More event reports!

Sunday 27th March Spring The Clocks Forward.

A Norfolk Section village hall event. Thanks to the nine riders who turned up plus 3 from Sheringham on big bikes. After weeks of wall to wall sunshine we go and get a misty damp start for the run from the new start point of Martham Village Hall chosen for the large car park and it was slightly cheaper anyway than the previous venue. Some were surprised that I had arrived by car but it was for the biscuits and tea.

Near neighbour Mike was on his first club event on his much admired **NSU Quick**



and it was good to have Steve Cobb along on his recently acquired **James Superluxe**



A sedate ride (at Wil's junior powered Coventry Eagle speed) up the coast road via a leg stretch at Happisburgh to Walcott was incident void, thankfully the mist had lifted for alfresco chips etc.



Matthew and another member joined us, we bid farewell to the Sheringham trio. The return started sedate until Wil peeled off for home when we did speed up (just a bit) with Matthew following in his van for ice-creams and the obligatory photos at Potter Heigham.



Not a big deal to organise and something I don't mind doing. Thanks to an AGM mandate that a member should not incur the expense of hiring a hall I was grateful for the clubs reimbursement. However I have doubts about doing it again with such a low level of interest shown. Thanks again to those that did attend. *Dave Watson*

APRIL FOOLS WEEKEND RIDES

Part 1 Moped friendly ride.

The weather had been reasonably good, so a short notice weekend was organised riding around the Fylde coast and camping at one of our regular venues near Preston. The week running up to the event and the temperatures dipped, icy cold mornings and temperatures barely rising, but at least it was still dry. The campsite venue allocated us an area behind the club on a large tarmacked area, ideal at this time of year, with plenty room for day riders/cars/trailers etc. Friday evening we had a short ride to a local chippy just down the lane, me 2 up on the c90 so that was carrying around 30st! The Friday evening was spent in the club, and Andy Tulloch was hogging the karaoke and gave us a rendition of, 'BRIGHT EYES'!

Saturday was moped route friendly day, we had around 7 campers already there and John Burgess arrived around 9.00am with the 'yellow peril', and some very much appreciated Staffordshire oat cakes, if you don't know what they are, you really do need to try them.



A few more riders arrived with bikes in tow or on racks and we had a fine display of mopeds. A bit of discussion went on who would be back marker, Steve Taylor volunteered and was about to don the Orange vest when a familiar sound of a 350 matchless was heard coming up the lane, much to the relief of most as it was our regular back marker Mike Watson, fortunately for us, he got the ride days mixed up and thought it was the geared bike day, Mike normally camps in his tent with us at these events but with -c temps, he decided to just ride in. We were short of regular second men/women as a few had cried off. Peter Moore had just had something in his eye, and Neville Hutton had shingles. Most of the riders are now up to speed with the drop off system, but we did have a few new riders with us, but they soon picked it up and everyone played their part. We rode up the lanes around the Fylde coast, Paul Morgan following in his car as backmarker, the route took us up through Inskip, great Ecclestone and over the toll bridge up to Pilling, the roads are great for autocycle/mopeds etc., very little traffic and just a few cyclists, the weather was cool but dry perfect riding conditions. We had a quick stop at Stake Pool, and then a long stretch of road took us up to Glasson Dock for lunch. On this stretch of road about 4 miles, the group gets spread out a bit with sometimes up to a mile or two between leader and back marker, but everyone is confident there will be a marker at any junctions and no one will be lost. We arrived at Glasson Dock and waited for stragglers, about 15 mins went by and we were 1 moped short, as well as the back marker,

we had markers at the 2 previous junctions so were confident they would appear soon. Then our junction markers appeared soon followed by our last moped and our back marker. The last moped had decided to shed some parts during the ride but all were retrieved along the way, the belt had slipped on the cady and needed re-tensioning, we needed a few deep sockets and an extension, so someone went and knocked on a locals door and asked to borrow a socket set, which they duly obliged and commented that it's a regular occurrence people asking to borrow a few tools.



Steve Taylor a once mobyette expert and hasn't forgot anything even though he not had one for quite a few years, soon fixed the cady.

After lunch we set off back to base, taking a more slightly downhill route that took us through garstang and inglewhite, were we stopped to check out a future venue for one of our weekends, but after some consultation it was decided it wasn't suitable and we should stick with the one we use now .

Thanks to everyone who turned out, despite the cold weather you wasn't put off and the effort that goes into organising these rides is very much appreciated by the LSR.

Paul Newton

LANCASHIRE SLOW RIDERS ON TOUR

BRONTE VINTAGE GATHERING YORKSHIRE .

This is a show in an area of outstanding beauty, in a place called Cullingworth just outside the historic town of HAWORTH , were they still have steam trains running and the village is like going back in time , well worth a visit if you are ever up this way, although the surrounding area is not entirely moped friendly , I managed a short ride into the village on the av42 .This place seems to have its own climate , no matter what the weather forecast is , it can be totally different here in Cullingworth and is a very cold windy place at times , luckily we had great weather all weekend with just a bit of a breeze.

Now to the show, it's not a big show but all proceeds go to charity and is usually well attended by a variety of vintage vehicles bikes mopeds etc. I arrived Thursday and was greeted by the camping section steward , who informed me that he wouldn't be staying over this year and offered me his prime camping spot on the field , which I could have had anyway because I was the first to arrive ! I duly obliged and saved some room for the rest of expected LSR.

Friday Mike Watson arrived with his Matchless 350 on a trailer, this is our regular back marker on the LSR runs, the matchless sits happily at very low speeds at the back and if needed can soon catch the lead rider anytime, we have found this works very well having a 'faster bigger' machine at the back and Mike is quite happy to do this position for us .

Fred and Ruby arrived soon after with their Honda c100 another regular on the Lsr runs , also Maureen Foster joined us for the weekend . So that was the LSR crew.

Saturday we placed our bikes on a section of the stand and was joined by another moped, we erected our banner at the back and roped our area off, apparently there should have been an official bike steward about, but we didn't see him, so was left to our own devices so to speak. We did the ring ride on Saturday afternoon with our exhibit numbers displayed on the bikes for the compere to read any info relating, I had the wrong number for some reason and was described as a Ducati!

Sunday I was asked to help out with the bikes, so I did write a few words describing each of the LSR entries to be read out over the loudspeaker by the compare. Sunday we were also joined by another member Billy, who travelled up from Cheshire with his Yamaha v50 , Sharon who did the videos and pictures for us , I'm sure we will now be seeing a bit more of them at our events in future .



Anyone that knows me will know I do like a good story, and I never let the facts spoil a good story and so the history of the AV42 was the perfect opportunity. Also an opportunity to promote the EACC and Lancashire slow riders in Yorkshire again.

Apparently it was used by a lady poultry farmer in France, and she would deliver eggs on it, which is some achievement as its rigid with no suspension, but I was assured that she never broke one egg in 6 years!

That was the LSR first venture this year over in Yorkshire, but we have a few more events planned this year up there.

Our next event is over the jubilee bank holiday week, it's a 4 day event and all details on our fb page. *Paul Newton.*

They say great things come in pairs and here they are;



Betty and Betsy. 2 Spanish gold **Raleigh Wisps.** Betty originated in Harbury where she remained until purchased 2 years ago. She has undergone a full treatment of WD40, followed by a welly load of elbow grease to unseize to a road worthy condition. Betsy purchased last November, originated in Ipswich. What she lacks in condition, she greatly makes up for in character, sporting some iconic 60s styled leg shields. As a pair they now reside in the tranquility of the Norfolk Broads, enjoying the scenic views and a nice polish up from their owner.

Ben Southgate

Good News

North Norfolk's stalwart member **Keith Ashby** has been keeping in touch mentioning some issues and has missed the Mince Pie and Radar runs that he would normally attend. He is recovering and getting out and about on his Autocycle again. We met up at a recent near to him **Whitwell Station** bike night.



For Sale

Power Pak 1953 Synchronomatic Drive
Model
Full Personally known History of Owner
from new
Has always been kept in good working
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I am **Cyclomotor**, quite difference from the rest,
I am small and smelly, quite a traffic pest.
I used to be a bicycle, but now I have a motor.
Though how I work or why, I know not one iota.
Someone bought an engine, it came here in a box,
Then there was some spannering, and swearing there was lots,
Now I became quite heavy, with the motor on my rack,
They pedalled me along the road, puffing there and back.
The motor coughed and spluttered, making quite a row,
Nothing much was happening until just NOW!
I'm whizzing down the back alley, going rather fast,
Until the carburettor blocked, I knew it wouldn't last.
They got the motor running with a fiddle and a tap,
The tipped out all the petrol and cleaned out the all the clap,
Well I think that's what they called it, for it made them rather cross,
In fact they said the lovely motor was a complete loss.
Until the thing got started and we were off once more,
The motor got along well, with a mighty roar.
My rider he was shouting, I thought it was with glee,
Or was it just the red light he pretended not to see.
For now it had begun to rain, stopping's not my forte,
Whizzing through a red light, that is rather naughty.
I carried on through rain and snow, taking him to work,
Out with friends at weekends, in his best Sunday shirt.
Then he bought a moped, or was it called a scooter.
I was then resigned to rest in a dusty corner
Then his grandson dragged me out, amidst a great commotion,
He oiled all my rusty bit and got me back in motion.
I now go out on Sundays, taken in a van,
We turn up in a car park, often with a plan.
There are many others, some who look like me,
A host of cyclomotors babbling and free.

Matthew Hodder 2022

Found under some Lino during renovation to an old cottage recently!

"GETTING ROUND WAS
MAKING ME SO TIRED, I
THOUGHT I'D HAVE TO
GIVE UP...."

"...so I bought
this Raleigh
moped"



How I used to dread this hill!



I can get Mrs. Brain washed and tuly
in good time for the Doctor.



Running errands is not really part of my
job, but now it takes so little extra time.



Mr. Simms looks after me wonderfully—
not that he has had much to do.