

The M·A·C

The Newsletter of the EACC



Number Seventy One

August 2022

MOTOR CYCLING April 30, 1921.

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KINDLY MENTION "MOTOR CYCLING" WHEN CORRESPONDING WITH ADVERTISERS.



Sometimes I do wonder about the Villiers claim “KNOCK OUT TROUBLE”
but we are talking nearly 70 years on!





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: martin.coluking@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

Leicestershire: Jim Lee 018568 461386

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.j.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*

Events

Thursday 11th August

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

Usual start time of 11:00am, a 37-mile meander on the quiet Romney Marsh roads. This is the only completely flat route that S.E.M.E. ride during our season. An ideal opportunity to ride your cyclemotor, or other low-powered machine. All of our runs are ridden at the speed of our slowest participant.

Can any potential participants text or phone Sharon on 07771 705627, or e-mail sharon.wikner@yahoo.com?

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.

Sunday 14th August 2021

North Hertfordshire Section's last Peter Smith Memorial Periwinkle Run: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am and we anticipate an 11:00am start.

The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at the Beehive in Hare Street for lunch and a chinwag. For more details contact Andy Cousins on 01462 643564 or 07969 369062.

ajcdirect@googlemail.com.

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 martin.coluking@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.

Wednesday 7th September

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

Meet at the public car park on the B2202 in Horsebridge BN27 4DJ. The usual 11:00am start for a 39-mile ride across the levels and a lot more. Lunch is at the picturesque Lakeside Café.

For more information on this ride call or text Sharon on 07771 705627 or e-mail sharon.wikner@yahoo.com.

Sunday 11th September

The Reservoir Dogs Moped Run

We will be starting the run from [The Bungalow Diner](#) in Marks Tey: 45 London Road, CO6 1EB. Normal 11:00am start with a stop at the [Railway Tavern in Kelvedon](#).

Please e-mail if you are interested: reservoir.dogs@cloudbase.biz

Sunday 18th September 2022

Nineteenth Coprolite Run.

Like last year, this event will start from Suffolk Aviation Heritage Museum—this is the site of the three big radio masts along Foxhall Road, on the left after Foxhall Stadium, as you head out of Ipswich toward Martlesham.

The run still goes to Felixstowe Ferry Boat Inn. The route is a classic local course to Felixstowe Ferry, and a twin to the Radar Run. Riders who have completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the Ferry Boat Inn lunch stop. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... Why is it called the Coprolite Run? The explanation is in the course notes. There won't be the usual indoor jumble but you're welcome to set up outside. Mopedland will be there with pre-ordered items only. E-mail mark.daniels975@btinternet.com or telephone Mark Daniels on 01473 716817. The route sheets and GPX tracks for this run are available on [our documents page](#).

Wednesday 28th September

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

Meet up in Haroldslea Road, Horley RH6 3DR at the usual 11:00am start time for a ride of 35.8 miles along the East and West Sussex borders with a lunch stop at the Scarlett Arms pub.

For any further information call or text Sharon on 07771 705628 or e-mail sharon.wikner@yahoo.com

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](#).

Copdock Show 4th September 2022

It's Copdock Show time! The stand really did look great on the day last year, and it would be nice to repeat that effort. This year's show is earlier than last year's so please take note of the new date. With not long to go before the big day, please contact me with any bikes you might have to offer, we need your bikes! The target will be around 30 to 35 bikes, and we're looking for a broad spectrum of machines, and particularly nice and eye-catching bikes. I will also be looking for volunteers to help on the Saturday with building the stand.

Martin Gates

Section Notes

Lancashire Slow Riders

We have been very active the last few months with events and ride outs in Lancashire, Yorkshire, Cheshire, Staffordshire and Wales.

Quite a few more events to go.

Our main annual event is on August 19th weekend at Whittingham and Goosnargh social club. Full weekend of rides planned to suit all capabilities. Still time to book.

Then we will be having a LSR/EACC stand at WREA GREEN on September 3rd weekend.

Then another trip into Yorkshire to the Brighton Ferry 23rd September weekend, a very popular venue for all our members.

All our events have cheap camping available and plenty of suitable ride routes, as we have members joining us nationwide and everyone welcome.

We still don't hold any monthly meetings yet, but majority of us meet up at least twice a month anyway at an event.

All our event details are posted on our Facebook page, or contact us through the sections email. lancashireslowriders@gmail.com

Paul Newton.

Suffolk Section.

Shortly after submitting our last section notes on 15th May for the MAC June edition, just the following weekend we were out rallying again at the 'East Anglian Run' from Iliffe Way carpark, Stowmarket on Sunday 22nd May. Marking the 40th anniversary of the EACC's very first event on 23 May 1982, some 26 bikes attended, including Bown, Rudge, New Hudson, and James '*and a Raynal*' autocycles, Cyclemaster, Berini, BSA Wingwheel, Mosquito and Simplex powered cyclemotors, Puch, Raleigh, Honda, Yamaha, Mobylette, and a flash mob of 3x Hercules Corvette mopeds ridden by Andrew, Martin Gates and myself!

Betting odds suggested that one or all of the Hercules were favorites to break down, but ironically it was both Honda PC50's that expired along the way, while team Corvette powered their mounts across the finish line together.

Next event was Mark Gibb's 'Teenage Tantrum Run' from Bruisyard Village Hall on 12th June, heading for a lunch stop at Sizewell Beachfront Café on the coast. While there were some 35 bikes mustering at the VH, the run was joined by further machines which had ridden directly to the Café, so it became somewhat unclear how many bikes had fully, or partially completed the event, and further complicated by lots of other assorted bikers independently riding to the Café anyway... there was a lot of bikes.... Just two of our Corvette's this time, with Martin on LEB, and myself on DSL. Again, basing Judgement on the decrepit state of our machines and our starting difficulties, we were probably favorites to break down, but too much of everyone's surprise, and surviving the vibrations and discomfort, team Corvette hammered both bikes home with another remarkable performance.

And so to the 19th Peninsularis Run, on Sunday 10th July, and back in its original format from Bucklesham VH, with reception catering facilities, and a Mopedjumble.

A couple of Raleigh riders from Kent were the first to arrive, camping out in an RV in the car park on Saturday evening, and dining at the Shannon PH just around the corner, but also conveniently available to help me set up the Jumble for the next day...

While EACC riders were gathering at the VH on Sunday morning, around the corner at the Shannon a troupe of scooters were also mustering for a run, so Bucklesham was certainly

busy with bikes, so there were lots of varied machines for everyone to look at. The kitchen was busy serving tea & coffee, and the Jumble pitches attracting browsers after parts, as the car park steadily filled up with riders for our 11am off. Being a hot summers day for a ride attracted a great turnout, but maybe also contributed to a few breakdowns, as four bikes became recovered by our three back-up vehicles along the way down to the Waldringfield Maybush for lunch. On a day offering superb views of boats bobbing on the river Deben, or sitting among the bikes under the shade of trees around the car park, either choice proved good. A rough count indicated over 30 bikes on the run, including an electric conversion Lambretta scooter, and another successful mission completed by team Hercules Corvette with Martin on LEB, and Andrew on XAS. 3rd time the Herc's have made it home again and it looks like they're confounding their reliability reputation.

Forthcoming main events in the Anglian region are Sunday 4th September, Copdock Motorcycle Show. We have a double-pitch EACC display in the club stand hall, and anyone interested in displaying a machine contact: Martin.Gates@PartsPlusUK. This is the biggest all-day motorcycle event in East Anglia, and if you haven't been before, it's an experience...

Sunday 11th September, Essex Section, Reservoir Dogs Run from Bungalow Diner in Marks Tey CO6 1EB, and stopping for lunch at Railway Tavern in Kelvedon. Contact: reservoir.dogs@cloudbase.biz

Sunday 18th September, 19th Coprolite Run from Suffolk Aviation Museum on Foxhall Road, IP10 0HT where the 3 big radio masts are located, with free admission to the museum. The route is a classic course to Felixstowe Ferry Boat Inn, and twin to the Radar Run. Riders who have completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben Estuary. A fabulous riders course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the Ferry Boat Inn lunch stop. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... why is it called the Coprolite Run?

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.

Just 3 little events posted on our Norfolk section Facebook group page (+1 ECP Event).

Rob "No report" Bird posted a run for Sunday 15th March with 2 possible routes, I also mentioned a BRIMBO event at South Lopham that we could attend. Mike and I car/trailer'd our bikes to Martin at Long Stratton Chris and Rob rode in. Garth came on his Moby for a chin wag. Although riding to the start Rob's bike was soon playing up and was towed back to Martin's and a spare Honda was pressed into service. Our Wil was also at the Brimbo (British Motorcycle Owners) show and jumble, and then on to Jimmy's café at Old Buckingham Airfield. Autocycles outnumbering Honda's is a rare sight these days.

Rob "No report" Bird posted a run for the longest day on Tuesday 21st June that clashed with the Carl Squirrel / East Coast Pedalers, PC50 ride to Old Buckingham, 4 of us from Norfolk waited at Tivetshall to join the Suffolk group which also included long distance travelers Sharon and Martin. As expected No bike issues!

So our Longest Day run was renamed Longest Day + One, Ride to Reedham by Rob "No report" Bird. 3 of us from North of the River were caught up by Wil on his little Panther as we had just pushed our bikes through the closed road at Acle, 3 from South of the River, Chris Way on a big bike and new member Matt and a mate in a Triumph Dolomite for almost a record attendance of 10 for a Norfolk event.

Rob "No report" Bird also kindly organised a South Norfolk Bimble run for us. 5 for bacon rolls at his, Bomber burger, a pint of the local brew and tea and cake at Seething Control Tower, Ice-creams at Loddon, call to see Chis Way at his Dutch Tug boat and sausage roll and a swift half at Surlingham Ferry House all before my NH restyled (with engine covers on) played up in front of a large gathering sitting outside a riverside pub. After a carb clean and most probably benefitting from the cooling down we did make it back to the city, 52 miles done. Did I mention Rob hasn't sent in any reports?

Dave Watson

PS Rob didn't send these pictures in.



Event Reports

George's Weekend - 6-8 May 2022

Each year there are a number of riding/camping weekends ostensibly organised by the Mobylette/Raleigh Forum group but open to owners of other small classic bikes.

Last October George Burton added to the list by organising a ride from his home, after persuading a very understanding wife, Louise, to let their home be invaded. Building on the October event George organised a May ride around the basically flat roads around his home village of Crowle not far from Scunthorpe. Somehow, he squeezed 2 motorhomes and 2 caravans onto his drive with one rider sleeping in his front room. News of the event had attracted some to take their motorhomes to a nearby campsite and when you add in a few day riders about a dozen riders set off for the Saturday run to the Humber suspension bridge.

Friday was arrival day and after squeezing everything onto George's drive he suggested an early evening ride to Doncaster to visit the home of the "Donny Dragons" Motorcycle club house. After a pleasant 15 mile ride we found we were a bit early but the club was open so we were all soon enjoying a hot drink and some a game of pool. Some heavy music also greeted us.



The clubhouse is one the first floor. Our visit was cut short as the May weather changed for the worse and so we all had a nice wet ride back.

Saturday George started the day by firing up his "mighty griddle" and providing a very welcome breakfast for everyone. It was at this point that Sue and Rod arrived Rod on his Camino and Sue on a very sick sounding Mobylette AV42. After everyone had suggested a diagnosis for the lack of power, George wheeled out his spare Raleigh for Sue to ride. John Bann the local EACC section coordinator arrived

on his Puch accompanied by Derrick Whitehead on his gorgeous sounding New Hudson autocycle. The target was to ride over the Humber Suspension bridge, for those that are unaware this is over a mile long.

But first a stop at Winterton to meet up with Eric Burton at his home before continuing on to the bridge a total distance of about 30 miles. It was here that Sue's husband Rod's Camino decided to lock a rear wheel. The usual opinions were provided but it seemed that the rear variator was seized and not moving. After some persuasion and lubrication, it started behaving. Just as well as there were no more spare bikes. As



we approached the bridge and rode alongside the river the temperature dropped but the rain held off.

The bridge is a toll but bikes are free so we all rode over around the roundabout and back again. Once all the riders were together, we dropped down to Barton-on-Humber for photo opportunity.



So far so good, apart from the issues for Rod and Sue all the bikes were behaving and the ride was going well after a diversion to "Waters Edge" for some lunch the group headed back to Winterton where Jenny (Eric's wife) and his granddaughter had drinks and cakes waiting for us. Next a short diversion from our route back to Georges via an infamous hill which is 1:10. George's plan to ride down it and then see who could get back up which is where things started to go wrong! Definitely labelled as a good idea at the time. The message that this was just a bit of fun and not the way home, so wait at the top if you had any doubts, didn't get through to Derrick! Most of us headed down with the thought of old bike brakes on our mind to meet the grinning George at the bottom. Almost all the bike made it back up, Marc with a clutch disengaging had the ignominy of pushing his bike for the last part. Now that's a real exercise. Derrick then arrived and the fact he had not got the message, plus losing drive on the New Hudson meant the air was very "colourful" indeed for a while. Out came the spanners and clutch adjusted the New Hudson again had drive. On the ride back to George's, Dave's exhaust came loose, then Rob's Puch rear wheel had a puncture. A very helpful local biker agreed to look after the bike for the night and Rob went as pillion on George's Raleigh SP

Sunday after George and I collected Rob's Puch we enjoyed a ride to a local airfield café stopping on route for Fraz to get yet more photos even accosting joggers to take some shots while we all turned into posers.

This event is now definitely on our annual calendar and will not doubt grow as long as Lou will continue letting us take over their home.

Most of these pictures I borrowed from Fraz and Simon (with permission)

Rumor has it that we are doing this all again in October.....

Ray Paice

This year's **East Anglian Run** marked the ruby 40 years anniversary of the first ever EACC club run. At the request of Andrew Pattle members were ask to bring similar machines as per the first ever run, so rewind two weeks before the run in a bizarre notion I decide with Danny that we should resurrect the 3 Amigos (3 Hercules Corvettes on a run)! This put me under a bit of pressure because I hadn't used my Corvette in probably over a year with the engine disassembled! Fast forward to the Saturday before the run and a broken piston ring later we had a finished machine at 11:00pm much to my wife's dismay! A quick shake down test ride at 7:00am on the day of the run proved successful, so it was off to Ché Danny for a lift to Stowmarket. Nevertheless, the sun was shining upon our arrival at Lliffe Way carpark making a pleasant day. The run commenced at 11:00 with around 25 machines in a mass of blue haze at the off, sadly Terry Keeble's (Raleigh RM6) clutch expired very early doors but managed to walk back to the start. Meanwhile Robert Erskine (Raleigh RM6) sculpted his way round, Chris Evans (New Hudson), Steve Cobb (James Autocycle), Neil Bowen (Yamaha FS1E), Neil Morley (James Autocycle) and Jim Stuttard (Puch City) all running very nicely. Our second casualty of the day was Steven Pryke's (Garelli Mosquito) which stop at a junction with fuel starvation issues in Beyton, luckily enough not far from the pub stop so managed to limp/cycle on via a short cut. Glen Osbourne (Raleigh RM5) had come up from Kent for run with his son riding pillion, who was also filming as we went round!! Your reporter's Jerry can spout tried to make a break for freedom with Dave Watson (Raynal Autocycle) to the rescue; everybody arrived en masse at the Rattlesden Five Bells for refreshment to be greeted by The Cyclomotorists - David Whatling (Berini????), Andrew Rodham (Cyclemaster), and Derek Langdon (Simplex Cyclemotor).

Suitably refreshed the shorter return leg was a much faster pace. Team Corvette induction roared away from the pack going head-to-head in true Suffolk racers style, with yours truly just edging out Mr Pattle and Danny on the hills and flat. At the end of the run your reporter's derriere expired due to lack of foam support from his rather tired saddle! A good day was had by all and thank you Andrew for organizing.

Martin Gates

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The rally went really well this year. Couple of rides out Friday. Took ray to the chromers with his handlebars for his Francis Barnet power bike poor old rod broke down on the way back. Had a social drink Friday night then it was off to bed ready for the run to the National Coal Mining museum near Wakefield. Everyone up bright and early (Saturday morning) left the campsite at 10-30am some 14 riders left and 3 others joined enroot. Good ride no breakdowns. (Unusual that)? On arrival at the museum, got all that wanted a visit underground booked in, then we went to the cafe for a drink and dinner.at 1:30 pm first group made the first descent 450ft underground followed shortly by the second group.at 1:45pm after about 1 hour underground both groups returned to the surface. Most said it was an experience they will never forget and thanked me for arranging the visit. Well it was now time to return to the campsite.so at approx. 3pm we set off as I was sweep bike I was the last to leave but Keith and Julie from (Suffolk) sustained a puncture in the rear wheel of their town mate 80 we tried some finale, blew up the tyre and we set off only to find the puncture was worse than we thought so Mick from Lincolnshire, offered to take Julie Keith's wife back to site and get his trailer with his trusty CV2 I stayed with Keith for over 2 hours until Mick returned., bike loaded I set on the lonesome trip back on my RM11 with everyone back safely we sparked up the barbeque and Keith personally thanked Mick for the recovery of his bike. Well it was time for the usual presentations, trophies duly awarded some big smiles, after a few more beers we all reflected back on the day and all agreed

that they had already wanted to attend next year even Mick/Keith couldn't believe the friendliness of our rally events and the welcome they received. Sunday morning trip to transport museum look round for about an hour Julie transport museum curator always welcomes us. I stayed with the bikes answering questions from the general public then we made our way back to site to pack up and say our goodbyes. And looking forward to next year. (Big thanks to Derrick lead / Fraz/ 2nd/) road marshalling and Mick for picking up Keith's bike.

John Barr

HESKIN STEAM RALLY

Planning had begun some months ago, and this year it was a 4 day bank holiday/weekend, event held in conjunction with the Jubilee celebrations, so extra work load for myself and Nev Hutton. Luckily Nev had recruited a few helpers to transport bikes to and from the show but we both still had to make numerous trips with other things needed. My son also made a trip in a van to drop some event stuff off.

Me and Nev arrived 2 days before the event was to start, to peg out the stand and erect barriers etc ready for exhibitors that would arrive over the next few days. We erected the large Gazebo with the much appreciated help from Nev's son Rob and friend Billy and so we were ready for the show to start on Thursday. After setting everything up ready for the show, we opted for an evening ride and headed off down the west Lancashire lanes heading to Southport, me on a Mobylette, Nev on the S90, Roy on a CT90, Nettlebed on a C90, Jon on a Honda Camino followed by our regular back marker and marshal Mike on the Matchless, all was going well, but soon after a short stop around 15 miles into our journey the S90 developed a charging fault so we decided to head back to the showground, luckily the S90 managed to just about limp back then came to an abrupt stop just yards away from Nev's caravan. There were lots of other events taking place in the surrounding area and so the show didn't seem as busy as previous events, but the EACC/LSR stand had a steady stream of visitors and enough to keep us busy throughout the day. And the LSR even managed to participate in a parade around the ring.



The show finished for the day around 5.00pm, but our members were eager to go for a ride out now after the bikes had been stood about all day. I had the Mobylette and the Honda CT110 with me, I'd intended to use the CT100 for the rides, but had found my brake lever had got snapped probably sometime during transportation, so had to use the Mobylette again, we rode the Lancashire lanes and stopped for a rest at a regular place I go sometimes for a photo shoot near a canal, not sure how far we actually rode, 20-30miles maybe, but a nice ride out with perfect weather conditions, and very interesting 'fisherman's' tale was told. Thursday was nice bright and sunny, plenty exhibitors and general public at the show, signs were good, parade around the ring by the LSR. Friday started off damp, but certainly brightened up after lunch and again a steady stream of visitors to the stand. No ring parade was scheduled today as the ring was a bit damp, so events were being restricted, I decided to take the opportunity to do some promotion,

and attract some attention to our stand, were we were holding a public vote so people could choose a bike they liked and vote for. The bike with the most votes would receive a trophy.

I decided to use 'THE FROG' it's actually a 3 wheeled golf buggy used as a mobility scooter on the rough ground at most shows, and could handle the damp conditions easily, a few notes were wrote down and passed to the compere to read out over the loudspeaker, it certainly worked as we had an influx of visitors to the stand and plenty of votes were put in the ballot box, also a bit of promotion for the LSR and EACC. Friday evening, the weather had significantly improved, so another ride out was proposed, so we elected to visit a local pub around 6 miles away for tea, again I had to use the Mobylette but it performed impeccably once again, much to the other riders surprise as they were all on Hondas except Mike Watson on the Matchless, the ride down the lanes was once again much appreciated by the other guys, it was a little ad hoc but these are lanes I've rode many times ,and even if I got lost no one would realise, so I just winged it ,but did find our way to the destination, After eating at the pub, it looked like rain was due again, so we decided to make a quick return and hopefully get back to the show ground before it started, we managed it with minutes to spare.

Sat morning we were awoken by glorious sunshine, as well as the exhibitors camped at the show, a steady stream of mopeds/bikes rode in and we had a full stand and a nice mix of machines on display by 10.00am, I didn't count them but we ran out of voting numbers for the bikes at 28! Mike Watson, EACC member and regular back marker on the LSR rides, who uses a Matchless 350, deserves a special mention for fulfilling an old lady's wish, {see separate article}.

We decided to award the trophies on Saturday evening due to a weather warning for Sunday, votes were in and counted, a bike with a number I didn't recognise had the most public votes, I even had to go and double check to make sure, the public had voted for Brian Crook's Zundapp Bella, much to my surprise, without meaning any offence but certainly not the type of bike/scooter that I would of thought, I didn't expect it to be popular with the general public tbh.

Dave Cartwright receiving the runner up award from Peter Moore for his Honda XL50 and the 'Onion Bike' Mobylette AV42 owned by Victoria Louise Staveley won the members choice . *Paul Newton*



OSWESTRY VINTAGE RALLY

A few years ago one of our Lancashire slow riders member from the Staffordshire area, took over as the steward of motorcycles at Oswestry vintage rally, and asked would we support him, 2019 only myself and Steve Taylor attended and decided it was a good show to attend as a club, so this year we attended as a club with around 8 members making the trip. Some of us arrived Thursday and the LSR were allocated an area where we could all be camped together. I was joined by one of our Welsh members Martin, and so we decided to do a reccy of the area for a ride out. We found a nice moped friendly route, a chippy and a destination point which was a castle with some nice views and somewhere we could eat our 'chippy tea' on Friday. The rest of our group arrived Friday throughout the day and we decided to set out at 7.00pm why the weather was great and hopefully cooled down a little by then. We left the venue with me leading on Jeans PC50 and bimbled down to the village chippy, now I did notice a 'road closed sign' but decided it would cause an issue for a moped on a Friday evening so ignored it, plus I'd already planned the route and ridden it twice to make sure previously, and hadn't a Plan B. around 8 bikes followed me to the chippy and then to the castle grounds to eat our supper and for a photo shoot. The route back to the venue took us through the village of Whittington and then down to Gobowen, and then bore left to the Oswestry showground. A 'road closed' appeared, but I didn't foresee a problem for a few little bikes and I could always attempt to peddle the PC50 down a footpath I thought. Plus I'd ridden the route earlier in the day and didn't see anything. A mile or so down the lane we encountered a few people in Hi viz vests and a few cars queuing or being prevented from going down the lane, I rode to the front and asked could we ride through, and was advised yes if we went slow as there was a foot race of some kind happening and to be wary of pedestrians or runners but these would all be on the left hand side of the road, so if we were careful and rode slow on the right, which wasn't an issue for a PC50 btw, we could pass, much to the annoyance of the cars drivers who were not allowed to. A mile or two further down the lane we were met by more hi viz persons, one of whom seemed quite annoyed we had been allowed to ride down the lane, we had only passed about 10 runners and most of these were now at walking pace due to exhaustion in the heat, yes it was still around 23c, The hi viz brigade advised us that the race finish point was close by and very crowded, but luckily our turn off back to the venue was around 50 yards before, so we were once again permitted to carry on without issue or danger to life ha ha.

This was a great weekend had by all from the feedback, and certainly an event we will attend again. , *Paul Newton.*



Tips, Tricks and Techniques

I'm Still Framed!



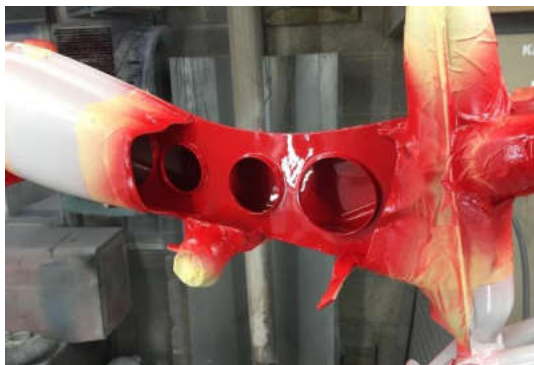
Picking up from last time the main colour has been established and the formulation has been recorded for later. With that done it's safe to remove all of the factory paint ready for refinishing. Paint removal can take a ridiculous length of time, and you have to make a balanced decision as to the best method to employ.



Chemical strippers are far less effective than they used to be so can take several applications, they're smelly to use and leave a horrible mess. It's also essential to remove ALL traces of the stripper before re-painting because paint stripper, well, strips paint!



Washing with copious amounts of soapy water will work, but washing bare steel is far from ideal. Mechanical stripping is next on the list, and can include flap discs, strip discs, wire wheels, sand paper and a good dose of elbow grease. It's time consuming, dusty and difficult to get into intricate nooks and crannies, so not one for the dining room table!



So, media blasting it is then. I decided to take the easy option and have the frame professionally blasted because my local blaster has the equipment and experience to get right inside the cutaway areas and leave me with a blank canvas to work with. Smaller components were blasted in-house to achieve the same effect.



As soon as you've excavated the steel parts from their cocoon of 50 years' worth of paint, re-paints, oil, grease, dust and cobwebs you might be able to hear an army of tinworms marching towards your shed in order to carry out their evil bidding, so pausing only for a cup of PG's finest they'll need to be protected.

No need for rust converters or the like because we're back to clean metal, so a good quality primer is the order of the day. "But what type of primer is best to use?" I hear you shout in unison. You'll have to wait for a future article for the full low down- there are many, many variables but in this case I opted from an Epoxy Primer. "But why an Epoxy Primer" you yell, still in unison. Epoxy can be regarded as being more of a sprayable chemical rather than a traditional type of



paint, which brings with it certain advantages; it adheres very well to freshly blasted steel, it cures chemically rather than relying on evaporation, it "tends" not to react to older coatings if you're performing a spot repair and perhaps



most usefully it fully seals the substrate with a waterproof film. This is especially useful if you need/want to leave primed components for any length of time before finishing your preparation and colour coats, and it ensures that if you're wet sanding there's (theoretically) no danger of moisture making its way down to the metal parts and causing issues further down the road.

Downsides? Of course! It takes longer to cure, is more expensive than etch and high build primers and doesn't provide a very thick paint film,

but many vehicle restorers are now using epoxy as their go-to.

All steel parts have now been treated to three good coats, making sure to blow sufficient material into the cut away areas that make this project unique.



All of the primed components can now be set aside to cure while I get on with another job to keep the lights on.



Time for the next round, and the next dilemma; which of the two colours to apply first? In some respects it would have been easier to apply the blue followed by clear lacquer first, but that would have entailed masking a huge area before spraying the red details. Since masking fresh paint is fraught with its own potential issues a decision was made to get the red out of the way first.



The edges adjacent to the colour break were masked to prevent too much build up, and the red overspray that landed on the unmasked areas was used to good effect as a guide coat when flattening the primer- when all of the guide coat has been rubbed away you can be confident that the remaining surface is completely smooth and flat with any small imperfections, scratches and rust pits eliminated.



The red paint I used is a two pack gloss, so no need for over-coating with clear lacquer. My theory for using this paint system is that it provides a high gloss from the gun so wet flattening and polishing inaccessible voids could be avoided. With the masking removed the frame was returned to the bench for the primer to be dry flattened on the areas that will become blue.

Typically all of the prep work and flattening would be completed before any colour is applied, but as mentioned earlier this would have involved a lot of tricky masking, hence this approach. Dust was very carefully blown from the voids, before the red paint was masked-up.

It was exactly at this stage that I started to second guess the wisdom of this approach- masking the red areas accurately was nothing short of a nightmare and took several hours to complete- blue paint making its way inside the voids would have been a nightmare! The colour matched blue paint was painstakingly applied on what is without doubt the most obscurely shaped component I've ever sprayed, and once sufficiently dry was over-coated with three coats of two pack clear lacquer. Time to walk away, clean the gun and mixing equipment and hope for the best.

With the lacquer touch dry but still soft, the masking was removed around the edges to prevent the paint tearing once fully cured, then another hasty retreat to prevent to urge to do any more work on or near what is still a very vulnerable finish. With the frame now tucked safely away it's time to focus attention on the exhaust assembly and stand.



The same approach was taken with these parts, again involving some very “creative” masking between the two colours, and once the chrome had been cleaned on the downpipe all of the components were reunited, ready for fitting back to the engine.

As always dear reader, if you enjoy this sort of content tell the Editor. If you don't like this sort of content tell the Editor. If there's something specific you'd like to see tell the Editor. It can be a lonely and thankless job for our poor old Ed, so show him some love and give him stories, pictures, articles but above all give him something to put in our humble publication!

Neil Bowen

Walton Works

EA Run 2022

After creating more smoke than all the 2 strokes put together the little Honda eventually cried enough.

No names mentioned but: Jason Bloomfield is guilty as charged!



Autocycle ABC

19: Sun

The Sun Cycle & Fittings Co Ltd, Aston Brook Street, Birmingham 6 produced its first Sun-Villiers motor cycle in 1931. However, it had not produced any motor cycles for several years when it launched its autocycle range in February 1940.



A surviving example of the Sun autocycle

Three models were announced: the Standard had a rigid fork and was powered by the Villiers Junior engine. It retailed

at a price of £21. An extra pound would buy the de Luxe with a Villiers Junior de Luxe engine and a spring fork, while another 10/- made up the price of a Super de Luxe machine. The Super de Luxe model was the same as the de Luxe but with the addition of louvred engine covers.

The Sun followed normal autocycle practice with the larger style of fuel tank, 'non-inverted' handlebar levers for both brakes, rear stand, Brooks saddle and a long straight tail-pipe from the Villiers engine's expansion box. There was no tool box, the tool kit being carried in a small leather saddle bag. A pump was supplied and this was mounted above the frame top tube. Two-inch section 'Oversize' tyres were fitted to 26×1¾ wheels. The Webb spring fork was not a girder type: it was a telescopic fork.

After the end of the war, the Sun autocycle was re-introduced with very few changes. The tank had been slightly modified and the telescopic fork had been replaced with a more conventional Webb girder fork. That was about the only change—the machines were similar enough for Sun to still be using the picture of the 1940 Super de Luxe in its advertisements as late as 1949.

1947 Sun autocycle



In common with other autocyple manufacturers, Sun changed to the Villiers 2F engine in 1949. The distinctive features of the 2F-engined Sun were its motor cycle style saddle tank and its diamond-shaped exhaust silencer with a fish-tail.



1949 Sun autocyple

Surviving Sun autocycles are less common in the UK than other makes of the time. This is because a large proportion of Sun's output went for export.

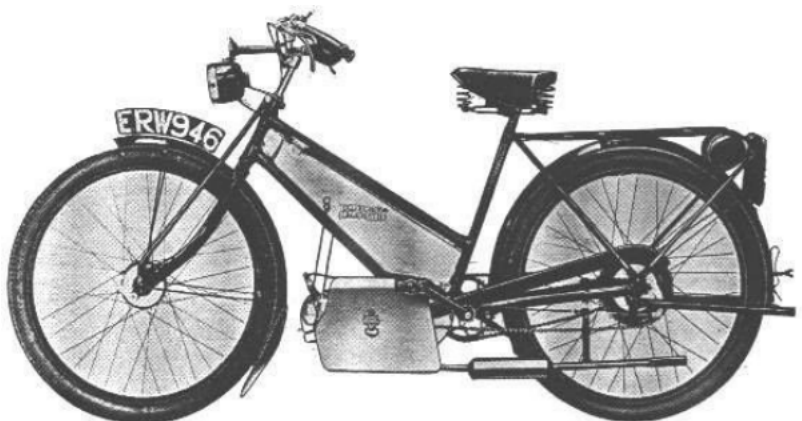
Autocyple ABC

20: Three Spires

'Three Spires' was a trade mark used by Coventry Bicycles Ltd, of Priory Street, Coventry. The name, and the design of the badge, came from the three spires that dominated Coventry's skyline until the bombing of the city during World War II.

The autocyple produced under the Three Spires marke was called the 'Petro-Cycle'. This machine, announced in 1939, followed the usual layout of autocycles, being designed around the Villiers Junior power unit. The front fork was unsprung and was distinguished by extra braces running from the spindle to the top of the steering head—following the pattern often found on carrier bicycles. A round toolbox was fitted into the rear bend of the carrier. Equipped with a rear stand, Villiers lighting, rear stand, and engine covers it was priced at 18gns. A back-pedalling brake was offered as an optional fitting. The colour scheme was a black frame lined in gold with a silver tank and engine covers with blue panels.

Although a prototype model was certainly produced, it seems quite likely that the prototype was the only one ever made.



Hello all you lovely EACC Members.

I thought it was about time I introduced myself, as I've been enjoying the club Facebook page and love receiving the club magazine. I joined the EACC after looking online places to help with bits and information for my Cyclemaster that I bought in 2019 at the Beaulieu Autojumble.



I think I got lucky as I found a one owner from new 1953 model on the original 1953 Hercules bike, with original bill of sale including in the paperwork. So this was loaded into my van and transported back to Poole and placed in its new home with the help of my son. Having enjoyed whizzing up and down our close getting it to run right I found out I had this moped itch and needed to scratch it. So when I popped into a friend's mot centre about 2 months later, he was having a clear out and told me he was getting rid of a Honda Novio at bargain price..... Yep I had to buy it.

This sort of settled the moped addiction and as we all know Covid happened and not a lot else did. However in this time of the world standing still, my mind had lots of time to start whirring around thinking about an idea I had of converting an old autocycle to electric. I'm sure this might upset a few however I feel its keeping another old bike on the road and will definitely turn heads and make me smile lots.

So after hunting for a while I found the ideal donor bike which I believe is a Motobecane Mobylette AV32S service (thank you for identifying it Andrew)

It is missing its head off the engine and its front wheel, but hopefully it can be done and get registered for the road. So please watch this space as I'm sure I will be logging the journey of my Mobylette E conversion.

Barry from Poole



Mike and the Matchless: Make a dream come true.

For those who were at Heskin Steam Rally and visited the LSR/EACC this weekend, you may have noticed Mike Watson {EACC member and regular back marker for the LSR} ride his Matchless 350 at some point with a pillion around the show ground. Well this is why. On Saturday whilst watching the public viewing our display, I noticed one particular old lady drooling over Mike's Matchless, but then wiping a tear from her eye, I wasn't sure why so I went to speak to her and make sure she was ok, then I was basically told her life story of how she, and her late husband had the same bike for many years, travelling everywhere together touring, up until he became ill around 20 years ago and passed away 11 years ago. Her family had persuaded her to sell everything including her husband's Matchless and all the memorabilia associated with it, not realising that it was a large part of her life that held many fond memories for her. She now had nothing left to remind her of all the enjoyment they had riding the bike together, they had rode around the Isle of Man numerous times, and made many memories.



She was now 87 years old and had practically filled her bucket list, but one last thing that she never thought she would fulfill was to have one last ride on a Matchless, it had to be a Matchless not any old bike would do, but had given up hope of it ever happening again before her time comes. If only she could ride on the back of a matchless one more time was going to be a dream come true for her .

Visiting the show and more importantly the EACC/LSR stand and seeing a Matchless again after all those years certainly brought everything back for her.

Me being me, volunteered the owner Mike to grant her wish, which he duly obliged, Mike was very concerned due to the old lady's age and would she manage to get on/off the bike, and asked me to assist her, before I could help her on....., she was on the bike

'faster than a tramp on a kipper!' Complete natural pillion rider and hadn't forgotten a thing. She was so grateful and thankful afterwards, and Mike told her that it was the first time he had ever rode his matchless with a pillion rider.

Thank you so much Mike for making an old lady's wish come true.

Paul Newton.

THE LITTLE AV42

Known locally as the Onion bike.

This is the story of the little AV42 as told recently by the compère at the Bronte Vintage Gathering in Yorkshire.

This little moped was previously used in northern France by a lady poultry farmer. She used this moped for delivering eggs to her customers in the region; her eggs had a reputation for being the best ever free range available. She would strap two trays of 30 to the rack with only bungees and deliver them; she would always take a tray of 30 just in case she broke a couple *en route*, but always came home with at least 8 intact after delivering 4 dozen.



As her reputation of selling the finest eggs in the region grew, she had to travel further afield to customers on the little AV42. She once had an order of 2 dozen from a customer some 84 miles away! More than double the distance of previous orders, but she was obliged to fulfill the order and so set off on the marathon journey with a tray of 30 strapped to the rack with a couple of bungees, the order was for 2 doz but she took a full tray of 30 just in case. Upon her return home, her husband with a smirk on his face commented. 'Now then, I bet you broke a few on this trip?' To which she replied. 'No, but by the time I got to my delivery Destination, two had Hatched.' She retired in 1972 and the AV42 was stored in one of her chicken sheds, until spotted one day by someone driving through the French countryside killing time until their ferry was due and so it ended up in Wigan.

Sadly the British eggs these days don't have the strong shells like the French ones back then, to be transported about on an AV42 hence it sports the onions. The owner has now outgrown this moped so did pass it on to a nice lady from Settle in N.Yorks shortly after it made its appearance at the recent Bronte Vintage Gathering. I'm not sure what attracted her to the moped, possibly the interesting history? But she did assure me that she would keep it and treasure it, in its original condition.

Paul Newton

*A Grimy Hovel
Somewhere near Nottingham
A Wet Wednesday*

Dear Thing,

Driving back from my daughter's place on Monday after dark I encountered the winking tail light of a mountain bike travelling at 20mph. As I overtook it I heard a familiar 2-stroke sound, so I pulled in to let it pass me. I saw a helmet-less rider and exhaust smoke.

Curiosity compelled me to follow. It maintained 20mph even up a steep hill with no sign of an LPA. The rider eventually stopped in the middle of a housing estate. In the poor light, I surveyed a chain-drive power unit clamped within the frame triangle, a fuel tank on the top tube and neat plated exhaust in front of the front downtube. A chain jockey-wheel on the nearside chain stay and the large rear sprocket was neatly clamped to the spoked with rubber interposed.

The rider said it was a Chinese 80cc unit, single speed with clutch, and that he was running it in after the untimely demise of his previous, similar bike which had been only 49cc. Apparently he'd suffered an alcoholically - induced "interface" between his cranium and the tarmac. This had destroyed the bike and necessitated having his head stitched (back on??).

Then came the reevaluation - "The best bit is that if you google it you'll find that the police can't touch you if it's less than 100cc on a pushbike."

So, should I ring DVLA and tell them to de-list most of my bikes?

Regards Geriatricus.

Hi Andrew, I noticed in the latest magazine in the sections asking if anyone wanted to create one. I live in Glasgow and I just wondered if there are any other members living in Scotland? I've made some arrangements with some likeminded mates to have a wee outing a week on Saturday. We are going to ride down the east side of the mull of Kintyre to Campbeltown. It's not a very long ride but this will be our first run out on our wee bikes. So far there are three of us two Honda Chalys and one Chinese made Monkey bike. We are overnighting at the marina at Portavadie then taking the ferry to Tarbert and on from there. It was our intention not to publicise doing this as we wanted to keep the number down to not exceed about ten. There are another couple of potential participants and if all goes well enough we think we will try and do some more runs. One is a circuit of the Isle of Arran (Arran TT?). I've been active in several clubs and helped form a couple and at almost 73 I don't really want to get too embroiled in any kind of official section. It would be nice if there are some other members not too far away and if we do our first run and get involved in doing others should they or indeed anyone else one to come along that would be nice. I don't know if this is of any interest but I would be OK to hear from any others and what I would suggest is that I let you know how our plans evolve and when we have something set up I'll let you know. Meantime my Ducati has been a bit on hold, lots have been done but hip replacement then skin cancer cell removal has slowed things up. I have entered the hill climb at Prescott on 25/26 which I'll ride my Gilera 50 racer in. Let me know what you think about this, meantime all the best.

Cheers Derek Sloan

Dear Editor

I would be grateful if you could include the following in your esteemed magazine.

Best wishes

Ian Campbell

For Sale

1964 Mobylette AV42 in running order. Overhauled by Mopedland a few years ago. Available for collection in Sevenoaks, Kent. £750. Tel: 01732 461458, email: slimline23@yahoo.co.uk



.....

I am an autocytle, I want you all to hear,
That am not a moped, the difference is quite clear.
Although I do have pedals, to help me from the off,
And I run on premix, with a splutter and a cough.
The difference is my style, which comes from days of yor
Before that Mr Hitler made everyone rage war.
I'm long and low and handsome, with wheels large and slim.
My owner is a cut above and I am just like him.
I'm happy going anywhere, as long as it's not fast,
I wasn't built for racing tracks, I was just built to last
Whenever I am on the road, people stare and look,
They haven't seen another one, not even in a book.
They call me a New Hudson, there are a few about,
Others are called Scott or Francis, we meet when we are out.
We enjoy the club runs, 'cos we no longer go to work,
Some of us run happily, whilst some stop with a jerk.
We try to get our riders home, we limp along in style,
But we may need help by van or truck, just once in a while.
If you see a motorbike, with two wheels you can pedal,
With no wobbly plastic bits and only made of metal,
You've probably found an autocytle, dating from the fifties,
Really not a moped, and most certainly quite nifty.
You never know it might be me, chug chugging on my way.
An autocytle with a style, which came from yesterday.

Matthew Hodder 2022



2 pictures lifted from the IcenicAM site, spotted on the Mark "no report" Gibb run.

