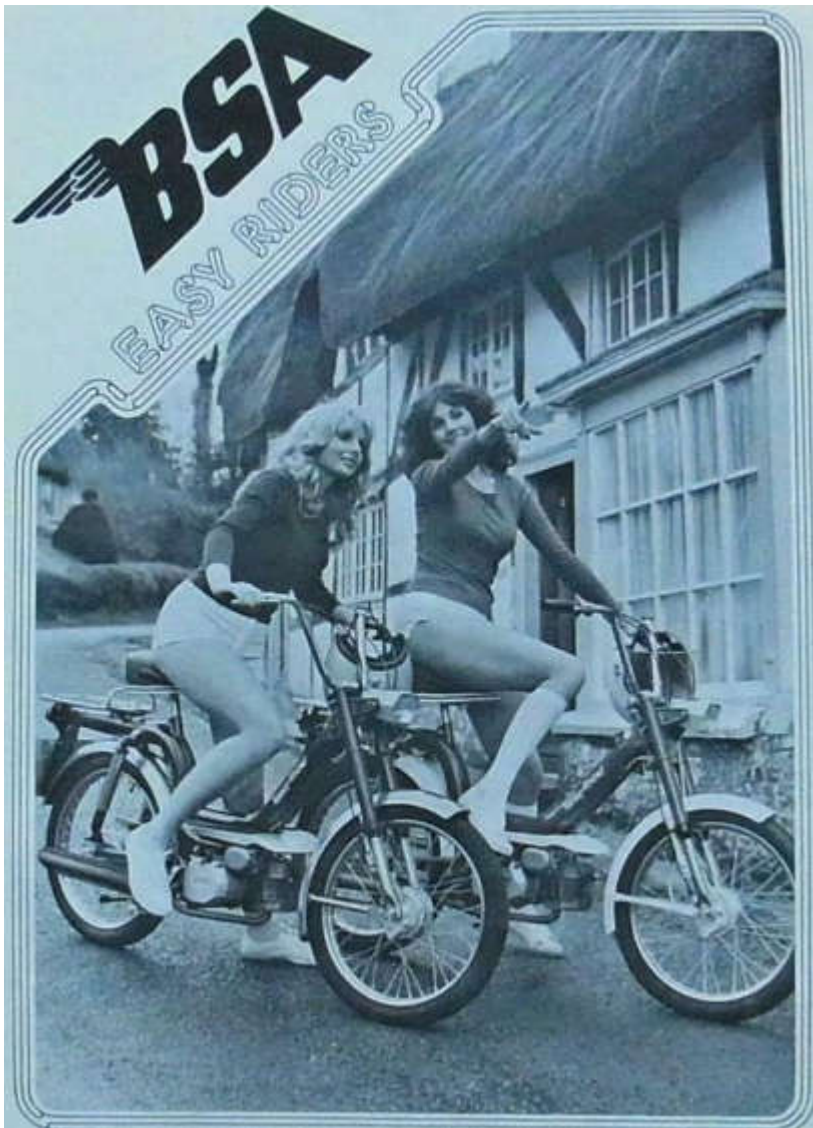


The M·A·C

The Newsletter of the EACC

Number Seventy Two

October 2022





Too many projects syndrome kicked in and these 2 were passed on. Tidied up by others both are up for grabs, above at Andy Tiernan and below on eBay.





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

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

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

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

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. I informed Andrew that October would be my last issue when he suggested a committee meeting after the run on 18th Sep, I would not attend and maybe they would like to discuss the future of the MAC.

At the Copdock show when asked he said nobody had contacted him regarding the MAC and the said committee meeting never happened.

There is a more pressing issue now with Andrew relinquishing the secretary position therefore I will fulfil my commitment for December (only).

Come on peeps! 1.26% have contributed to this edition (you know who you are) and 98.73 haven't (you know who you are).

Every little helps.

Dave Watson

Events

Sunday 13th November

Kneel's Wheels and the EACC AGM at Coddenham 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.

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](#).

Stop Press

It's nearly 15 years since we revived the EACC and with only a few exceptions, it's the same people running it now as it was then. Some of us are thinking it's time for someone else to have a go.

Most urgently, we need someone to edit the club newsletter. In the last few newsletters, Dave has given notice that he will be leaving the job. So far, the number of people coming forward to fill the gap is ... none at all. In a club with nearly a thousand members, there must be someone capable of doing this job. If no one wants to do the job—which is not a difficult one—there won't be any more editions of The MAC next year.

The next gap to fill is the Secretary. I have been doing this for 15 years—and that's long enough. However, it would be unrealistic to ask someone to take the whole job on as it is. I see the current secretary's job being split into four: Webmaster, Machine Registrar, Membership Secretary, and General Secretary. The General Secretary would have to arrange committee meetings, do the minutes of these and the AGM, keep the Club Information Sheet that we send annually to all members up-to-date, get membership leaflets for shows, be the FBHVC contact, be the club's first point of contact, etc—all those jobs that I've not been very good at getting around to. This is the role I'd like to be the first to be taken on by someone else—because I'm not doing it properly at the moment. Secretary is a committee post so is up for election at the AGM. Please get in touch with me, or come to the AGM, if you think you could take this post on.

The other three roles: Webmaster, Machine Registrar, and Membership Secretary, do not have to involve being on the committee, so we don't have the AGM as a deadline for filling them. I am willing to carry on with them for a little while longer but would be more than happy to pass them on to someone else. I would think that Webmaster, in particular, might appeal to someone.

Having mentioned the AGM, may I remind you that this will be at the Kneel's Wheels Run on 13 November? The AGM starts at 1:30pm ... or maybe a few minutes later: as soon as enough people return from the ride. As well as filling those vacant posts, we'll need to decide upon membership fees—probably dating fees as well—increases will be needed in these inflationary times.

When we set the EACC up, we were determined it would be a truly democratic club, but democracy only works if people take part.

So, please come to the AGM and help to decide the future of your club. Also, please consider what you can do to help the club into that future.

Please contact me—or any other committee member—if you think you can help in any way. It may be a cliché, but **'Your club needs you'**.

Andrew Pattle,

Section Notes

Norfolk Section

Thanks to newish member Matt Debbage for arranging a run on Saturday 6th August. Nine of us met at the designated lay-by on a varied selection of bikes just outside Norwich. Unfortunately after less than 2 miles Wil had a very flat tyre on his 1939 Coventry Eagle autocycle, No B plans so a taxi had to be ordered to pick him up.



The plan was for a 20 mile run! We done a few less and there was much banter of the "I was looking forward to riding through Felmingham" and "I have a friend whole lives at Skeyton but didn't see him" type, nobody really cared anyway as it was such a nice day. Steve done us a cheap deal on entry to the Norfolk Motorcycle Museum where our Robert King was waiting, it was good to have another Bown Autocycle owner along formally from Leicestershire now living in

Cromer and another member who came along by car to meet us. A visitor to the museum lead the main group back towards Skeyton Goat (pub) in his car, I made my own way home via the NW Antique centre and popped in for a cuppa with Wil.

Thanks to Mathew Hodder for arranging an evening meeting for us on Wednesday 10th August on what would have been our 'normal' second Tuesday of the month section meetings had the pandemic not scuttled that little plan.

It was a bit like a reunion!

Ian McDowell, Jon Sapey (bikes) and Robert King (car) were already at The Bluebell pub when Wil Hawks and I (bikes) arrived, Matthew, Chris Evans and Gregory Lunken also came along (cars).

Having rode 19 miles to North Walsham soon after eating I was a party pooper. Lovely ride back in the cool evening air the James never missed a beat arriving home in the dark at 9:15.

Dave Watson



Event Reports

PILLING VINTAGE AND FARM SHOW

The LSR/EACC were asked to attend and put a stand on at a show in PILLING, on the Fylde coast. An area where we ride on a regular basis and near where we hold our annual event every year. Unfortunately it clashed with one of our regular Steam Rallies, and so most of our members were already booked in to go and not able to attend. Myself and Stephen Taylor decided to attend this show representing the LSR/EACC, and very glad we did, it was a great venue at the Pilling village hall, full facilities and the organisers very welcoming and appreciated us putting a display on for them. We took 4 bikes/mopeds between us, and I actually bought one while I was there, so we had 5 exhibits on Friday morning, with another joining us later in the evening.

Sat morning a few locals rode in and our old friend John Sandham brought his New Hudson, and so the stand was slowly filling up, by mid-afternoon we had around 20 bikes, mostly locals with a wide range of machines join us.

Sat evening a little ride down to Pilling Sands was in order to try out the recent purchase, a Honda SH50, it ran without fault after being stood for over 2 years, but it's a Honda so was never a doubt. Saturday evening a hotpot supper was made for all exhibitors in the club house and the beer was very nice to wash it down and at only £3 a pint, Stephen Taylor actually bought me one! I doubt he will ever let me forget though.

Sunday is usually the busiest day at these types of events, but not as many bikes turned up, we did have a group of Honda C90 riders join us though and I'm sure we will see them again at some of our events. In my opinion this is definitely a show we will be adding to the Lancashire Slow Riders calendar for next year, and the organisers are actually going to look into changing the dates as not to clash with any other shows north of Watford Gap. I will post details sometime in 2023 if anyone wishes to join us on the stand in an area ideal for riding small capacity machines.

Paul Newton



'The organisers of the **St Andrews Summer Fair** would like to thank Terry Keable for displaying a small selection of his power assisted bicycles for the visitors to the Fair.

They certainly aroused a lot of interest!

Thank you, *Roger Rowing Brown*

LANCASHIRE SLOW RIDERS

EACC SECTION.

FYLDE COAST ANNUAL RALLY

Every year the Lancashire slow riders hold their annual rally at Whittingham and Goosnargh social club, 3-5 days of riding and camp[ing].

This year we had around 12 people camping and around 10-15 day riders each day attending , with members arriving from all over and some as far as Bristol in the South West.

The LSR will accommodate all types of machines and will plan routes to suit who ever turns up on the day .

Myself and Nev arrived on the wednesday to set up the campsite and organise pitches for those arriving later,we had been allocated the rally field again very close to all facilities which is ideal,for our group .

Day 1 , Friday 'PIE RUN'

First official planned ride is friday for our traditional 'PIE RUN', which is normally a 20 mile round trip to Garstang , this year the weather was glorious and everyone was on site , so we decided to take advantage of the weather ,also we had a new rider with us on a 1965 c100, and he was a local lad that worked in the area, so he knew all the back lanes suitable for mopeds etc , we asked Phil would he like to lead the ride to which he kindly obliged , and everyone was confident that he would set a nice pace .

The LSR always use the secondman/drop off system , and this was explained to Phil and so we set off , now Phils c100 does burn a little oil , so much so someone actually asked was it a 2 stroke !

Phil set off with around 15 others following , myself acting as second back up leader , Phil took us on a similar route to Garstang that we would normally take , but around some new routes that we hadn't rode before in the previous years yet still all within a few miles .

Arriving in Garstang , I took over the front position and we all descended upon the picnic area by the river to have an early lunch. Which consisted of , yes you guessed it 'Pies'

It was still relatively early , the weather was glorious , so it was decided to extend our ride today and make the most of it {just in case the weekends weather changed as forecast by Stephen Taylors 'Pine Cone'.}

I suggested an Ice Cream on Pilling sands and everyone agreed , we have done the ride many times before , but never actually in reverse , which we would now be doing from Garstang, I told Phil , our navigator were we wanted to go and once again he offered to lead us.

Once again a fantastic route around some more lanes we haven't rode as a group before .

We arrived at Pilling Sands and to our diasappointment the ice cream van wasn't there !

But luckily I had the vendors phone number and her facebook page { don't ask why , its a long story}.

The ice cream van usually arrives around 2.00pm , so I dropped her, the ice cream van a message to let her know we were waiting and how long/if she was coming today ? No reply so after around 10 mins we decided to move on , we all started the bikes ready to go, and low and behold just as I put my c90 into gear to set off, the ice cream van was coming down the lane .

Smiles appeared back on everyones faces and so our stop at Pilling sands was extended , with one guy actually buying 2 double cones for himself , not sure he actually ate both though .

The journey back to camp once again took us on reverse of our normal route, and also down some new to us lanes , I think we covered around 50-60 miles on Day 1 of what was supposed to be a short bimbble , but it was certainly enjoyed by everyone .

DAY 2

Roy Livingstone had planned a route to Lytham that would take us up through Wrea Green , which is a wonderful Lancashire village of outstanding beauty and a well known spot ideal for a photo shoot , also a place I needed to visit and pass through/stop for around 12.00pm{ for reasons undisclosed}, then a

ride into Lytham itself were a 'War Weekend' event was being held , after some discussion, it was decided to bypass Lytham and the event , no one wanted to be sat in traffic or ride through a busy town centre ,so plan B was incorporated .

Roy led the ride on his relatively quiet Honda camino from the campsite for us ,up through broughton , Inskip. Treales and some other picturesque villages , then through his home town of Kirkham, and then into Wrea Green for a photo shoot .

We all parked on the green in the village and stretched our legs .{it was a little early for my secret pre planned assignation} and so I crossed the road and walked down the lane a little to visit the local facilities , as I was walking back , a van I recognised was approaching and blew its horn with the driver waving to the group sat on the green with a row of bikes in front of them , they all waved back , but I was on the opposite side of the road ,so the driver didn't see me , until the last minute as she passed ! Those that were sat on the grass had no idea who the person was that was waving at,and when I told them that she thought I would be there in the group and she thought she was actually waving at me , for some reason they didn't believe me ha ha ,luckily someone did see the signwriting on the van and knew I was telling the truth, so my secret was finally out .

After our visit to Wrea Green , it was decided that we should do our customary visit to Glasson Dock, which we would normally do on our fylde coast weekend , a little different this time as we were slightly off route and on the opposite side of the Wyre estuary, and this meant crossing the Shard Bridge and passing through a set of 5 way traffic lights on a busy dual carriageway,a bit daunting with around 15-20 mopeds/bikes ect and trying to keep everyone on route, but using the system it didn't prove an issue at all .



First stop en route to Glasson Dock was Knott end . A dismal place imo but they do have a decent cafe and a few riders wanted to have lunch there, why the others sat about outside in the sunshine or riding down the ferry jetty and nearly falling into the sea {Andy Tulloch}.

Glasson dock is around 12 miles up the coast from Knott end and practically a straight road, and majority of us have ridden the route before , so Andy Tulloch , Guy Taylor and partner Carolyn and the other mopeds with Roy leading the way again,decided to get a head start and make their way to Glasson at their own pace , with the rest catching up once they had eaten lunch .

About 15 mins later the rest of us set off for Glasson Dock along the same route as Roy and crew had taken ,we didn't catch up with them so they must have set a good pace with no issues , unlike last time when one of the mopyettes decided to shed a few panels/parts along the way .

We spent the afternoon in the sunshine at Glasson Dock, a well known bikers meet up place with good facilities for riders/visitors.

Roy had done a fine job on leading the ride for the LSR and everyone was very grateful for the time etc he had spent planning the routes, it was very appreciated .

Roy decided to head home from Glasson Dock as our route back to base now took us in the opposite direction, so it was goodbye to Roy with his bright new Hi Viz complete with Eacc/LSR badge .

Phil stepped in again and offered to lead the group back to base alternating our usual route back which once again made a pleasant change to see some different views and countryside ,this made very pleasant riding , especially for myself as I was able to take in some sights not leading the ride I could sit back and relax and enjoy the ride .

DAY 3

Usually we have 2 rides on day 3 as we cater for geared bikes so one ride does involve a few steep inclines , but also if enough want to ,we do a solely moped friendly route aswell then no one gets left out ,Day 3 ride would be led by Stephen Taylor and Geoff wilde who would plan a route , we explained to Geoff that we would have 3 slightly slower riders with us today , but he assured us that the route ,even though a few steep inclines were involved they would be manageable .{with some leg power} and so it was agreed that we all rode as 1 group, mopeds and geared bikes .

The route took us up through Slaidburn/ Dunsop bridge and the plan was to make our way to Settle , sunday is a very busy day with lots of motorcycles in the area with some very popular roads for bikers, I was marking a junction at one point and noticed our group arriving , majority had right hand indicators on or arms out ready to turn, but then 2 were indicating the opposite way , unbeknown to me , 2 bikes had gatecrashed our group which did cause me some confusion and I must have confused them when I was waving my arms frantically trying to let them know they were going the wrong way !

A little further down the road I was riding about 4th down the line from the lead rider Geoff on his sh125 scooter, and another unconnected to our group bike was around 100 yards in front , Geoff made a right hand turn , but the 2 following bikes {Sean Sowley and Mike Watson} decided to follow the other unconnected to our group bike ! I just caught sight of a massive white Helmet going over the horizon [Sean's of course. Lucky he has a massive head or I wouldn't have seen him], so from 4th man I was suddenly second man, Geoff had also noticed the 'big Helmet 'carry straight on so stopped shortly after turning . It was decided that the rest of the group carry on and stick to the plan and we would all meet up at Slaidburn and hopefully Sean and Mike would find there own way there, but first I would go back to the last junction and check, then catch the rest of the group up as I had my phone/sat nav so it shouldn't be an issue for me to find them. No signs of Sean or Mike at the last junction, I waited around 15mins long enough for them to realise that a Honda cbr1000 was NOT leading a group of 'Slow Riders' but I guess they didn't quite catch the rider dressed in full racing leathers to find out!

But by accident or good fortune the route the rouge 2 took ,actually met up again a few miles further on with the original route so they rejoined the group , whilst I was sat at a junction about 10 miles behind and searching for 2 lost soles, one with a big helmet.

Stephen Taylor had volunteered to wait at the next major junction for me . Just in case I did get lost , which I did , because I couldn't find my phone/sat nav and thought I'd left it back at camp !

We were only about 5 miles behind the group so eventually caught up with them at the next waypoint Slaidburn.

From Slaidburn it was nice windy road to Settle , but quite an incline out of Slaidburn, so Guy,Andy and Carolyn set off , and made their way to the top to wait for the rest around 5 mins ahead , this was

supposed to be the steepest hill of the day and was relatively short around ½ mile and they had coped well upto now .

After the the hill climb it was a relatively flattish route to Settle , but one of our riders hit some gravel then rested his bike against a stationary vehicle , no damage or injury worth mentioning , the rest of the group were told to carry on and myself and the other rider would catch them up and meet up in Settle ,which would be signposted now ,so we could take the main route and wouldn't be far behind .

Settle is very very popular with bikers ,especially on a sunday, we arrived around 20 mins after the rest of the group , in the town centre is a big square , totally taken over by around 300 bikes, so finding a group of little mopeds amongst them could prove a challenge ,but Big Helmet has a voice to match, so it did prove easy after all .

Geoff would then lead the group back to within 20 miles of our base . then he would head off home ,the route back took us up over the moors, with one very long incline that certainly proved a challenge for Carolyn on her little moped, but she conquered it and certainly deserves some credit for doing so.

After the longest steepest incline on any of our rides, the route back was relatively straight forward , but Andy Tulloch offered to lead the way on his moped , having a small powered machine leading the route gives the chance for it to set the pace for the rest and this worked well for the geared bikes .

This annual rally turned out to be a great and epic 3 full days of riding , around 170 miles in total was covered on 3 major rides, plus a few ad hoc ones inbetween done by others including chippy and fuel runs . Thanks to everyone who made the effort ,and thanks to Clive Mucklow who made the journey from Bristol without his moped but still came and was our back up recovery driver for the weekend , which we didn't need but it was there if needed .

If anyone wants to join in on any of our rides/camping weekends , your very welcome , we don't exclude anyone and you can ride anything you choose or suits , we always aim to plan routes that are totally moped friendly .

Paul Newton

Hi David,

Me again. Thank you very much for doing such an excellent job as Editor.

Having found a few like-minded people through the note that you kindly published, we have organised a couple of group rides in the New Forest.

I drafted a short summary of our latest foray in case it is of interest to your readership.

Hampshire Slow Riders - our day out to Lymington

The warm August weather enticed us to make a trip to the coast on the 'little bikes'. Avoiding the main roads, we planned a route across the New Forest, taking in Woodlands, Colbury, Beaulieu, Bucklers Hard and on to Lymington. Burl arrived early on his SS50 for a cup of tea while Lucas trundled over from Braishfield on his RM6. We had previously tried a group ride to the Sammy Miller museum but we were thwarted when the newly rebuilt clutch of my RM6 disintegrated after ten miles. My colleague Richard very kindly machined a keyway into the taper of the clutch pulley and added a woodruff key to prevent further problems. So we were mechanically prepared and this would be our furthest ride yet, a voyage into the unknown and a test of men and machines.

The riders assembled, checking fuel, tools and spare parts. I had fitted the trials bike rack to the rear of my passat in case my wife was (once again) summoned to our rescue. A spare spark plug was tucked in a pocket and we left in a haze of blue smoke, Burl's GoPro recording the action in live slow motion (see https://www.youtube.com/watch?v=GnK_Rd3h7Fw). We made good time across the forest, ponies and cattle wisely staying back as we buzzed along. We met Glenn at the Bold Forester as promised and chatted with the owner of a nice Honda XL250 who had stopped to investigate Glenn's RM8 on his way to the Sammy Miller museum. Onward we went, passing the National Motor Museum entrance, turning towards Buckler's Hard and then exploring the quiet back lanes used by Glenn and his cycling pals.

A couple of steep hills had the runabout pilots pedalling while Burl changed down a gear and smiled to himself. The bridge of the Isle of Wight ferry came into view as we neared the ferry terminal on our approach to Lymington. We filtered past the traffic queueing at the level crossing and turned the last few corners to park at Town Quay.



Town Quay was busy and the little bikes attracted plenty of attention from young people and grown-ups alike. We chatted with several folk who had owned or ridden Runabouts and similar bikes back in the day and we befriended a BMW rider who was on holiday from Germany. We discussed a suitable club name, Lucas rejecting 'Braithfield Buzzers' and suggesting 'Wellow Wa*kers' but Burl won by naming us the Hampshire Slow Riders in his Youtube video. Burl departed for home as we decamped to the Mayflower for cool refreshments in the beer garden and negotiations opened for the sale of Glenn's RM8 to fund his next project, a Yamaha cruiser. A price agreed, we headed for home. Our return route took us through East Boldre, Beaulieu and Colbury, where Glenn turned for home, then Ashurst, Woodlands and on across the forest to Wellow for a comfort break. As Lucas departed back to Braishfield he seemed to be riding sidesaddle, unsurprising after over 4 hours and more than 50 miles down bumpy forest roads on a Runabout. But a successful group ride – hopefully the first of many – with no mechanical issues and great fun. Now, where should we go to next? The Isle of Wight beckoned.....

Best regards,

Chris Wright

**LANCASHIRE SLOW RIDERS/EACC STAND AT
CHESHIRE GAME AND COUNTRY FAIR KNUTSFORD, CHESHIRE**

This is a show we as a section of the EACC have been attending now for a few years, this year we were asked to supervise and put a stand on in the vintage section of the show , we were given full control of what we wanted to do and where we would place the stand , so we opted for prime position directly in front of the entrance and middle of the field ,so we ended up the main attraction and really stood out from the rest of the exhibitors on display in the field .

We had around 20 bikes of all descriptions on display , majority were LSR/EACC members plus a few other individual entries to the show including a couple of sinclair c5's that proved to be kiddy magnets so little fingers kept away from our bikes , but we invited them to display on our stand and they were very grateful as the bikes were secure and we had someone on the stand for the full duration .



We were allocated our own camping area and the stand was within sight , this is a very exclusive show and very well attended , but unlike the normal steam rallies , not everyone has an interest in vintage vehicles and machinery, but we had a very steady influx of visitors to our stand and this certainly drew the attention of

the shows organisers who invited us to put the same on again next year and said we could invite a lot more owners at our discretion ,

The show is held over the august bank holiday sun/mon , but we are able to camp from friday to tues totally free of charge if exhibiting,

Its a great area for moped riding with some very moped friendly roads and lanes , plenty of interesting landmarks in the area .

Next year I will promote the show a bit more and if anyone wishes to join us they would be very welcome , its a fantastic weekend ,with so much to see and do , although you have to be a millionaire to actually buy anything at these type of shows its certainly aimed at the money people , but we at the LSR do enjoy it and the ride outs from the venue , and a great opportunity to promote the EACC/LSR .

Paul Newton

LANCASHIRE SLOW RIDERS
AT CROMFORD STEAM RALLY DERBYSHIRE

A few of us made the trip to the show just outside matlock , met a few more of our members from the derbyshire area and had a bunch of mopeds/bikes on display as a group displaying the EACC/LSR BANNER again .

We managed a few ride outs , I took the little c105 t to this show with its single seat, our friend Julie from staffordshire decided to join us and wanted to go for a ride on the back , so a cushion was deployed for her as I hadn't brought the buddy seat along , she was quite happy and said it was comfortable ha ha , at the next show I took a bike with a double seat on for her , and after wards she commented that the cushion on the c105t was much more comfortable ha ha .



Julie is looking for her own moped/bike so I showed her some options of what I thought would be suitable for her , mobyettes, pc50s raleigh whisp etc , but she wasnt impressed and stated she wants a' real bike'like Stephen Taylors 1976 suzuki TS90 ! The search continues . But I did find her a hi viz for this weeks ride outs so thats a start I suppose.

Paul Newton

Saturday 13th August 22, **St Andrew Summer fete Melton**

I turned up with the following cyclomotors; 1950 GYS Motormite, 1952 Cyclemaster wheel and a 1954 BSA Winged Wheel.

A few years ago Roger (the organiser) had a summer fete on Melton playing field to which members of the East Coast Pedalers attended with a variety of machines, a roving reporter from Radio Suffolk turned up and ended up riding my GYS around the field followed on foot by Roger with the radio reporter's mic.

Terry Keable

Tips, Tricks and Techniques

Chrome Plating at home?

No, of course not! Chrome plating in order to achieve a decorative and protective finish is a highly specialised process, involving expensive equipment and highly toxic materials but more “shed friendly” alternatives are available to anyone with time and patience on their hands, and are far more budget friendly.

Chrome effect paints and aerosols have been on the market for some time but need a perfect substrate, give a bright silver finish at best and are nowhere near robust enough for motorcycle parts. Next on the list is a chemical process, typically using silver nitrate, available in kit form which seems to deliver very acceptable results but is still too fragile for our purposes.



So what do you do with, picking a part entirely at random, a flywheel from a Mobylette AV76 as fitted to a cutaway display bike?

This has obviously been languishing in a damp environment for a number of years, and is a perfect candidate to demonstrate the finish that can be achieved at home on any mild steel part.

Experimental media blasting makes short work of the flaking chrome and surface rust, and reveals the bare steel which fortunately isn't deeply pitted. This will respond well to subsequent steps.





The blasting stage isn't necessary, as the first operation that starts to make a real difference is a fine grit flap disc on a 4 1/2" angle grinder. Keep the flap disc moving to prevent flat spots, and keep gently sanding until all corrosion and pitting has been removed. Now for the magic to start.....

An orbital sander with a course (80 grit) disc is used to start to refine the finish. This and the previous stage can of course be carried out by hand with progressively finer files and emery cloth, but if you've got the equipment to hand it certainly speeds up the process!



Staying with the orbital sander a 320 grit paper is used to further refine the surface, and remove any remaining scratches from the flap disc stage.

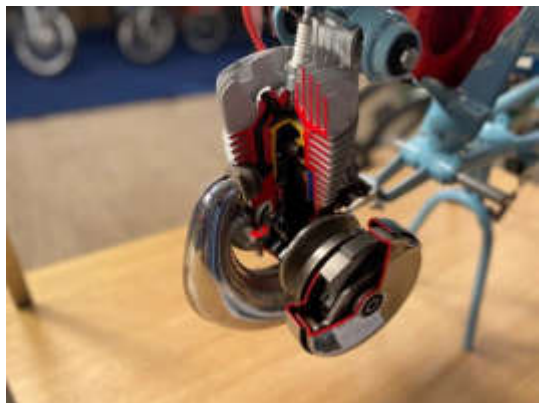
Now the real magic happens; Polishing mops are mounted on a bench grinder (smaller mops are also available for use with a power drill) and used to good effect with the appropriate polishing compound. Wear eye protection and gloves, because this is a very messy process, and the part will get very, very warm!



Work systematically though the polishing mops and appropriate compounds until you achieve the effect you're happy with. Once polished the bare steel will of course want to start rusting all over again, so I've sprayed this part with a Direct To Metal clear lacquer to preserve it, after a thorough cleaning and degreasing of course.

I'm not going to pretend that this method is anywhere near as good or robust as chrome over nickel over copper, but it is a good alternative if your budget doesn't justify the expense.

Once reunited with the rest of the display engine the effect is more than satisfactory.



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

Wallon Works

Spotted

At the recent Leiston, Long Shop Bike Day.

Not a moped but another example of Neil's exceptional work.

Martin's replacement ultra-rare tank (Ex Green) had to be sourced from America.



THE "OTHER" GOLD STAR

A lot of detective work finally leads to the source of a French Beauty for Malcolm and Rod

My Friend Malcolm and I first met in January of 2019, shortly after I had bought my Velosolex. As a seasoned Velosolex owner, Malcolm had seen my details crop up on one of the Solex web sites, realised that I live fairly close and so made contact. My home is in Witney, Oxfordshire and his, just across the border into Gloucestershire, in the pretty village of Lechlade on Thames.

During one of our many sessions, "chewing the cud" on various subjects, he mentioned that he had become friends with the owner of a small Brocante in the South of France, on the edge of the town where he has a holiday home. Amongst its very varied stock, were two old autocycles, which had been there for years. One of these was a Velosolex (which had caught Malcolm's eye first), but it had clearly been repainted, so was in less than original condition. The other was a very pretty and apparently beautifully made, but dirty yellowish item, the identity of which was difficult to establish. It had its fuel tank located on top of the crossbar, rather than underslung, which gave it more of a motorcycle stance. The owner described it as a Paloma. This was tucked away at the back of the Brocante – almost hidden – and whilst appearing complete, seemed to be covered in a hard crust of, what had the appearance of clay. The bike's headstock bore the name "Etoile D'Or" and it had a pretty looking little engine (which was seized) with "Junior" on the flywheel. The name Paloma didn't appear on the bike anywhere.



A throw away comment that the Brocante owner had made, provided the clue to the condition of the bike. He had said that, although dry, it had been caught in a bit of a flood, after which the owner had sold it to him. This might be the reason why the engine was seized. On close inspection though, there was no real rust in evidence on the bike, or on the engine and, crucially for us, the bike looked to be completely original – as if it had never had anything done to it.

Advising that it was a local Autocycle and that he had had it for a long time, the owner had offered it to Malcolm for Euros 400 if he wanted.

As purchased -
encrusted, completely
seized, but beautiful



In the middle part of 2020 and whilst Malcolm and Diana were staying across in France and starting to wonder about this Covid thing - wondering when they might be able to return to the UK next - we started to talk on the phone, about the possibility of acquiring either the Velosolex or the mysterious Etoile D'Or, as a little project. We needed to see if we could find out anything about the Etoile D'Or.

Whilst searching through research materials on the UK and French internet, I happened upon an Etoile D'Or headstock badge, for sale on the French eBay. There was no additional information, other than that the seller referred to it as a Bicycle badge. Maybe the Etoile was actually a bicycle which had been converted by the addition of an engine, at some time in its life? Then I found a manufacturer in France, which had been called Etoile, used Aubier Dunne engines and who were absorbed into (what became) Motobecane in 1939 - so probably a little too early for this one.

At the same time, though, we started to come across

references to Paloma, as a manufacturer in the 1950s and 60s and that they had used small Lavalette 2-stroke engines. Things began to look even more promising, when I found an old photograph of a Paloma, with a "U" shaped frame (not unlike the earlier Velosolex models). I sent a copy to Malcolm. Yes, the Etoile had a similar "U" shaped frame. We were on to something. Paloma (French, despite the name having a Spanish flavour to it) was a brand manufactured by Etablissements Michel Humblot, located on the Boulevard Felix-Faure, in the Chatillon-sous-Bagneux area of south west Paris. The business, though, had originated in the Saint Ouen area, in the north of the city – and near to Corbevoie, the home of the Velosolex. Paloma were in operation from the early 1950s until 1969 and were known for building stylish machines, using Lavalette and Rene Gillet 49cc to 123cc two stroke engines.

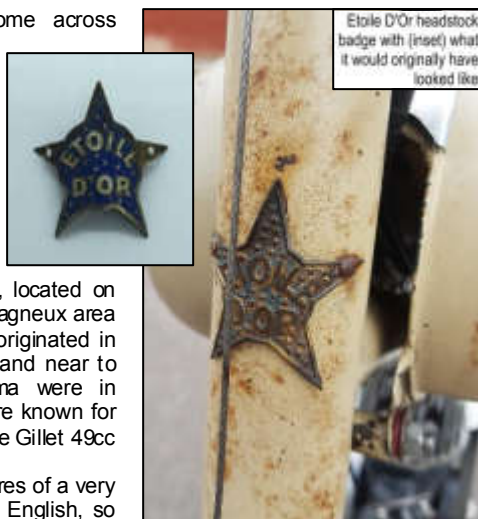
At the end of July 2020, I happened on some pictures of a very colourful old Paloma Brochure. It was worded in English, so these models must have been available in the UK, at some time. The brochure style looked to be of the 1960s and it showed 3 models, one of which had the "U" shaped frame, thus reinforcing our thoughts. We reached the confident conclusion, partly by reason of provenance and the "U" shaped frame, that it was indeed most likely of Paloma manufacture. Despite the unknowns, the bike was intriguing, whereas the Solex would be a much more "known" prospect and so, perhaps a little less interesting.

The Etoile is of the cycle derived design, so had to be a late 1940's or early 1950's model, certainly well before the concept of moped had become developed. It had a cycle type frame and cycle brakes, but had a style about it.

We turned our attentions towards the Etoile, deciding that, if we could pick it up for a reasonable price we could at least bring it back to display condition (and maybe take it to some local shows) even if we could not get it running. It would be very unlikely that anyone in the UK would have seen one. We decided that we would make an offer of Euros 100 and see where that got us. If the Brocante owner wished to move his stock on then, given that he had almost forgotten that he had it, he might accept. He didn't and the offer was rejected, with a firm, but friendly, shake of the head.

As it happened, only a couple of weeks later, when the Brocante owner spotted Malcolm riding past the shop on his vintage Cannondale racing bike, he was so impressed with it, that he flagged Malcolm down so that he could have a closer look. With their shared interest in old racing bikes, Malcolm became his (temporarily at least) best friend. During that conversation, Malcolm slipped the Euros 100 offer back onto the table and, after a little more chat and some more pigeon Franglais negotiation, the price of Euros 100 (and a drink) was shaken on.

Malcolm jubilantly dropped me a line, on 3rd August 2020 and exclaimed "The Gold Star has landed", quoted the engine number (no frame number) and confirming that "no Paloma details found as yet".



The good news was that the "Bike is probably better than I thought. Even the original bell works. All rubber items and cables easy to replace. Engine condition unknown. The only main item missing is the drive side chain cover" but the rest of it was all present, although not yet correctly working – due to it being gummed up, with this horrible sticky clay substance.

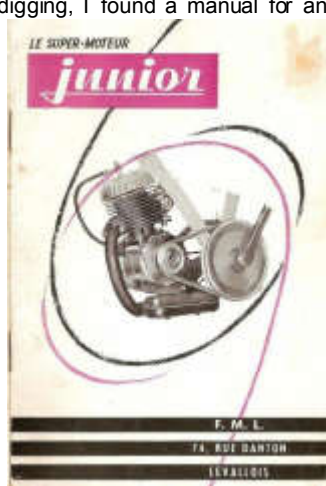


Oh well, our idea was that this would be a "project". We decided that we would see what we could do – with the proviso that we would try, as best we could to keep its original parts, repairing as necessary – retaining originality wherever we could - and avoid spending very much money, at all.

Malcolm and Diana managed to get back to Blighty, just before the end of the summer 2020 lockdown respite. The Etoile D'Or came in the back of their car, partly dismantled.

Malcolm is an enthusiastic engineer, something which I am not. Whilst he set about taking the bike apart and assessing its condition, I began researching what the engine might be - and found that it looked as if it might indeed, be a Lavalette model. An internet search of French web sites fairly swiftly revealed that copies of Lavalette motor manuals could be found, with a little hunting, so I downloaded

a few. After a bit of further digging, I found a manual for an engine called a "Junior" – and the script on the manual was the same as on our flywheel. This engine was manufactured by F.M.L. (Fabrication Mechanique de Levallois), a firm based at 74, Rue Danton, in the Levallois-Perret area of Paris. This rang a bell. Levallois-Perret is located on the opposite bank of the Seine, to Courbevoie; the location of the large Velosolex factory.



I have an interest in maps and had looked up the location before and had noticed that the area seemed to be a hive of motorcycle and autogyro manufacture in Paris, in the 1950s and 60s. Also, I had already marked on my Paris map, that the factory of Le Poulain (the Foal) had also been located in the same area. A quick check revealed that this was no co-incidence. The address of Le Poulain was 78 Rue Danton – so next door but one, to the FML factory which made the Junior engine. Research actually showed that, in effect, the two companies were as close to one as was possible. Malcolm subsequently found an old photograph of the Le Poulain works (above right), with a line of Renault 4CVs parked outside - which had appeared in issue 1 (of only 3 issues), of Junior Magazine (top left), published by F.M.L. in March of 1954. If you look closely at the sign painting on the side of the first car, you can see that it carries the words "Le Poulain Junior". Success. Of course, no sooner had Malcolm returned to the UK with the bike, than the second lockdown began. I only managed one visit to Lechlade before this. I handed over the Junior manual and picked up pedals and crank, stand, exhaust, seat and a few additional bits to get on with.



Malcolm got on with carefully dismantling, inspecting and cleaning the nasty substance from (inside and out) almost every part, finding that the material (doubtless deposited in the flood) must actually have quickly coated and been protecting the whole bike. It is our thinking that, far from being caught in a "bit of a flood", the whole machine was completely submerged, deposits from the flood coating then hardening on it. Even

the inside of the bell, on the handlebars, had the stuff inside it. Malcolm discovered a frame number, stamped onto the flat surface of the rear frame, which had been obscured by the clay coating, with the rear wheel fitted. It revealed itself as he carefully scraped off the deposits - S.5310. This was a 1953 machine and, possibly the 10th machine made in that year.

Most of the (sparse) publicity for the Junior engine seems to date from 1954 so, ours seems to have been one of the early models to use it. The engine seemed also, to have been protected. There was no rust inside, so it was most likely that the seizing was due to it not being used after the bike was water logged. It was either lucky that no water entered the engine, or that it was quickly cleaned out and dried, although the owner assumed that it had been irreversibly damaged. The prospect of our engine being able to be made into a runner, was much better than we had thought.

We decided that it might be worth trying to get it registered and have an "age related" number issued by the DVLA, after all. Easier said than done, as we had no formal receipt and no import Inland Revenue NOVA had been obtained, when Malcolm brought it in to the country; we had not intended that it would be registered.

Fortunately though, with Brexit at the end of 2020 approaching fast I realised, from notices issued by the dubs and from an exchange with Andrew Pattle of the East Anglia Cyclemotor Club (EACC), that it seemed likely that a retrospective NOVA might be able to be successfully applied for and that, in any event, our "change of intention" might be a valid reason anyway.

It was fortunate that I had asked Andrew's advice as, with his encyclopaedic memory of all things Cyclomotor / Autocycle related, he was able to put us right on one other thing, as well. The bike was NOT a Paloma but, more likely the product of a small, St.Etienne based firm called "Singer". Andrew's library of information was able to produce a couple of old magazine snippets and, suddenly, it all began to drop into place for us. (Note that this Singer was nothing to do with the UK company of the same name) We had to be careful to take into account though, that there had been two French businesses carrying the same name, as well.

Many hours, for Malcolm and I, of scrutinising the excellent Sheldon's EMU -cybermotorcycle.com- and French -Cyclememory.org- web sites were now able to help us to pin down the exact model, of bike and of engine. Ours is a 1953 Singer (St.Etienne), Etoile D'Or model J (for Junior), for which Andrew issued his Age Related Certificate, dated 7th December 2020. (* the cover of Junior Magazine – March 1954, shows a photograph of a young couple with two cyclomotos, the right hand of which appearing to be the model which we have. There is a foal (Le Poulain) in the field in the background, further underlining the link between the two companies)

Singer St.Etienne was a business which had originally been formed in 1902 and was based at 18, Rue Desire Claude, in St.Etienne at the top of the Loire valley in East Central France. They had made lightweight motorcycles, using a variety of engines but, between late 1952 and 1958, sold sub-50cc models using the Le Poulain Junior, as well as Mistral engines (which were also manufactured in St.Etienne).

The NOVA process was, although daunting at first, straightforward. I had to do a couple of on-line dry runs, so that I knew exactly what information I needed to have to hand, then I went for it. I was rewarded with the required NOVA reference along with confirmation that no VAT or late penalty was due. Without both the NOVA and the Age Related certificate, an application would not be considered by the DVLA.

Care and caution are necessary, when making an age-related registration application. Fortunately, though, I did have a little experience. I had gone through the process before, with my imported Velosolex. I knew that it is important to avoid the temptation to fill in more than the minimum that is necessary, on the DVLA V55/5 form.



I used, as a template, my copy of the form had successfully used for the Solex: the form appearing to have been very sparsely completed. I sent it off with copies of the NOVA and Age-related cert – and my cheque for the registration fee, plus the other bits to prove who I am.

The registration was completed by the DVLA, on the 26th January 2021 and I received the V5 about 10 days later, along with a note of our Age related number – 260 XVN. Result!

Since then, Malcolm has had some spectacular good fortune in, with great patience and skill, stripping and unseizing the engine (requiring only a new set of rings) and the ingeniously made clutch.

The Clutch, which is very small, and which we could see is of the automatic type (early for 1953) since there is no handlebar lever, must be the key to the operation of the cyclemotor. There is no decompressor either and a strip down of the clutch showed it to be of a clever roll pin type – presumably operating once a sufficient speed is attained when peddling off.

The beautiful (and tiny) Zenith 12MS carburettor cleaned up well but was missing a jet. Fortunately, Malcolm's patient searching for the correctly threaded bolt size and handy work with a small file, saved the day. Ultimately, the missing jet was



found to have been the only missing item – and not one likely to have broken, but which had clearly been removed at some stage and lost or disguard – rendering the engine unusable; possibly the reason why it had been left unused and gathering dust, for so many years.



The lovely little magneto, a Dynex Type V 15, is of the variety which has no keyway to align the flywheel. Once cleaned, it produced a spark on a test hand rotation but proved very difficult to get consistency, requiring a regular resetting of the flywheel. Malcolm therefore called his engineering brain into service and, together with an old car coil and a rechargeable battery from a drill, rigged these up in the pannier box, with a switch and wired it through.

We had talked about what should be done with the fuel tank and had decided that we would do no more than clean it out and ensure it was sealed. It is an attractive tank, sitting proudly behind the handlebars – and bearing the Etoile D'Or name. If there were leaks that could not be easily sealed, then we would leave it in place and run a pipe through, from an auxiliary tank. There were some pin holes in the metal, but these were found to be located towards the bottom of the tank, so an external repair would not be very noticeable. Once Malcolm had applied and carefully filed

excess tank filler away, it looked terrific – but still leaked. We decided that we should try a proprietary tank sealer and, having “stopped up” the apertures, it was completed – and it worked – once the careful process of rotation of the tank and curing period had been observed.

Tyres proved a bit more problematic. Tyre size matching, of old foreign tyres, is an area of mind-boggling complexity and contradiction. I obtained one set which, although apparently showing the correct size, were obviously not going to fit. Fortunately, by forgetting what you think that you know (and have researched) on the subject, we managed to find a set of the white walls which we wanted, from the Etoile's homeland – and they look stunning – they really set the look of the bike off. I can see why white walls had been fitted originally.

In early August 2021, Malcolm rang me, excited, to say that he had been able to start the engine, using a drill to rotate it. It had fired up almost straight away and did not seem to be leaking anywhere. I drove over to Leclade, armed with some exhaust paste, so that we could fit this final part. After a little huffing, puffing and some swearing, it was done.

Above - Engine start
Below - Etoile D'Or completed
and looking beautiful



We waited for a break in the rain and then wheeled it out onto the driveway and spun it with the drill. It fired straight away, once again. After warming it up, we flicked the switch to turn it off and pushed it to the roadside. We looked at each other and, as was most appropriate, Malcolm pedalled it off. We had surmised that it was most likely the engine would fire easily and, as he reached 3 or 4 mph it did, the clutch kicking in shortly after. A smiling Malcolm rode the Etoile D'Or under its own power, for the first time in more than 50 years; it looked (and sounded) great.

Have a "Gold Star". *Rod Graham & Malcolm Ord*

Thanks to Mark Gibb for this picture of Martin 'Honda Boy' Naggs, Colin 'Smokey Joe' Clover and a fat bloke with a beard leaving the Leiston Long Shop Bike Show.



WANTED:

For a 38 cc Garelli Mosquito cyclemotor engine. The round carburetor choke/air filter mechanism and center screw that fell off mine whilst being transported on a trailer! Failing that, any photos/measurements/ drawings to try and make one?
Richard Rowsell, Wickford, Essex
rfrowsell@gmail.com
07951702293

.....

Dear Andrew

Since writing to you in early December 2020 regarding my French import Mobylette AV2 (should be AV32s) this now completed and ready to 'fire up' and has been a real please in re-building I have to say without the help of Mark Daniels both supplying very technical advice and spares I would definitely struggled so many thanks to him. The original tank and chain guards had pin striping which I wanted replacing on the newly painted tank and panels and struggled to find a genuine sign writer to do the work however after many phone calls and visits to various premises I got lucky and found a real artist who paints on narrow boats his name is Any Russell and tel no 07931 258726. I can highly recommend his work. I recently had the need to have some parts powder coating done and called in a local 'old' motorcycle to ask about this and told the proprietor of my 'Moby' project and he said 'I've got one of those 3 floors up in the attic and it's been there for over 20 years and it's in boxes' (a basket case). Anyway I bought it for £100 however it was missing its tank and chain guards and mudguards. Not much left you might say but after looking on eBay I think I got a bargain. It turned out to be a Mobylette AV32M with rear wheel braking. I will send pictures of the finished machines when they are completed. Please publish this letter in the magazine.

Kind regards

Peter Van de Gevel

Dear Editor,

I'm a brand new EACC member and was very interested to read about Barry from Poole's plans to electrify his Mobylette AV32S. I've worked on a few electric conversions now and only the other day was thinking how well the design of the Mobylette would suit electrification.

Feel free to pass my contact details on to Barry, in case I can be of any help, and I look forward to hearing how the project progresses. In the meantime, I would like to make one suggestion: get rid of the v-belt drive! They're very inefficient (75% or less) and the variator shouldn't be needed with an electric motor. A chain or toothed belt conversion will mean carrying around substantially less battery...

Congratulations on an excellent little magazine,

Fred Spaven

Thanks for the kind words Fred, hopefully somebody will step up to carry the newsletter on. I feel it needs somebody with a more author type ability than mine who will also be able to inspire others to contribute.

It will be business as usual with the Facebook group page, the Forum and Norfolk Section.

Dave

Some more rubbish

Back Up

I am the back up man,
In my back up van,
I may just have a plan,
But who knows what I'll find,
A sunken Corvette, a dead Dove, a neutered Katia, or a rabid Airedale?
You will see me coming,
Slowly at the back,
Carting off the dead stock,
Inside or on a rack.
Spluttered to a halt, or with a petrol fault?
I sweep you up and get you back,
To where you first began,
Beside the back up van.

Mother Hen

I am THE mother hen, out with all the men,
Who bravely ride their bikes around, the countryside, again.
We tour the land afar, without a motor car,
Just chaps on bikes, and me the likes,
Of which you may have met.
We've been to Wales and ridden rails,
In trains (we are not daft),
And supped some ales, and had some fails,
Our fun was never halved.
I tote the bags, unlock the rooms, and buy the fuel aplenty,
There's shopping too, for man and bike, so nobody is empty.
When we stop, the day is done, the food is safely ordered,
We chat about the day we've had, and towns we safely bordered.
Beer is drunk, but we are not, we eat and drink and joke,
Then off to bed and rest a head, tomorrow "Is it Stoke?",
On roads flat and narrow, following an arrow,
Or tulips and hunches, 'cos both come in bunches,
Hills, thrills and spills we conquer them still,
Till we reach the end of the ride.
With dust in our eyes we smile with pride.
Next year? Same time? Different place?

Matthew Hodder





Next Event: Sunday 13th November
Kneel's Wheels and the EACC AGM at Coddendam village hall (IP6 9SR).

