

The M·A·C

The Newsletter of the EACC



Number Seventy Three

December 2022

A vintage advertisement for the Clark Scamp moped. On the left, a red superhero character with a cape and a white belt is shown in a dynamic pose, looking through a yellow telescope. The background is a light, textured grey. The text 'here now' is written in a stylized, yellow-green font. Below this, the words 'ECONOMICAL', 'EASY TO HANDLE', 'SIMPLE TO RIDE', and 'QUALITY ENGINEERED' are listed in a bold, black, sans-serif font. Underneath, the phrase 'the moped for everybody' is written in a red, sans-serif font. A yellow-green rectangular box contains the word 'CLARK' in a small, black, sans-serif font and the word 'Scamp' in a large, white, stylized font with a black outline. At the bottom, the text 'Scamp is yours for only' is written in a black, sans-serif font, followed by the number '46' in a large, red, stylized font with a black outline, and the word 'GNS' in a smaller, red, sans-serif font to its right.

Scamp is yours for only

46^{GNS}



You wait ages for a Scamp then 7 turn up at the Coprolite run 2011

Eventually got round to fixing the rear wheel slow puncture on mine, would have been much simpler had I realized the engine detaches from the wheel with just four bolts DOH!





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 Pattie, 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 Pattie (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Alan Course, Paul Efreme, Martin Gates, Neil Morley, **Ex-Committee member** David Watson (Publicity).

Club Officers.

Ex-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/~pattie/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- East Anglian Cyclomotor Club

Sort code 30-93-22 Account number - 00848165

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

Sections

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

Essex: Paul Efreme 01277 657106 subopef@aol.com

Hertfordshire: Andy Cousins 01462 643564 or 07969 369062

Lancashire Slow Riders: Paul Morgan moggie64@gmail.com

Northamptonshire: Ray Paice 07799 662203 raypaice@aol.com

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

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

South East Moped Enthusiasts:

Sharon Wikner 07771 705627 sharon.wikner@yahoo.com

Mike Follows 07887 950921 mike.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

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MAC Newsletter

I was hoping for an official announcement regarding a new editor but as nothing has been confirmed the email address mac.editor.eacc@gmail.com will still be switched on to enable anything to be forwarded on to? I will of course help with setting up (if required) but there will be no more editions from me.

Regards *Dave Watson*

Events

Every Tuesday

EACC and FMCC members can be found at the Falcon, Walton, Felixstowe late on Tuesday evenings.

Every Month

EACC members gather on a Sunday morning from 10:30–12:00 once a month at the *British Commercial Vehicle Museum*, King Street, Leyland, PR25 2LE. There's no set date; it will be posted on our [Facebook page](#) or contact us through our club e-mail lancashireslowriders@gmail.com.

Wednesday 14th December

EACC Norfolk Section meeting at The Bluebell, Bacton Road, North Walsham, NR28 0RA starting at 7pm.

Monday 2nd January 2022

The 40th Mince Pie - David Evans Memorial Run Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR from 9:30am for an 11:00am departure. The lunch stop will be at the The Shipwreck Bar at Shotley as usual. Everyone welcome—free day membership if you're not an EACC member. For more details and directions, contact Martin Gates on 07944 058644, e-mail: martincoluking@hotmail.com.

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

Wednesday 11th January 2023

EACC Norfolk Section meeting at The Bluebell, Bacton Road, North Walsham, NR28 0RA starting at 7pm.

Sunday 16th April

The 18th Radar Run and EACC AGM starts at Bromeswell Village Hall.

A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual free pitches for jumble stands—call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, Club AGM starts at 10am and should finish in time for the run to set off at 11am. Everyone welcome. The Radar Run has an alternative, shorter route suitable for cyclemotors.

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

News / Letters

2022 AGM

The 2022 AGM at The Coddendam Centre on 13 November was not quorate. It will now be held before the Radar Run at Bromeswell Village Hall. The meeting will start at 10:00am (or as soon after that as we have a quorum). This should give ample time to finish the meeting in time for an 11:00am start to the ride. The agenda, accounts, and officers' accounts are available on [our documents page](#).

AGM moan

The club AGM should have taken place on Sunday 13th November straight after the 'Kneels Wheels' run, as it has done for several years. Despite approximately 36 riders enjoying the ride, we were unable to hold the AGM as it requires a minimum quorum of 25 people to be present. If we deduct the members of the committee from that total, we only needed another 8 members to stay, in addition to those that did bother, to make the number required.

The few people that contribute to the running of the club, giving their time and considerable effort to do so, require some support to do just that. My husband and I travelled over 200 miles in order to attend (in my role as treasurer). It shouldn't be too much to ask that a few people sit on a chair for around 30 minutes and help to agree or disagree matters that need to be resolved. We had someone who travelled specifically to volunteer to take on one of Andrew's roles that he needs to relinquish- only to be told that he can't do so yet because we couldn't hold the meeting. Ironically, we will need to have the full 25 present next time to agree to have a lower number required in order to avoid this situation in the future!

It was suggested that we could hold the AGM in a zoom meeting, but there are pros and cons to this. The cons- Will we actually get the required numbers who are able to take part on zoom? - How do we get people to commit to joining in on a specified date and time? - The pros - we may receive input from members in various sections around the country who might show more interest.

Please remember- this club only exists with the input of unpaid volunteers who want to see it continue - All we require is a very minimal effort from those who just want to 'ride & leave' to enable us to do so.

Sharon Walker (Treasurer)

Dear all

Committee (Publicity) although technically still a committee member it was my intension to step down and not seek re-election at the AGM. The AGM never happened after the run last Sunday but my decision to step down from the committee stands.

Dave Watson

Section Notes

Lancashire Slow Riders

We now meet on a regular basis, at least once a month but no set date, at British Commercial Vehicle Museum King Street, Leyland, PR25 2LE

Easy access on the M6 and signposted. Cafe/toilets/free parking all day.

We meet on a Sunday morning from 10.30am-12.00pm and if weather permits the meeting is followed by a ride. We did a trial run in October and this place proved very popular with record numbers attending our first meet of the EACC Lancashire section for over 2 years. Dates of our next meeting will be posted on our fb page or contact us through our club email lancashireslowriders@gmail.com

Remember everyone welcome.

Paul Newton.

We are sad to announce that one of our long standing EACC members has sadly passed away, Michael Hurst , well known and respected will be sadly missed .

Paul Newton



Norfolk

Regular Norfolk section meetings were re-established due to popular demand. Following the formula set up by our local founder, Dave Watson, the monthly pub with grub gatherings were kick-started back into existence by Mother Hen. After the initial restart in August, which was intended as a catch up session, monthly meetings were requested and so have found a home at The Bluebell in North Walsham. The meetings are so popular with attendees and pub staff alike that the publican says as we leave at the end of an evening of social contact, "See you next month". It would be rude not to, wouldn't it? Second Wednesday of the month, 7pm onwards.

Matthew Hodder

Many members missed monthly meetings; solution, sort some social soirees. No need for alliteration but you might enjoy a pint, a chat or a meal* with likeminded souls. Ian de O and I arrived in style on his BMW R1150 followed by Dave de O on his Kawasaki. Others, including Wil, arrived in four wheelers but we were glad to see each and everyone. Wil usually arrives on his autocyde or a Panther but a busy day saw him in a tintop for the evening. As usual we shot the breeze, put the world to right, nearly mention religion and politics but escaped by the skin of our teeth. Greg was close to a significant birthday as were others but he avoided the bumps due to risk assessments carried out at length by necessary bodies. Good grub was had and eaten, reasonable pints were sipped. All departed well fed and sober. Next meeting 09/11/2022 19:00hrs, [14th Dec by the time you read this] come on in, we only bite pies and veg.
(* one of, some of, or all three)

Matthew Hodder

Thanks to MH for picking up the mantle and reviving the 2nd Wednesday Monthly meetings.

Eastern Counties Vintage Show

Thanks to Matt D for organising this, a first time for our club. I went along for both days with a selection of 4 bikes. Things were a bit slow on the Saturday, there probably was a lot of people about but with such a vast venue as the Royal Norfolk Show Ground there was plenty to see and do.

Sunday was much busier and every time I took time out from the hall on returning there was always somebody wanting information about the bikes and our club.

A couple of rides round the ring got a bit of free publicity for the club.

Maybe something to think about for a bigger display next year!



Dave Arnott

It was a shock to see on Facebook the passing of Dave. He was one of the first people I remember meeting in my early mopeding days that would have been at the Radar run in 2008.

Many happy memories of our adventures together including a camping weekend at Horham, Shuttleworth / East Anglian run weekend and a visit to Kempton Autojumble / Headcorn Kent spring to mind together with many club runs he also instigated the Norfolk Camping weekends. Dave had been missing for several years leading me to sometimes refer to him as Dave Lucan.

He was getting back into his mopeding and was building up a nice collection of bikes and started attending events again.

At the Kneels Wheels event just last year he did mention an issue with eye sight/balance and spent quite a bit of time in the Norfolk and Norwich hospital,

I popped round to see him in the summer and

although the prognosis was not good he was quite upbeat and we had a nice catch up. RIP Dave



Dave Watson

Lancashire Slow Riders

We held our second monthly meeting on Sunday 13th November at our new venue followed by a ride to Garstang, Dates were discussed about next year's Hangover Run usually held in January, and the 8th Jan was suggested, but this will be confirmed and details added to our Facebook page. Next monthly meeting scheduled for 11th December at the British Transport Museum, King Street, Leyland PR25 2LE, easy access and signposted off the M6 Leyland. Cafes, from 10.00am, followed by a short ride if weather permits for those that want. Ride anything you choose it's a relatively short ride and suitable for small machines on moped friendly route. No obligation to ride, and if you want to just call in for a chat your more than welcome.

Paul Newton.

[Picture lifted from FB from the run after the meeting]



Event Reports

Lancashire slow riders at Wrea Green Vintage Rally

Wrea Green Vintage Rally, formerly Lytham Hall Vintage rally, now held just outside the picturesque village of Wrea Green in the grounds of a large hotel/wedding venue 'The Villa' The show has only be going around 5 years and has certainly grown since the first rally which the LSR were invited to attend and steward the motorcycle section. Last year we had around 25-30 bikes on our stand , majority LSR/EACC members but we accommodate any bike that is booked into the show , this year the organiser informed me he had over 50 bikes booked in and majority were LSR members .We were allocated our camping area in a secluded and sheltered spot , ideal and plenty of room for our group who were camping and we invited the band who would be playing at the show all weekend to join us , which they duly obliged , knowing they would be in good company as majority of us were from Wigan and so were the band .Myself and Nev were at the venue from wed/thurs, and was joined by Mike Watson , Stephen Taylor and Roy Livingstone who all helped set up the stand ready for the weekend .

Friday myself and Roy decided on a trial run on my newly acquired Mobyette SP50, quick ride around the village then decided to venture a little further into Lytham St Annes ,around 5 miles away, all going well but the Moby felt a little choked up , upon our return a quick check and Roy discovered the float was leaking fuel causing the carb to flood , no prob he

said , and duly took it home with him to solder it .That was my riding over with for the weekend , but Mike Watson and Dave Cartwright managed a few ride outs. This was the second float in 2 months that had developed a leak , and both apparently came from Aplins new old stock , but both leaked , I'll say no more on that subject.

Sat, day 1 of the show, I and Nev got to the stand early to get things ready before anyone arrived, or so we thought, we were on the stand for 8.00am and by 8.15am around 10 bikes turned up! They normally only start arriving after 9.00am. A steady stream of exhibitors arrived and by 9.30am the stand was full , we had 50 bikes booked in and around 42 turned up , only 2 LSR members didn't make it , so not a bad result for attendance , anything we organise we always reckon at least 25% of booked in bikes/people don't turn up .

The Show had some good attractions including a display of race bikes that



were brought over from the Isle of Man, these were displayed at the side of our stand. The Wigan ukulele band were playing virtually all day long in the marquee not far from our stand and Frank B.Z an old friend of ours was playing with them, but brought his superb Sammy Miller trials bike along and displayed it on the stand.

A large variety of machine on display from autocycles to a Norton 16H, some totally original and other fully restored to original spec. And the majority of those that were not camping rode their bikes in to the show which is always nice to see a working machine. Sat evening was mostly spent around the customary campfire/wood burner, and our neighbour Debbie Dingle actually brought a chip pan and cooked us some real chips on her wood burner fire, and very nice they were too.

Day 2, Sunday is usually busier than the Sat, but we had slightly fewer bikes , there was 3 other events in the Lancashire area on the same weekend so some had gone to the other events with their bikes . But we still had a virtually full stand. Our club sponsor and supporter looked over the bikes and judged a few that he thought were deserving of some recognition, we award a few trophies and prize packs at these events . Paul from Motocraft chose Dave and Valerie Cartwrights superb Honda XL100 , Dave has a collection of Honda XI's from a 50 to a 250 and is a wealth of knowledge about them and all his bikes are worthy of a trophy each time he brings one . We also had a couple of guest judges, Evelin , who was the lady Mike Watson took on his Matchless earlier this year, and her friend Peter both who have been on the vintage show scene a long time and both certainly know a bit about classic and vintage bikes. I really thought she would choose Mike's Matchless but she and Peter opted for a very nice old Francis Barnett that the guy had ridden in on. Phil Johnsons Honda C100 was also presented with a prize ,and Mike Watsons Matchless did receive one .

A great weekend to finish our Rally season off, and before we left we were asked to attend again next year and thanked for our efforts by the organisers. Once again a few more show organisers approached us to ask would we put a stand on and exhibit at more shows next year all over the North of England, I think we have come a long way and firmly established The LSR/EACC now, especially in the North West and hopefully recruited some new members along the way. Now our rally season is over we do plan to attend some day events in the Lancashire area and support a local vintage club like they have supported us throughout this year, 'Lancashire Vehicle Club' hold quite a few day events hopefully help build their two wheeled section up more, and we will be going along to some of their events and look to combine it into ride out during the winter months.

Thanks to everyone who helped out and brought their bikes to this event, also must mention the lovely Davina from 'High Class Catering 'who kept us going with lovely samples all weekend.

Paul Newton.



HUDSONS IN THE PARK

18 September 2022

Impromptu LSR Ride

Social media and word of mouth can be powerful and effective. There has been a quiet growth of interest in Autocycles here in the North West of England, but generally they are seen only displayed at Steam and Vintage Rallies, not on the road. Maybe this little exercise will widen the scope for them and their owners. It certainly seemed encouraging. But let's go back a bit..

Two years ago, a young man - we'll call him Paul (for that is his name!) - enthused by the activities of a man in the East of England who seemed set on buying up all the autocycles in the British Isles and gradually working his way through them, journeyed to the Home Counties and bought a New Hudson Autocycle. He brought it home, cleaned and fettled it and got to know it, but when he came to ride it, he didn't settle to the experience. This was not a moped from the 1960s or later, it was not a motorcycle, and most relevantly, it was not a Honda or Mobylette! It was strange.

So he brought NH 149 to me to have a look at, which I did. We checked front fork links, wheel bearings, headstock, and anything else we could think of which might be causing the weave which was unsettling Paul when he rode it. I tried it, and came back grinning - I loved it. No weave, just nice predictable behaviour, just as a powered bicycle should be, for that essentially is what an autocycle is. So we blamed the disparity in behaviour on the difference in our weights - I am a touch slighter than Paul. We parted, me saying to Paul, when he was ready, I would buy it.

Three months later, I did! Rather sooner than I thought, Paul had mentally moved on.

So the Hudson came back to me. I gave it the once-over, put some air in the tyres, and lo! The steering behaviour was transformed. No tendency to wander at speed. Memo to self - never forget the simple, basic things! The knowledge of this development may have sparked a flicker of regret in Paul's mind, but too late!

But it was earlier than I expected, and I was concentrating on the slow process of bringing a Winged Wheel up to respectable performance, so once again, the Hudson was put away. It came out of hibernation earlier this year and was ridden locally quite a few times as I worked out a long-term plan of work on it. But then.. the opportunity to buy another Hudson came up, a machine I knew well and just had to have, a machine well known to a great many Club members. So NH 149 went back to Paul on the no-cost buy-back scheme agreed on its earlier sale to me! This time, Paul is enthusiastic about it, wants to ride it and enjoy it, and so some impromptu rides are appearing.



Initially the plan was for Paul and myself to have a short ride to Worden Park in Leyland to join the Classic Vehicle display there, but, like Topsy, the plan grew. Jon joined us with his early Villiers JDL-engined Excelsior Autobyk, for what I believe was his first ride on it. Frank Bz came with his ex-Derek Ashworth New Hudson Restyled. Steve Taylor came on his Francis Barnett. And then another New Hudson rolled in - Steve Sharples, (who will henceforward and forever in LSR circles be known as Dave, because we didn't listen when he introduced himself!). We had met him previously about 3-4 years ago, but he's grown a beard since then! And then Phil Johnson smoked in to the car park on his Honda C100, so now we were seven.

And my Hudson? LRY 87, Andy Speak's machine, carefully built and developed, campaigned all over the country since 2006, and probably the Fastest Hudson in the West! I'm loving it!

After a ridiculously short ride we pattered into Worden Park in Leyland and formed our own line up in the Lancashire Vehicle Club classic car display. They were glad of the fresh faces, and variety we provided. We attracted attention and preened ourselves (that's what it's all about really isn't it??), drank coffee, dodged showers, and had a look at the vehicles which caught our eyes. My favourite was a blue Bristol 405 owned by a lovely couple who use it, maintain it, keep it in tip-top condition, and clearly enjoy it, - no prized, cossetted investment, this!



After a decent interval, we left. I made the return trip slightly longer, just so the afternoon felt a little more like a ride. Frank's Hudson choked itself to a standstill, but was fine after a plug change and after Frank had opened the strangler(!), and Paul's Hudson spluttered and coughed a couple of times (later put down to water in the fuel), but we all arrived back without anything serious. Jon and Paul are keen to have another Autocycle excursion, and we know of others in the area who have yet to join in, so there will be Plans!

The next ride is already scheduled and publicised for October 9, (and will have come and gone by the time you read this!) and will be from the British Commercial Vehicle Museum in Leyland, riding to a charity fundraising event locally. The BCVM looks like a convenient venue for LSR meetings and rides over the winter months.

So, things are looking healthy here for enthusiasts of small, slow machines, and we shall provide the opportunities to ride and enjoy the older cyclemotors, autocycles, and mopeds. They can seem outdated, outpaced, and sometimes dangerous to ride in current road and traffic conditions, but riding as a group can provide some visibility and protection. We've got to keep them alive and ridden while we still can!

Peter Moore

LANCASHIRE SLOW RIDERS' MEETING AND RIDE

9 OCTOBER 2022 LEYLAND

The word went out, was put about, people were reminded. The Slow Riders were going to have a meeting. A proper old-fashioned, in-person, face-to-face, sit-down meeting. The first for over two years, during which time there had been lockdowns, travel restrictions, pub closures, disease, pandemic, wars, and Government collapse (or perhaps two, by the time you read this!).

But most of that was put aside for a day as we forgot the troubles of the world for a while and helped to support a local Childrens' Hospice fundraising event. We had found a choice of two free car parks, a cafe, toilets, food and drink, so we had a venue, and the details were put out to Slow Riders and anyone else with access to social media.

And they came!

The Clitheroe Chapter (Andy and James, Carolyn and Guy), rode in on a brace of Garellis, a Jawa, and a Camino, and their newest recruit Brad, rode in from Sabden on his newly-constructed Powerpak. Brad deserves special commendation for he had only recently finished putting his machine together with gratefully acknowledged help from Danny at Mopedland for knowledge, advice and parts, and the 25 mile run in to the meeting was the machine's first run of any distance. For those who don't know, Sabden lies in a fold of the Pendle Hills separating the Ribble Valley from the East Lancashire towns of Burnley, Nelson and Colne to the East. It is not flat round there! In the middle of Sabden there's a flattish stretch of road about the length of a couple of football pitches, and then it's a steep climb to get out of town. It's not cyclemotor-friendly! So only someone slightly deranged would contemplate building one there these days. Welcome Brad. You're among friends!

On arrival, the Chapter set about well-earned Full Englishes as the rest of us did some catching up. There was no discernible agenda, nothing of import was formally discussed, but some things resembling ideas for the future emerged from the hubbub and will no doubt find their way onto the LSR Facebook page.

Also in attendance were the Lancashire Coalfields Caucus (perhaps they do not recognise their grouping!) - Paul, Nev, Jon, Steve, Ty, Simon - covering the Wigan, Lowton, Billinge, Leigh, Coppull area, all standing on long-abandoned pits. They rode a wide span of machines - New Hudson Autocycle, Honda C50/70, James Light motorcycle (Captain?), Honda CL125, Ariel 350 Trials from 1935, and Honda Dream 50. Some locals turned out too - Mike, Dave, Peter, Phil, plus 2 more whose names escape me since I didn't enquire (sorry chaps!), with another New Hudson, the omnipresent Matchless 350, an NVT Easyrider, and the Honda C100 (Old Smokey), a very shiny yellow monkey bike badged as a Honda (and may well have been for ought I know!), and a Yamaha 100cc 2 stroke.

The Broomwagon was a 1936 Austin 7 Ruby! So we did a fair job in representing the spirit and scope of the Slow Riders.

No one actually called the meeting to a close, but, fed and watered, we assembled for the obligatory machine line-up photo call outside the British Commercial Vehicle Museum, and then we set off, more or less together.



The first set of traffic lights after a few hundred yards (not metres - we're all of a certain age!) split the group which reformed a little further down the road, past another set of lights and a bend or two, which was enough for it to go unnoticed that the James was missing as was Last Man Matchless Mike. The James' clutch was proving temperamental so Jon and Mike diverted back to base and thence straight to the Buckshaw Village destination of the Ride. The message that this had occurred did not get through, which had an unfortunate consequence for the Second Man Drop-Off system later on as we carried on blithely on our nine-mile ride at a Powerpak-friendly pace, arriving at the Derian House Children's Hospice fundraising event, a mere two miles away from the Museum. Counting up, we saw that Jon and Mike were already there, with Jon kneeling at the side of the James, clutch fettling underway, but where were Paul and Andy? After a couple of hours (well, okay, maybe twenty minutes) they rolled in after an impromptu display of roundabout-circling, and it seems that they had spent this time sitting, waiting, at the junctions at either end of Flag Lane, marking the junctions and waiting for riders who never appeared!

Words were spoken; explanations given, and we moved on.

We spent a while - probably two hours - on a blustery but dry Tesco car park (Michael Fish and John Kettley were too busy playing scrabble in their retirements so it was left to the spirit of Bert Foord perched on his tower of cumulonimbus to keep the rain at bay), chatting, drinking coffee and eating bacon barm, looking at the classic cars of the Lancashire Vehicle Club whose display we had been invited to gatecrash.



Already in the bikes lineup were a beautifully presented Bond 150cc scooter (a truly local machine having been manufactured by Sharps' Commercials in Preston, and bearing a Lancashire registration) and a Vespa scooter and sidecar combination. These, plus our varied assortment certainly attracted interest and comment, adding a sense of worth to our outing. We departed in small groups to suit individual convenience. Brad left first, alone, the Powerpak sounding healthy once it had decided to join in with Brad's pedalling, and, since we have not heard to the contrary, we assume that he arrived home safe and well. Simon, too, left for a solo ride home, rather dwarfing the Dream50 as it buzzed and crackled away. The Clitheroe Chapter rode away en masse, Dave, Mike, Phil and other locals made

their own separate ways home. Jon and the James made it successfully back to Leyland and Ty had waved goodbye a little earlier on the Honda 50 with its trademark cable tie lacing, leaving two New Hudsons, the Broomwagon, and the Nev Hutton Roadshow to return to the Museum and cafe.

We settled down to afternoon treats in the cafe, and there was talk of doing it all again in a month's time. So, - we had met up, had a ride together, and drinks were drunk, unhealthy food was consumed, there was banter. It was good to be back! *Peter Moore*

The mounting strap on my Quickly, sheared off on the outward leg of the Kneels Wheels run. My get you home improvisation shown here.



Barrie Holland



I joined the moped fraternity in 2016 when I purchased a 1979 **Peugeot 103** from an antique dealer in Yorkshire for £200, I restored this myself and joined the Lancashire Slow Riders the same year winning a rosette at the Southport show only 8 weeks after purchasing it. At 2hp and me being 19 stone it struggled a bit on hills but is very reliable, it's a keeper and is used regularly.

Over the last few years I had been on the lookout for something that was still 50cc but with a little more power. In February this year I was walking past the window of a

motorbike shop in Bury when I spotted a beauty, a **Honda Dream 50 CB50v** 1998 one of only 8000 built and an import to the UK, with 3000 miles and gleaming paintwork and chrome i had to have it. At 6.5 hp 5 speed box and a top speed of 55mph at 14000 revs it's

a marvel of engineering, £5500 of his majesties pounds and i rode it away the week after in the snow having never ridden a geared bike ever!. Honda made this tiny twin cam twin exhaust single bike (as well as a track version CB50R in 2004) as a special to commemorate the 50cc Isle of Man TT bikes of the 60s. After



a good re commissioning and fluid changes a couple of teething issues appeared relating to a holed float in the carb due to sitting unused for a few years it now runs like clockwork, very smooth and sounds like a much bigger engine. 6L slim long tank gives good range and gets me over 100 mpg. A lot of these seem to be display bikes but for me it's going to be used mainly when dry. A couple of light mods by myself which are all reversible and I am happy. Screen, wired Garmin sat nav, oil gauge in place of dipstick, bar end mirror.

Simon Judd Lancashire Slow Rider member



Some pictures from the start of Kneels Wheels run.





Some pictures from the start of Kneels Wheels run.



Bon sure Mon amigos.

Je is Moby, I spracken zee French not tres bon well so I will continue in English. You have already met that loud flashy horrible Ellie the Garelli but I want to assure you that she is nothing like me. Yes, she is faster but she screams about her work not purring along like I do. Did you notice her registration number? GVL stands for Goes Very Loudly and the second part 51N looks very like "sin" to me. She looks her age with the 'N' reg. but I appear to be younger than she is by my reg. however I was 6 years old before I got registered so I am 4 years older than she is. Don't tell her though as it will only upset her.....on second thoughts do tell her! I came into Steve's life some 40 years ago as payment for a quick welding job and when he got me home he immediately gave me to Mrs. Steve. I was put into a shed and imagine my surprise when I was put next to my Grandmother, a 1930 Motobecane model H5S. She is behind me in the photo. At the time Grandmother was going through a midlife crisis and changing to an age related registration number although why she wanted to show her age I don't know. Her cylinder is 10 times bigger than mine, I expect that in time I will grow to be her size, but something is wrong. I am as old as she was when I moved here but I am not yet as big as her. Is it because I haven't been watered enough, or perhaps it's that I am a bonsai bike? Maybe they lost the big cylinder drill in the factory or it could be some faulty genes in the family. I don't know. Mrs. Steve rode me for a few years before abandoning me in the shed. I blame the Yamahahaha for that as Mrs. Steve couldn't get the hang of changing gears and staying upright at the same time, I think that put her off powered two wheelers. Steve used to borrow me out occasionally to go to the shops but that eventually stopped. Recently Steve dug me out of the shed to check me over and Mrs. Steve shouted "What are you doing to my bike?" So she still cares about me. I rewarded Steve by dribbling fuel on the ground. Steve said some words that a lady like me doesn't understand followed by telling me I had to dry out before he would weld up the hole in my petrol tank, so back in the shed I went. I am still there now waiting for my chance to explode in Steve's face but evaporation is reducing the chance of that. The Yamahahaha went one better than me. It dropped all its oil on the floor. Some funny system where the oil is in a tank instead of being mixed with the petrol, anyway Steve 'fixed' this. A fortnight later the Yamahahaha dropped all its oil on the floor. Steve was not best pleased with this and it sounded like he said 'muck', no doubt referring to the mess on the floor. However all us bikes know that Steve loves us really. He may not ride some of us often or even for years sometimes, but whenever he passes us he always gives us a pat on the headlight to reassure us. I'm happy here, receiving small bits of affection without having to work for it and one day I might let him or Mrs. Him ride me again without playing up, just like the old days. Who knows? I may even turn up at a club run one day if Mrs. Steve allows him to borrow me and that Ellie thing doesn't want to go. Best wishes to all bikes in the club. Keep breaking down every now and then to give your owners something



to do but try to not let them down when they rely on you to get them somewhere important.

They do love you, perhaps more than you realise and certainly more than they sometimes show.

Je vous aime tous

Moby *Steve Corston*



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My Raleigh RM8 continued part 5.

It's been a while since my last jotting but you may remember I have a challenge , it's still on !To travel to work on my last working day (before retirement) on the same vehicle as I did my very first after leaving school. The Raleigh RM8 affectionally known as Eric is that very machine. I've owned it for nearly 50 years. It needs some urgent mechanical attention before I dare venture back onto the highways of Blighty.

When I purchased 'Eric' way back in 1972. He came without a saddle or seat call it whatever you wish. Dad made me a bespoke 'racing seat' in his lunch hours at work (he was an upholsterer) so it was a tidy 'guvvy' job. Unfortunately it didn't survive the passage of time. In fact it had to be strengthened with copper tubing to last until my 17th birthday when I could progress to big bikes.



'Eric' needs another new seat but this time I feel duty bound to make it myself. Dad would expect me to do no other. A lookalike 1917 Triumph Model H Brooks B170 sprung saddle would fit the bill. I bought the leather covered bobber seat pan on eBay. Less than £20 it was complete with 2 x springs and a fitting kit. (just looked again and they are now shockingly expensive...fall of the pound I guess) The springs that were included

were of no use to me, I wanted extending springs not compression ones. Much searching on ebay and asking on forums for leads on 'Indian' or 'Harley' springs wasn't bringing anything up within my price range. I then found a pair of springs to suit a 1920's Triumph Ricardo. Brand new they were!!! . I've now got the main parts, the rest I'll have to make.

First job was to make the main frame that would clamp to 'Eric's' saddle stem using the original bicycle type fixture. I cut and shaped 2 x 3mm straps to go from the front bobber hinge rearwards to use as fixings to mount the springs. From the rear of the spring mounting point I would run a cross bar to stop the whole lot folding or twisting when under tension. The springs were going to have to be set a little wider that the seat width as they had to clear the fuel tank when extending downwards to cushion road bumps. No worries, it was beginning to look more like an Indian Wall of Death motorcycle saddle by the day, and that can only be a good thing can't it?



Next part was another bar that fixed to the underneath of the saddle to which would fit the downwards pushing rods. These would run through the spring centre and pick up the lower spring mounting point. I used threaded rod eyes at the top of the pushing rods, these allowing the seat to 'cockle' if one side moved further than the other.



The rods, spacers and nuts are made in stainless. Bling had taken over and so had time, the fabrication of the parts and the stainless welding that I dressed and polished to near perfection took many hours.

The front hinge as supplied would have been better suited to a farm gate. The quality and fit of the pivot was appalling. Rebored the hinge to round and then made 2 x brass bushes to suit the new size and match the pivot pin.

Lastly a grease nipple. A shot of lubrication now and then should keep the up and down movement in order. Once I had the seat in position on 'Eric' I had to weld the cycle stem clamp to the seat frame as the forces on it where far greater than its design limit. The seat can still be unclamped from the stem.



Lastly a small leather saddle bag of dubious Indian manufacture was hung from the back. Handy for plug spanner, plugs and obviously the odd pork pie that might need to be carried for refreshment on long trips.

Don't forget to look up 1917 Triumphs and Brooks B170 seats to how I did. Still plenty more to do so stay tuned and stay safe.

Albert Crackleport



Some more pictures from the start of Kneels Wheels run.



For Sale

1968 Torpado with Minarelli 47cc engine, Italian import in 2020.
Classic twist and go, pedal and pop, all in working order.
Nice aged Patina, UK registered and on SORN.
Bargain at £425



To view, in the first instance contact my son Alex on Mobile 0785 88 301 29
Collection only from Exeter Devon
John McGrath - Member 8094

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I must say thanks to all who have contributed to the newsletter for my 4 years as editor. We started OK ish for the first year and then the dreaded pandemic came along and for 2 years we still managed to fill our 28 pages without having to trawl for archive stuff or fill the pages with pictures. However this last year has seen less and less submitted to the extent that an executive decision was made to relinquish the position. It was always my intention for the newsletter to be members content driven but with that in short supply and my lack of authorship abilities it's time for somebody else to move the newsletter on!

Dave



Dave Arnott we first meet at the Radar run 2008, and one of my last pictures of him Norfolk Section Drive It Day 2021. Gone but not forgotten RIP Dave.

