

# The M.A.C.

## The Newsletter of the EACC

Number 75

April 2023



Welcome to the April Issue of The MAC, I've had a great response to my request for interesting content for forthcoming magazines. Thank You. This has resulted in this Issue being packed with a wide variety of top class words and photographs. Please keep them coming. This Issue's contents are as follows. All the best, Andy Sparks, Editor.

## CONTENTS

3. Club Information.

4. Sections.

5. Events.

8. Lancashire Slow Riders... Notes & News, by Paul Newton

10. Norfolk Section... Notes, News & Events,  
by Dave Watson & Matthew Hodder

13. Coast to Coast, by Roger Kirkman.

16. Three Interesting Short Articles, by Derek Langdon.

19. NH419 Gets a Rebuild, by Paul Newton.

24. Motobecane SP94 Takes Shape, by Howard Alston.

25. Moped Art, Keith Parks.

26. For Sale



*A very smart NSU Quick on one of the recent Norfolk runs.*



# CLUB INFORMATION



The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts everywhere. Membership forms are available from our Website or just ask and we will send you one.

## **Secretary & Webmaster**

Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.

Telephone: 01 449 6 73 943. Em ail: [membership@autocycle.org.uk](mailto:membership@autocycle.org.uk)

## **Dating Certificates & V765 Applications**

Contact details as above

## **EACC Committee Members**

Andrew Pattle (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Alan Course, Paul Efreme, Martin Gates & Neil Morley.

Contact details for all officers are on the club information sheet, which is supplied when joining or renewing membership. Spare copies are available from the website or from the Secretary.

**Club Publicity:** Roxana Husain.

**Club Regalia:** Martin Gates, Email: [martincoluking@hotmail.com](mailto:martincoluking@hotmail.com)

## **The MAC Magazine - the Club's Newsletter.**

The Editor is Andy Sparks. Telephone: 07947 312353, Em ail: [andysparks1958@gmail.com](mailto:andysparks1958@gmail.com)

The magazine is published six time a year... February, April, June, August, October & December. Please send your articles, details of items for sale & news direct to the Editor a month before publication. If you'd like to write an article, but not written one before, the Editor is happy to work with you to make it an interesting and informative read. Old photographs to illustrate a yesteryear article can often be digitally 'tweaked' by the Editor to improve their resolution and clarity.

**Website:** [www.autocycle.org.uk](http://www.autocycle.org.uk)

**Forum:** <http://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/>

# SECTIONS

There are several regional Sections that organise events in their areas...

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

**Hertfordshire:** Andy Cousins, 01462 643564 or 079 69 369062

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

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

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

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

**South East Moped Enthusiasts:** Sharon Wikner, 07771 705627, [sharon.wikner@yahoo.com](mailto:sharon.wikner@yahoo.com)  
Mike Follows, 07887 950921, [mike.j.follows@btinternet.com](mailto:mike.j.follows@btinternet.com)

**Suffolk:** Neil Morley, [neil.morley@btinternet.com](mailto:neil.morley@btinternet.com)  
Mark Daniels, 01473 716817, [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com)

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

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

If members in areas different from the ones listed above would like to start a new Section please contact the Secretary. He will be pleased to hear from you and provide help to enable a new Section to be created. Ray Paice (see above) did get a 'Midshires Group' going some time ago. There was 17 at the first meeting, then it gradually dwindled to just 5 people. It still meets once a month for lunch, but really needs more participants. If are tempted to join the Group, please get in touch with Ray.

## MEMBERSHIP FEES

Postal membership: £8.00 per annum via bank transfer or £8.60 via PayPal

Email membership: £4.00 per annum via bank transfer or £4.45 via PayPal

Application forms are available on the Website or please ask the Secretary to send you one, his address is on Page 3.

## BIKE REGISTRATION & DATING CERTIFICATES

£10.00 per bike via bank transfer or £10.60 via PayPal

Re-issued certificates are £5.00 via bank transfer or £5.50 via PayPal

## BANK DETAILS

East Anglian Cyclemoter Club

Sort Code: 30-93-22. Account Number: 00848165

If you prefer to pay by cheque, please make it payable to the East Anglian Cyclemoter Club and send it to the Secretary.

# EVENTS

## Every Tuesday

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

## Every Month

EACC Lancashire Slow Riders 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 the Slow Riders Facebook page <<https://www.facebook.com/groups/1117088391648578/>>or enquire by e-mail: [lancashireslowriders@gmail.com](mailto:lancashireslowriders@gmail.com).

## Second Wednesday each month

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 the EACC website.

## Friday 9th to Sunday 11th June

The seventh EACC Northern Camping Weekend\* at Hooton Lodge Farm camping and fishing site, Kilnhurst Road, Rotherham, South Yorkshire, S65 4TE. Showers and toilets available. Places can be booked on the Hooton Lodge Website <https://www.hootonlodge.co.uk/>, or you can the site owner Charlie, on 07817 939458.

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

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

## **South East Moped Enthusiasts (S.E.M.E) Run Calendar. 2023 Events**

### **Sunday 30th April**

S.E.M.E. North Downs Run. Meet at the Edenbridge Leisure Centre car park, TN8 5LU.

Run starts at 11.00am. Enjoy 38 miles of riding along the Kent and Surrey border area with a pub stop at approximately half distance

Can any potential participants text or phone Sharon on 07771 705627, or e-mail sharon.wikner@yahoo.com for all information about the run.

### **Tuesday 23rd May.**

S.E.M.E. The Will it or Won't It Run

Meet at the green in Brockham by the cafe RH3 7JS. The usual 11.00am start time and enjoy a 34.5 mile ride out in some of Surrey's most enchanting countryside. For more information of this ride call or text Sharon on 07771 705627, or e-mail sharon.wikner@yahoo.com

### **Sunday 25th June.**

S.E.M.E. South Downs Run. Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11.00am. Enjoy 34 miles of Sussex countryside with a great lunch stop at Six Bells biker friendly pub if the weather is good there is always a large selection of bikes to look at. For more details call or text Sharon on 07771 705627 or E-mail sharon.wikner@yahoo.com

### **Sunday 2nd July**

S.E.M.E. "The Run to Rye" Sharon's new ride for this year, meet at Headcorn Railway Station car park TN27 9SD 11.00am start for this 44 mile round trip using mainly country lanes to the quaint town of Rye. Once there soak up the atmosphere see many bikes and boats walk the cobbled streets enjoy the choice of many hostelrys. For any further information call or text Sharon on 07771 705627 or E-mail sharon.wikner@yahoo.com

### **Thursday 10th August.**

S.E.M.E. "The Marsh Owlers" run from Dungeness Old Lighthouse & RHDR station car park, Kent, TN29 9NA. Usual start time of 11.00am a 37-mile meander on the quiet Romney Marsh roads. This is the only completely flat route that S.E.M.E. ride during our season. An ideal opportunity to ride your cyclemotor, or other low-powered machine. All of our runs are ridden at the speed of our slowest participant. Can any potential participants text or phone Sharon on 07771 705627, or e-mail sharon.wikner@yahoo.com

### **Tuesday 5th September.**

S.E.M.E The Pevensy Levels Run meet at the public car park on the B2202 in Horse-bridge BN27 4DJ. The usual 11.00am start for a 39 mile ride across the levels and a lot more. Lunch is at the picturesque Lakeside Cafe. For more information on this ride call or text Sharon on 07771 705627 or E-mail sharon.wikner@yahoo.com

### **Tuesday 26th September.**

S.E.M.E. The Mole Valley Run. Meet up in Haroldslea Road, Horley RH6 3DR at the usual 11.00am start time for a 35.8 mile along the East and West Sussex borders with a lunch stop at the Scarlett Arms Pub. For any further information call or text Sharon on 07771 705628 or text sharon.wikner@yahoo.com

## **Wiltshire Whizzers (EACC) Formal Run List 2023**

### **2nd April.**

The Red Bull (1), Bristol Rd, Malmesbury, SN1 6 0RA

### **30th April.**

Swindon & Cricklade Railway, Blunsdon Station, Tadpole Lane, SN25 2DA

### **28th May.**

– Honey Street Café, Honey Street Village, SN9 5PS (with the start from Kington Langley village hall for those who wish to ride down to the event). Or Rob's new run from Saul, South Gloucestershire.

### **11th June.**

Red Bull (2), Bristol Road, Malmesbury, SN1 6 0RA

### **July (mid-week date, TBC)**

The Wild Carrot Run, Manor Farm Barn, GL8 8XW

### **13th August.**

Peterborough Arms (2), Dauntsey Lock, Chippenham, SN1 5 4HD

### **Sept (date TBC).**

Honey Street Café, Honey Street Village, SN9 5PS, (With a start from Kington Langley village hall for those who would like to ride down to the event).

### **Oct (date TBC).**

Red Bull (3) – Bristol Rd, Malmesbury, SN1 6 0RA



## Notes/News

By Paul Newton

The Lancashire Slow Riders finished the year 2022 off with a boxing day meet/ride at the Delph watersports centre with around 15 riders braving the cold and damp conditions .

2023 plans for events and rides at least once a month, beginning APRIL, are already being made, but we may do a few ad hoc rides beforehand if weather permits. We have at least 4 events where we will be having an LSR/EACC stand and stewarding the bike sections at some large vintage shows .

No Manchester bike show so far in 2023 unless they can find a venue for it to be held .

The LSR have been invited to have a stand at another large motorcycle event in the midlands in the summer along the same format as Manchester bike show was held, we will confirm details once we know for sure .

The LSR meet at least once a month at the British Transport museum cafe, Leyland. No set dates but usually the second Sunday of each month from 10.30am, followed by a ride if the weather is suitable. Details are always posted on our fb page in the events section.

All LSR events/weekends camping rides etc will be posted on our facebook page in the events section, or contact us through [lancashireslowrider@gmail.com](mailto:lancashireslowrider@gmail.com) .

### **AV89 Mobylette to be featured on a film set.**

A film producer recently posted on the LSR fb appealing for a french moped that was wanted for use in a film set.

I had sold all my Mobylettes only recently, but knew the whereabouts of at least 2 of them , so pointed the film maker in their direction .

A week or so went by and the film maker got back in touch with me, she had been inundated with offers of mopeds but they did not fitted the required criteria .

The Mobylette I had sold recently to someone local was an AV89 only imported last year and registered with the help of the EACC. It was totally original with patina fitting



with age. I'd planned to keep it and ride it, but plans changed and so decided to sell it on, but...

I wouldn't want it to go into the wrong hands and especially the 'rattle can brigade'. Too many of these iconic mopeds are being ruined and losing all their character, just like the Honda c90 series that are being chopped and customised.

So, I advertised it on condition the buyer would preserve it and keep it as it is. A local guy came and bought it and assured me he would keep it as it is and just ride it. So, I let it go knowing it was going to a good home and will be preserved and kept original..

I sent the film maker a few pics, she sent them to the Director who immediately said "yes" that's exactly what they were looking for and would I be willing to take it to Leeds the film set.

I contacted the now AV89 owner and asked if he would like it to be used, he said "yes, of course", so I took it up to Leeds to the film set.

The scene was set in a cellar beneath an old Victorian mill. There were plenty of prop hands there, they carefully carried it down and placed it with the other props being used.

I was asked if I'd like to stay around for the 12 hour filming and watch filming. There was a chance to meet some very well known actors. But, a Friday in Leeds then travelling back to Lancashire down the M62 in rush hour traffic was not what I had in mind. I opted to go back home and return to collect the moped early Saturday morning.

I can't say too much about what the film is about or why they wanted the Mobyette, but I'll certainly let you know when the film has been released.



# Norfolk Section

## Notes, News & Events

Matthew Hodder organises the regular 2nd Wednesday of the Month pub meetings.

Meet from 7:00 pm at The Bluebell pub Bacton Road North Walsham.

Bit of a trial really to see if there was any interest in arranging runs/meet ups on the last Saturday of the month, enough replied on the section Facebook page that a meeting for January 28th was posted.

### **Saturday 28th Jan Brunch run/meet.**

On a cold but dry day Ian M, PO Bantam Davis A, Puch Maxi Mike, NSU Quick and myself James Superlux departed from Martham for the direct 11 miles route. This included going over the closed to traffic pedestrian only Potter Heigham Bridge, where a lady almost spat out the lemon she was sucking on, to "My Café" (not mine) in Hoveton. Already at the cafe waiting outside was Chris E, Mobylette from Norwich and all the way from Long Stratton was Martin N on his brand new Honda (he did hide it round the corner) and Wil H on the maiden run for his James SuperQuick (don't ask), Robert K had also rode in on his Trojan Mini-Motor. Jon S and Ian Mc had arrived by car. I think everybody enjoyed their breakfast type food and most said they would like to do it again next month.



**Saturday 11th Feb.** The weather forecast was showing No rain and a double digit temperature ,so another brunch run was swiftly arranged.Watsons café (not mine) at Bacton was to be the meeting place.7 riders and Matthew H in his car was a great turn

out. Martin still “running in” the new Honda came all the way from his South Norfolk home, Chris E brought his New Hudson and joined Davis, Puch Maxi and myself Maroon Restyled for the 16 miles ride to Bacton. It was great to have Ian Mc, Excelsior (with super rare tele front forks) Paul B (ex NACC Leicester section now living in Norfolk), Bown and John W who only recently found us on FB looking for help with his Norman Cyclemate on a 1920s BSA flat tank at the café. Ian returned to Sheringham from there whilst the rest of us headed to Sea Palling for coffee, or for some on such a nice day the first ice-cream of the year.



*Excelsior AutoByk with rare front tele forks*

**Saturday 25th Feb.** As agreed at the Jan meeting we re-visited “My Café” for Feb. Ian “Iron butt” K, Moby AV89 rode the 15 miles from Reedham to join Ian M PO Bantam, Davis Puch Maxi, Mike NSU Quick and myself on a Black Restyled. It was on/off light rain for the run to the café, where Matthew was waiting having arrived by car. It looked like that would be it, so we ordered and were all seated when Robert arrived for his mega breakfast on the Trojan M-M. Then Chris E, his plans had changed, he came on his Yamaha Something. A couple of light rain moments as we were eating, then windy but dry for the rest of the day. Rob headed back home, not without incident, after joining the main drag from the café his RH pedal sheared off. The rest of us did a scenic return with a couple of stops for photos at Ranworth Broad and Upton boat dyke before Ian peeled off at Acle to head back to Reedham.

### **Saturday 25th March.**

11:00 ish Watsons café Bacton. We will most probably have done this by the time readers see this.

***All our runs/meets some at short notice will be posted on the EACC Norfolk Section Facebook group page.*** Dave Watson

## Norfolk Report Supplement by Matthew Hodder

***A review of one of the Norfolk Section's recent runs...*** Forecast minus 3 degrees, with rain and ice, did eventually stop our hardest rider and pillion. Ian de O, Dave, Mrs H and I all arrived at the Bluebell in my van. Ian, Dave and I would have been on a couple of big bikes otherwise. Mrs H kindly drove because I can't do night driving.

In addition to the NR29 mob we had Ian de S, John, Bob, Wil, Matt D, Ben (for his first meeting) Paul, eleven of us in all. The first time in many months that we've had double figures at a meeting. Much discussion took place including mopeds, autocycles, cyclemotors with or without 2 pedals (Bob), Honda PS50 and PC50, Mobylettes, safeguarding, inclusivity, rides, runs and venues. Wil regaled us with tales of daring and engineering expertise. His workshop is never short of work, projects and commissions. He also recalled childhood at the end of WW2 in the East End and bombsite clearance afterwards. Ben got ID checked for buying alcohol, which caused much merriment and was taken with grace by Ben. None of the rest of us stood a chance of that happening.



*1920s BSA 'Flat Tank' on one of the recent Norfolk Section runs.*

***Don't forget the enjoyable ride – cafe – ride formula perfected by Dave Watson with regular dates each month. Hopefully in summer months the Bluebell meetings will ring to the ting ting of two strokes and the whiff of Castrol.***

**12th of April** will see us at the Bluebell Pub, Bacton Rd, North Walsham once again. If you are local, or perhaps on holiday in Norfolk, see you there around 7pm? We have become a fixture in the pub diary.

# Coast to Coast

By Roger Kirkman



**A trip from Hartlepool to Whitehaven organised by the TWiTTs full name Tyne Wear including Tees and Tweed a section of the NACC**

It all started with a conversation with Dave Godden, he wanted to scratch an itch he had for a number of years, or as Dave put it "on his bucket list". He was discussing with me about going up north to do a run but finding it difficult to find anyone to go with. I thought about it and not wanting Dave to go on his own, I also thought it would be a good trip to do on small bikes. What I didn't quite realize he meant the whole Journey from home to Hartlepool! The Coast to Coast run and the return journey from Whitehaven all on our bikes! It was decided WE DO IT, not just bunging our bikes in the back of a van but riding the whole way, there and back!!

Dave and I started our run at our arranged meeting place on the A38 near Slimbridge, Rob and Mike were there to see us off. We were soon on our way into our journey up north. I should just mention that Dave and I are both in our eighth decade. Dave's bike a Honda C90 and mine a Honda CL50, so not the world's most powerful machines. Dave had gone to great lengths organising the route we were taking, using as many Band C roads as possible. On the way we made a few mistakes, some due to being diverted from road works, but we made our first overnight stop in good time. We stayed in a hotel in Newport in Shropshire. Dave had decided that we would take three days for the trip up north and three days to go home, the C2C was over two days. Next day our trip continued to Burnley, the hotel was situated next to the town's football

ground, which made it relatively easy to find. Our route to Burnley contained Band A roads skirting round the larger towns avoiding heavy traffic. On our way we stopped at Bridgnorth to visit the Severn Valley Railway. By the time we had skirted the larger towns and cities crossing over or under the various busy roads and motorways it was well into the evening when we reached our destination.

Burnley to Hartlepool was the next leg of the journey, thankfully we had somewhat quieter roads to travel on. Ripon city was to be our next stop to have a look around the Cathedral. After our visit we continued on our way along some very pleasant B roads to Yarm, where we missed our turning. Dave looked for someone to guide us to the right road to Hartlepool, he found a taxi driver who was quite willing to show us the way. We followed his cab to the right road, the driver would not take any remuneration for showing us the right route. Puts your faith back in humanity. We continued to our next hotel into Hartlepool, next day was to be meeting up with the TWiTTS at Crimdon Beach.



*Superb scenery en-route*

The next morning we were up early had our breakfast and soon ready for our Coast to Coast trip, but first we had to get to Crimdon Beach. Many of the riders were already there by the time we arrived, signing in was first and not long after we were on our way with around twenty-eight bikes and riders. We rode through villages and small towns and beautiful scenery. Our first stop was for half an hour at the Wheatsheaf public house in Chilton where refreshments were available. With all money raised going to charity, some more bikes were at the pub and displayed for us and the general public to look at. Soon after leaving the Wheatsheaf we passed the road to Barnard Castle which is near the village of Staindrop. After around 50 miles, we arrived at Middleton in Teesdale where there was an excellent Fish and Chip shop, so of course we indulged along with everybody else. After satisfying our hunger it was on to our over-night stop at Alston, England's highest Market Town. Most of the entrants on the Coast to Coast were staying in Alston or nearby. There is a museum of interesting artifacts and items of times gone by in the town, called The Hub. It is next door to the steam railway. The Hub has motorcycles, bicycles and cars to view. It was also our starting venue at 10am Sunday morning.

After we had all gathered at The Hub, we all rode out of Alston on the A686. After about 6 miles we pulled in to the Hartside Café, sadly it was no longer there as it burnt down in 2018. As it stands at the present there are no plans to rebuild the Cafe. The Hartside is still a popular meeting place for motorcyclists, walkers and cyclists. From there we continued on toward Melmerby and Langwathby. After skirting around Penrith, we continued on narrow roads to our next stop at the Sun Inn in Bassenthwaite. We were a bit damp when we arrived as it had started raining. After about half an hour we braved the rain and continued our C2C ride, after a lot more narrow and twisty roads we found the A595 to Whitehaven. We soon arrived at The Beacon the end of the run, with a pleasant harbour, cafe and marina.



*Taking a break on the actual Coast to Coast run.*

Dave and I stayed overnight in Whitehaven before setting off for our trip home. Next day we set off for Wigan for our next overnight stop. We were about halfway to Wigan after traveling some picturesque narrow lanes, when I found I was unable to select gears. I only had 4th gear, however, we decided to continue. I was able to pull away by slipping the clutch I found out. When at home, I attended to the problem... the selector spring had broken, an easy fix! Luckily by now we were in less hilly country and we soon found ourselves in Wigan for our overnight stop.

Next day we left Wigan for Newport in Shropshire, we tried as much as possible to use the less busy A and B roads. My Honda CI50 was coping quite well with the clutch slipping and had no further trouble. We crossed many busy roads on this part of the trip, on our way to the Hotel for our last overnight stop.

The following day was our final leg of the journey but was not to be without a problem! Daves Honda C90 exhaust decided to fall apart, so the final part of ride home was a little noisy. Coming back around the Gloucester ring road we hit rain. We had to go a slightly longer route home, Dave had worked out a flatter route home to avoid the steep hills around Cam and Dursley. We arrived back in Chippenham about 5ish. Phew!

***Roger and Dave the Intrepid Travellers.***

# Three Interesting Short Articles

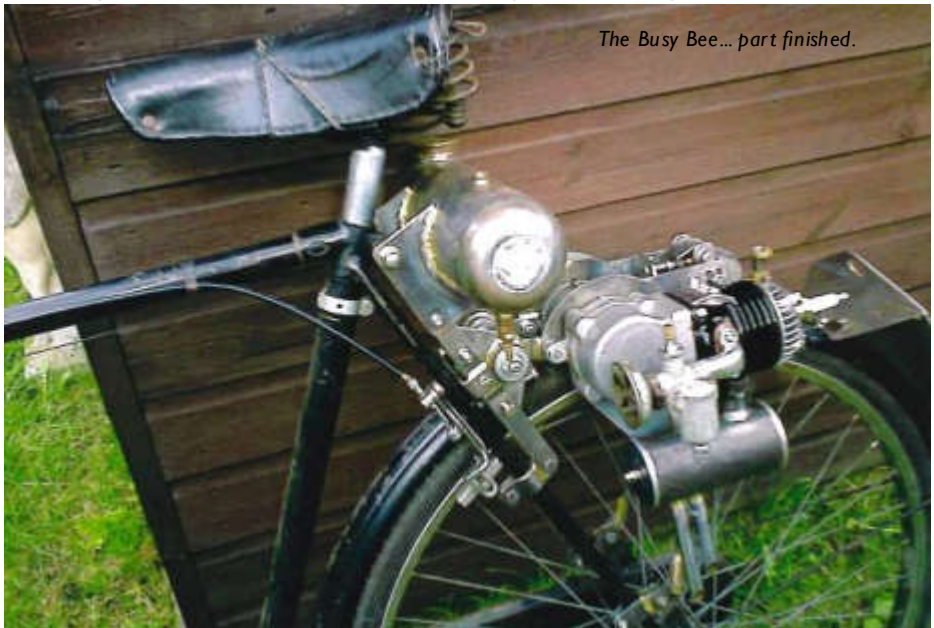
By Derek Langdon

The 'Woe is Me' article by Ron Patterson, in the previous Issue of The MAC, inspired Derek to write three short articles for this Issue.

## Busy Bee

The first about the Busy Bee and my experiences owning one. Most of you will probably know it was a 'do it yourself' engine aimed at amateur engineers. It was described in the Model Engineer magazine between 1951 and 1952. You had to buy the main castings and machine them yourself. Plans could be bought for a few shillings or you could get details from the magazine if you bought every Issue that featured the building of the engine.

I bought my engine more or less finished, but it had a broken mounting lug on the main casting and no ancillary fittings. I managed to have the casting repaired. I made all the fittings and engagement mechanisms to attach the engine to a 1940s Hercules bicycle a friend had given me. Getting it running and on the road was easy compared to getting it to run properly! Despite careful running-in, it did would tighten up every time I met a slight hill or worked it at all hard. It was gutless and ran as hot as hell! I lost count of how many times I had the barrel off in an attempt to cure the problems.



*The Busy Bee... part finished.*



In desperation, I bought a pile of old Model Engineer magazines from a charity shop... a very lucky find. One issue covered machining the piston. The plans showed a dimension for the piston skirt, but the text gave fuller details. My engine had a piston clearance of about 3.5 thou, but I learnt the skirt should taper to give clearance of 6 thou at the top.

Machining an irreplaceable piston, which has a very weird shaped deflector top, was a bit stressful. Especially as I was using a knackered 90-year-old lathe to do the job. I spent hours making a 'chucking piece' to hold the piston whilst machining it.

Eventually, I got the taper right. This tricky job was probably too off putting for previous owners of my engine.

After reassembling the engine and fitting it to the bike, it was time to go on a test run. What a difference, there was none of the previous problems. It ran cooler and pulled away really well after only a brief running in period.

Success!

## **The Worme**

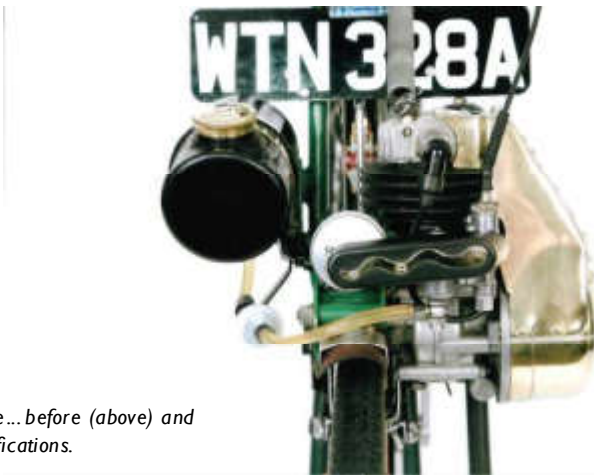
For this challenge I put a JAP 34cc lawnmower engine on a bike that I was given by the same friend that gave me the Hercules. It wasn't exactly powerful doing only about 8mph, but it was comfortable to ride.

Then came Ethanol in petrol and problems... overheating issues. Richer carburation didn't help. On a hot day it would 'nip up' on any slight hill. I tried increasing the piston skirt clearance by honing the bore. Unfortunately, this just made the engine gutless.

Next, to aid cooling, I enlarged the fins on the barrel by forming large rings/washers from strip steel, then brazing them onto the existing fins. I then had the barrel rebored to suit a +30 piston. This combination of initiatives almost cured the problems.

Finally, in desperation, I fitted a flywheel with an integrated fan and made a blower cowling from sheet brass. My perseverance finally paid off, the engine now worked so well I was spurred on to enlarge the ports slightly and fit a bigger carb. After these refinements I could now get 23mph out of the bike and it could also climb up hills really well.

On reflection, I think the overheating problems that occurred with this one was partially of my own making. The hot exhaust side of the barrel is a bit short on cooling fins. I'd fitted the exhaust to the rear, where it gets little air flow. The various pistons I'd used all showed seizure marks at the rear, suggesting the barrel distorted in that area due to excessive and non-uniform heat. My homemade blower cured this problem.



*The Worme... before (above) and after modifications.*

## **The Loop Frame**

Danny's article 'Revenge of the Tricycle' set me thinking about a large loop frame tricycle that's been festering at the back of the garage for several years. It's a big brute with 26" rear wheels and a 28" on the front. I could imagine a stern and terrifying District Nurse pedaling it on her rounds back in the 1920s.

I've got a fairly decent Cymota currently fitted to a very scruffy bike. I'm wondering if anyone out there has ever ridden a motorised trike using a front drive Cymota engine. I can see all sorts of problems, but I do know that such things were actually on the road during the 1950s. Photographs of this type of machine did occasionally appear in old Issues of the Power and Pedal magazine.

If I do ever complete this possible project, it will surely annoy the hell out of lots of impatient car drivers. It would be quite wide and Cymota aren't exactly quick!

# NH149 GETS A REBUILD



**By Paul Newton**

The New Hudson seemed to run quite good as far as I was concerned, although I wasn't happy with the clutch. People with more knowledge than me advised to leave it as it is and put up with it. Maybe change my riding style would be the solution. I'm more used to mopeds or geared bikes. I couldn't get used to the NH. Peter could ride it no problem, although he is built like a daffodil so that helped I suppose.

I decided to have the clutch changed out of curiosity and in a bid to make it a bearable ride,

First, I removed the engine, which is a very simple job on these mopeds. I was amazed at how good quality the fixings are. I don't own a Whitworth spanner and managed with a decent quality adjustable spanner. Nothing was seized or rounded even though NH149 is original and untouched. I know that because I have the full history of ownership from new .

I found a slight build up of carbon in the exhaust port, so decided to remove the head to check further. This is where my part of the exercise ended, I didn't have a socket to fit the head bolts... but I knew a man who would have. So the engine was placed in my toolbox on the scooter and taken up to the guy who could.

He wishes to remain anonymous, so we just call him S.T. for now, he is an old guy who has been around Villiers engines a long long time. But, he had never worked on a 2 f engine so he tells me, but watching him work on it I wasn't so sure. Perhaps he was trying to pull the wool over my eyes then I don't ask him to rebuild any others ha ha.

He placed the engine on his work bench and proceeded to remove the head with a perfectly fitting socket, I watched on and waited to see the inside of my little engine. One thing led to another and the next thing I knew was my engine was completely stripped.



Such a simple engine but amazingly engineered, the barrel and piston were still in excellent condition and it was still on its original points. The piston was +20, so must have had some work in the past. The clutch appeared burned and the corks were very thin so at least that confirmed I needed a new clutch at least. The clutch was probably burned out due to my inexperienced riding style.

Everything else was meticulously checked by S.T., he recommended new rings and points as well as the clutch corks replaced... parts were duly ordered.

Very worn clutch corks.



Anyone with a Villiers will know the majority of parts are readily available and not as expensive as some other makes. But, there are not a lot of suppliers so we go to the popular supplier, who really has the market cornered.

Parts were delivered a week later, they looked original nos apart from the points, one half of the points did look nos original and actually stamped Villiers. But, the other half looked new shiny cheaper quality part. I did email the supplier to query this but never got a reply, also the points don't come with the condenser wire connecting screw which was very disappointing. My original screw seemed to be part of the points base and riveted in so didn't really want to try and remove it. This was not stated at the time of ordering the points, so beware. Then I discovered the screw could be bought separately for £4.95 plus postage, surely this could have been stated at the beginning?! So, an initial cost of around £15 for points that were incomplete, plus around another £7 for the screw. Then having to wait another week to be delivered. It was decided to carry on with the rebuild using the old points.

Anyway, S.T. the engine builder said the old points looked better quality than the new ones anyway and as the engine ran before ok the old original points were re-fitted. So, the job could be finished and if needed he would swap the points out another time.

So, the engine was rebuilt and the only obstacle, apart from the issue with the points,, was the removal of the primary chain to enable the clutch to be replaced. A few phone calls and messages exchanged with some experienced EACC members were made and this was overcome.



Looking inside the cylinder.



Oversized Piston



The points etc

I re fitted the engine the week after. filled the gearbox with the recommended oil that seemed very thick. But, as it was supplied by another NH owner I was confident it was the correct stuff. I then had a go at starting it. The first thing I noticed was the increased compression. The barrel and piston would have quite a bit of oil from the rebuild so didn't really expect an instant start up. The clutch felt good and so the pedaling started. Then more pedaling. Previously, NH149 was a very good starter... I was getting concerned. Then, after even more pedaling, followed by plenty of popping and back firing the engine burst into life. Thankfully, it settled to a nice even tickover. The clutch is now working as it should and holding with the lever catch. The engine sounds nice to my untrained ear and after the initial hard starting, it now starts with just a gentle push down on the pedal. To say I'm happy with the result is an understatement .

The help /advice I received from other EACC members was greatly appreciated indeed , also special mention to S.T the brains behind the rebuild .

I'm now so confident in the engine that I'm actually considering using it for the Three Moors Ride in September. My confidence further boosted, knowing I'm in safe hands as S.T the Villiers guru will be doing the ride too.



# Motobecane SP94 Takes Shape

By Howard Alston

I've owned two Mobyette and two NSU quickly mopeds.

I now own a Motobecane SP94, which was in bits for 25 years. I have rebuilt the engine, fitting new main bearings oil seals and piston rings. A year later I painted the frame and fitted the engine. This was followed by fitting the pedals. Unfortunately, when I tried turning it over it was solid. Then a few burly blokes tried, it almost turned over. Next, I decided to fit a starter motor which I'd used before. This involved mounting it on the engine frame, fitting a pulley and welding on to a spare variable flywheel. Success! It turned the engine over easily. Even more success! I got it running, it came to life with loads of smoke. Plus, it now pedals. It must have been the newness initially preventing any movement.

I should think to will take me a few more months to finish the rebuild then, I'll need a V5.



*Howard's novel starter motor set up and his moped's frame number... it won't be long before he's using that photo to help obtain its long awaited V5.*



## Moped Art



*Fellow Club member Keith Parks likes his trusty Mobbylete so much that E.Joyce kindly painted a portrait of it. Both his moped and the painting look rather good, I'm sure you will agree.*



# FOR SALE

## RARE RALEIGH POWER PAK CYCLE

This bike/moped is in lovely, well cared for condition

Good chrome

Nice white wall tyres.

Viewing is recommended.

More photos and details upon request.

Located in St Neots, Cambridgeshire

£799 for quick sale... surely a bargain.

Ring Owen on 07860 212426 for more information.



# FOR SALE

## RARE HERCULES CORVETTE

I have this Corvette which is 90% restored, but now I have given up on it.

There are a couple of pictures of it in the mag (no 66/october 2021/ pages 23/24). I have a dating certificate from Mr Pattle for it.

There are two problems with it. The first is the front brake which is virtually useless. This is why I haven't applied to DVLA for a reg number because it will not pass an m.o.t test. I have already re-lined both both brakes and fitted longer handlebar levers to no avail. The 2nd is the engine seems under powered. It runs okay on the stand, but on the road it seems over geared, so perhaps it is an auto clutch problem. It has new crank seals and piston rings and the exhaust is clear. If anyone who wants to take it on, I'm asking £450 for it.

There is a bubble of rust on the rear rim, even though it has recently been rechromed, so poor preparation I guess.

[Johnalmond52@yahoo.com](mailto:Johnalmond52@yahoo.com)>



# Lancashire Slow Riders



A section of the

## East Anglian Cyclomotor Club

