

The M.A.C.

The Newsletter of the EACC

Number 77
August 2023



Welcome to the August Issue of The MAC. The spring and summer months have brought many lower powered two wheeled machines onto the road. This Issue of the MAC bears testament to this, its packed with news, event information, articles and photo features. The sometimes sunny season isn't over yet, so please keep all the shows/road trip photos and words coming.

In a few months time the cold, dark and damp months will return, so I will need lots of project, historical information, anecdotes and alike to fill the pages. In readiness, I've a couple of articles waiting in the wings, but need plenty more

I hope you enjoy reading this Issue, its contents are as follows.
Best wishes and many thanks, Andy Sparks (Editor).

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*Cover photo: Taken at Heskin
Steam Rally by Paul Newton*



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: Andrew Roddham. 10 Gracious Street, Whittlesey, Peterborough, PE7 1AP.
Email: arodddham.eacc@btinternet.com

Membership & Webmaster: Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.
Telephone: 01 449 673 943. Email: membership@autocycle.org.uk

Dating Certificates & V765 Applications

Andrew Pattle, contact details as above

EACC Committee Members: Andrew Roddham (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Paul Efreme, Martin Gates, Garth Jeffrey, & 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

The MAC Magazine - the Club's Newsletter. The Editor is Andy Sparks. Telephone: 07947 312353, Email: andysparks1958@gmail.com. The magazine is published six times 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

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

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 or 07483 210625, dave.watson9416@yahoo.co.uk

North East: Ron Paterson, ronpaterson21@gmail.com

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

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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

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: £10.00 per annum via bank transfer or £10.60 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

£15.00 per bike via bank transfer or £15.80 via PayPal

Re-issued certificates are £6.00 via bank transfer or £6.50 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: lancshireslowriders@gmail.com.

Second Wednesday each month

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



A Motocraft prize winner at the Lancashire Slow Riders Heskin Steam Rally Stand. Honda Express called 'Kermit'.

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

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 Pevensey Levels Run meet at the public car park on the B2202 in Horsebridge BN27 4DJ. The usual 11.00am start for a 39 mile ride across the levels and a lot more. Lunch is at the picturesque Lakeside 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

13th August.

Peterborough Arms (2), Dauntsey Lock, Chippenham, SN15 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, SN16 0RA

Norfolk Section Notes

By Dave Watson

*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.*

Our last Saturday of the month run/meet arranged on the Facebook page (except for Keith Ashby, who I have to phone) continued with a difference for May. There is a private collection housed in the old village garage at Aldborough. The very nice owner only opens up on fine Saturdays when he is not attending shows/jumbles elsewhere. This run fitted in with the above, so it was a must do visit.

My day started with checking the Bown Autocycle after the previous evening's 56 mile round trip to Whitwell Station bike night (well worth visiting). Unfortunately, the fuel tap blocked again! A short upstand piece of copper pipe should keep the tea leaves in the bottom of the tank, I hope.

Wil had messaged he would come to Martham when the route was going past his house. His James SuperQuick did require some preparatory attention with a 10mm spanner and Allen key (don't ask). Later than scheduled Wil, Mike and I set off heading to the Motorcycle Museum at North Walsham. It had been agreed any car/van could be left there and so acted as a base for the run. Chris, Martin and Paul were patiently waiting for us when we arrived on our machines. Thus, six of us headed to Alborough to view the private collection. 'Excelsior Ian', Jon "my bike broke down" Sapey and Keith Ashby were already at the destination. Rob came along later on one of his bike bikes. After looking at the excellent bike collection we all went to the recently renamed Cricketers Pub where some £4.50 cheesy chips were consumed... but no £17 burgers were ordered. Another cost of living price increase? This was very pleasant, but the days entertainment was not over! Chris & Martin had left their vehicles at the Museum, which had not opened for the day. The wood man (fence and sheds), on the same site, had closed in our absence and the gates were locked. Upon our return, this resulted in a bit of a panic. After several unanswered phone calls had been made, a very nice man realising what had happened suddenly appeared with the key. Once that problem had passed, Wil invited Mike and I round for cuppa and a look in his workshop. We were going that way anyway, so why not. I'd better not say what his reply was when we asked him if wanted to come back to Martham. This run was another 56 mile round trip incident free for the Bown. Happy Days

Not a section event as such, but Rob reminded us that the East Coast Pedalers were holding their annual Honda PC50 visit to the 'Two Wheel Tuesday' bike night at Old Buckingham. We decided to pay it a visit. Rob, Chris and I met Martin at Long Stratton for the short ride to Tivetshall and wait for the Suffolk guys to join us. There were six riders this year and us four, who then rode on to Old Buckingham. We saw many

visiting big bikes leaving as we arrived. The threatening clouds lurking above, must have persuaded them to get on their way. We arrived a bit later than expected, there were delays along the way. One other PC50 owner made his own way there and a random visit by another made a line-up of twelve mopeds, that got plenty of interest. We four made our own way back to Long Stratton without any problems. This was despite the poor little engines getting a good thrashing along the way. Rob said it brought out the 16 year old in him on a machine he would of not been seen on when he was 16.

Annual Honda PC50 visit to the 'Two Wheel Tuesday' bike night at Old Buckingham.



Finally, sad news. Guy Bolton has passed away. He was a very active member of the reformed EACC, being the regalia man for several years. He also chaired some of our AGMs. He was often see on runs in the earlier days riding his Puch Zorplan shopper. In later years he used a Honda Stream, then latterly because of his health issues on a Honda 175. A very memorable time for me was setting up at a Copdock Show with him on the Saturday. Afterwards, he would phone home and to say we'd done what we were doing. I'd then go to his place an enjoy a meal with his family. After he'd spent time with his young family, we'd adjourn to his local pub where we put the world to rights.



Guy searching for those illusive parts at a show. RIP GUY.
Photos by: Dave Watson.

Suffolk Section Notes - July 2023

By Mark Daniels ('Danny')

Recent events... John Squirrel (Puch Maxi Executive) and myself (Malaguti Dalek) went to Mark Gibbs EACC Teenage 'Tantrum Run' from Parham Airfield Museum on 11th June. See page 23 for coverage by Mark Gibb. With decent weather on the day, I counted thirty two bikes before we departed at 11am. Three Puch Maxi's started the run, but the first coughed out before the end of the runway and the second expired within just a few hundred yards of turning onto the main road. This meant only John on the Exec was destined to fly the Puch flag... he completed the run. An old Moby-lette which had gone well most of the way, suddenly expired on the run in to Sizewell and was salvaged by the back-up van. The Sizewell Beach Café was busy as usual, it's a popular destination for many other bikers and general tourists. An enjoyable ride, a good day out.

John Squirrel (Jawa 2-sp Babetta) and myself (Raleigh RM5SS) attended Richard Rose's Essex Section 'Reservoir Dogs Run' starting from the Bungalow Diner in Marks Tey. Unfortunately, it now has ANPR cameras watching the car park and you have to log in your registration on a PC inside. The Diner's service has always been painfully slow, and nothing says welcome to its customers like a parking ticket. Richard says we won't be starting from there any more because of this. The Jawa suffered repeated plug whiskering stops, then the Puch Maxi stopped with broken contact heel. The repeated stops with the Jawa meant we lost touch with the rest of the group and went off course. The awful Essex signage and scrappy course notes didn't help, nor did the heavy traffic. We ended up with the Jawa stopped again outside Colchester Zoo, so decided to abandon the event and went back for the van.

The 20th 'Peninsularis Run' from Suffolk Aviation Heritage Museum on the 9th July saw a turnout of twenty six bikes, which was probably better than expected considering the wet forecast. Sadly, four failed to make the rainy start due to lack of waterproofs. Everyone else completed the damp ride to the Maybush lunchtime halfway stop at Waldringfield on the Deben. Fortunately, this was just in time for the sun to come out, we sat out on the terrace overlooking the river and had some lunch. Just as we set about departing the rain returned, but only a light shower, and some of us didn't even bother with our wet gear. So, all in all, another enjoyable run made all the better for improving weather along the way.

Forward plans...

3rd September EACC stand at 31st 'East Anglian Copdock Motorcycle Show'.

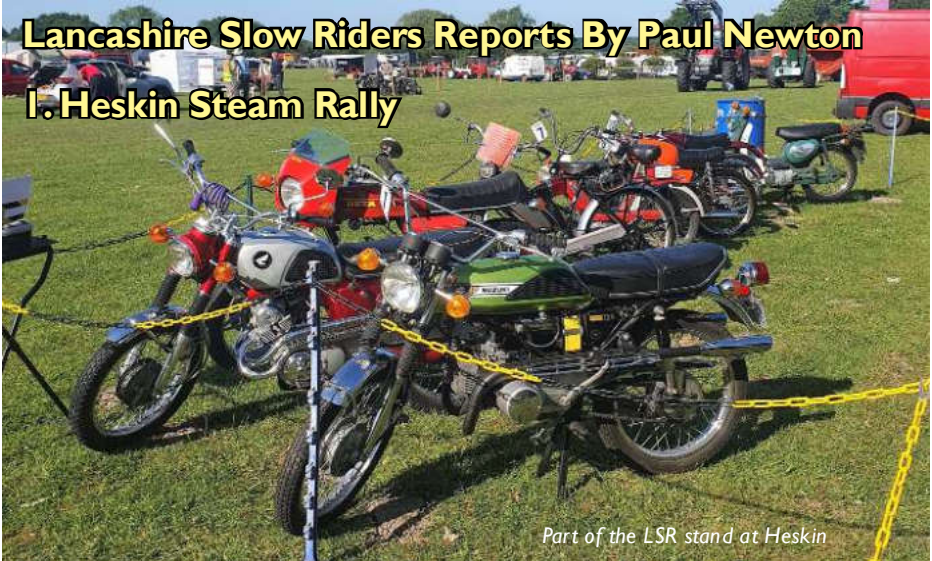
17th September 20th Coprolite Run from Suffolk Aviation Heritage Museum.

More on these events in next edition.

See you on the road ... 'Danny'.

Lancashire Slow Riders Reports By Paul Newton

I. Heskin Steam Rally



The LSR have been going to this event for quite a few years now, displaying a vast range of classic and vintage autocycles/mopeds and motorbikes. The show has grown a lot over the years and we now have a regular exclusive stand for our members, plus any guests that choose to join us. This year we had around 30 various machines on the stand and we recruited some new members along the way.

Nev, Bill and I went up to the venue on the Wednesday before the weekend's event to pegged out the stand and erect the marquee. This would give us more time to fit a few rides in when people arrived from Thursday onwards .

On the Thursday people did start to arrive and set up camp for the weekend. We managed an evening ride on the very moped friendly lanes around the West Lancashire area. Same again Friday and another ride out Saturday evening after the show had finished for the day... very enjoyable!

By Saturday the show was in full swing, we had many visitors to the stand and display. Same again on Sunday, which made attending the Rally feel very worthwhile.

Our sponsors and supporters Motocraft of Wigan chose a few bikes that they thought were worthy of an award, quite a varied range of machines were chosen. They included a very nice Green Honda Express aptly named 'Kermit', owned by one of the stall holders at the Rally, who joined us for the weekend. A very rare and unusual Beta 125, a nice original Honda XL125 and an Ambassador Supreme was part of the tally.

There was also a public voting system where members of the public were asked to cast a vote in a ballot box for what they think is the bike they liked the most. The voting

was a very close run affair, with five bikes pulling in the most votes overall. Bodhi one of our newest members attracted a lot of attention with her personalised 'PINK' GZ 125, along with a very nice Suzuki TS50 that was pipped at the post by one vote to an XL250. Trials type bikes are very popular it seems, as in previous years at this Rally, accordingly a Honda X150 won overall. This Rally was a great success and grows bigger each year, the weather was very kind to us and the company great. Once again, thanks to everyone who made the effort and help with running our stand

2. Hundred Lane End Transport Show Mere Brow, near Southport.



An interesting and varied line up at the Hundred Lane End Transport Show.

This show has been held at another venue for the past 20 years or so, unfortunately the organiser died last year and we thought that was the end of an era for the show. Fortunately, another venue was found by the guys who helped run the event and the era wasn't at an end after all. The show had been combined with a popular autojumble held at the Lesuire Lakes complex just outside Southport.

The LSR were invited along to put on a display of classic and vintage machines, it came with camping facilities being made available to us. Very kind and much appreciated.

Unfortunately, the show invite was a bit short notice for most and some had already booked other things. All was not lost, a few of us did make the effort and get along. I was joined by Valerie/Dave Cartwright, Mike Watson and Bohdi. We set up camp and arranged our bikes in front of the campers (vans, caravans and tents). This made it so any day visitors would know where to position their bikes on the Saturday/Sunday. Fortunately, on those days plenty of bikes arrived and joined our stand. We managed a good display for the visitors to the show and autojumble.

3. WINGS NWHEELS **Billsborrow, near Garstang**



Taking a break at Owd Nells Tavern.

This is an event the LSR regularly get invited to attend. We haven't been for a couple of years due to Covid and bad weather. This year the forecast looked good and flights were going ahead .

Its an event held at an airfield for Microlight aircraft with charity flights available for a donation , this was an open weekend and classic bikes/cars were invited to put a display on for visitors .

Full campsite facilities, bar with very cheap beer along with wine and great entertainment in the evenings to round the day off.

Its held near Garstang, which is a very moped friendly area that takes in the River Wyre and Fylde Coast.

Some of us took the opportunity and camped over for the weekend. Terry from Durham came down to the event. Andy Tulloch, Bodhi and Maureen and 'Fozzy' joined us too. Guy on his CZ joined us on the Saturday. When he left we rode with him a few miles before he peeled off and headed home. Paul Morgan rode up for the day on his wheelchair adapted Nippy scooter. We went on a really good ride up through the Bowland Fells, followed by a visit to Pilling, then down the coast roads back to base camp. Mike Watson rode over from Scorton Steam Rally, eight miles away, where he was attending. Weather was once again fantastic, Andy and Helen went for a fly around. Andy in a fixed wing aircraft and Helen braved a flexi wing micro light .

*One of the Microlights...
not for the faint hearted.*



We had plenty time to fit some more rides in around the Fylde Coast, including our traditional 'Pie Run' into Garstang. Unfortunately, the famous 'Garstang Blue' steak pies with a hint of Stilton are no longer available, due to it becoming too expensive.



On one of the really enjoyable road trips.

This has got the makings of becoming another popular weekend and the weather certainly brought the visitors out. Luckily, the LSR are now established here and given priority camping space in a prime position of our choice. Another great weekend and its been a busy month so far for the LSR. Third weekend this month we have had an event and only one week between our next. I will tell you about that in the next Issue of the MAC.



A LITTLE SUMMER **LOW POWERED** RIDE OUT FOR LUNCH

There are slow Autocycles and there are SLOW autocycles.

Whilst I might take my Velosolex out for a ride around the block occasionally, sometimes I do like to use it slightly farther afield. This doesn't necessarily need to be for a long or arduous ride – a gentle run through some pretty countryside, to a little village pub, is fine by me.

It had been a while since my friend Malcolm and I had managed to get together, for a ride out on the Velosolexes and, since I had been given permission by Mrs G, we decided on Thursday 1st June. Oxfordshire had been enjoying some very hot days, but that Thursday dawned slightly overcast, so not as hot – ideal for getting out on our low power two wheelers.

I loaded my 1957 Velosolex 1010 into the back of my car (it actually fits quite easily into the Golf). Once it was in, I loaded

up my tools (just in case) and mixed two stroke fuel to take. It had been a while since I had ridden it, so I made sure that my best tyre pump was in the car, too. Unless the tyres are at a good 2-bar pressure, the roller drive tends to either bounce or skate on the special tread of the tyre. I was keen to maximise what little performance I would have, since mine is a very low power and low torque machine. This, coupled with my own overweight frame, would mean that I had a significant disadvantage.

My 1010 has no clutch and its throttle, whilst requiring plenty of movement of the lever to operate, is little more than a stop (decompress the engine) or go. Its speed averages at about 7 or 8 miles an hour on the flat, although any kind of uphill slope (even one which you would not even notice on any larger bike) results in the need to pedal to maintain any speed. Since there are no bike gears, maintaining any kind of meaningful speed requires furious peddling. I usually settle for a gradual decrease and then, if necessary, I get off and push. At least partly balancing this out on this occasion though, was that our plan was that we would be riding on fairly flat terrain.

I made it over to Malcolm's house in Lechlade, in quite good time and we had a cup of coffee as we discussed the route, for our little ride out.

Malcolm has a couple of Velosolexes; a beautiful 2200 model, the perfect compromise of the older round tube design, with all of the advantages of the later (more torquey) engine. It also has a clutch – something which my 1957 model does not have. He also has a 1969 Velosolex 3800, an original UK model, which he actually bought new. He had prepared the 3800 for today's



jaunt. It has a more powerful engine than the 2200 and a proper throttle, meaning that Malcolm can slow down and speed up, making it easier for him to slow to the pace of my 1010. Most of the time on our rides though, he rides on and stops, waiting patiently for me at the next junction.

Our bigger plan is that we will gradually (and slowly) explore the pretty lanes in a small triangle between Lechlade, Glos and Clanfield, located just across the border in Oxfordshire. The triangle is roughly bounded by Langley Lane to the south, running off the A417, between Lechlade and Highworth (at the Trout Inn, where the road crosses the River Thames) and the A4095 which runs from the pretty little village of Clanfield, south to Faringdon.

We decided on this occasion to first investigate Mill Lane, a small lane just outside Lechlade, which neither of us had ever been down and which it appeared that the Google Street View car had not been able to negotiate either. We found Mill Lane to be narrow (even for the Velosolex) and clearly little used, with slippery broken chippings and chunks of stone along its centre line, punctuated by potholes and damaged road edges. Concentration was required, even at slow speed. At the point where the road crosses the River Leach (a tributary of the Thames) there is a very narrow "weak" bridge - which may have been the thing which put Google off.

Having satisfied our curiosity, we headed back down to Langley Lane and turned left, in the direction of Clanfield. From here the lane follows the line of the Thames, about a kilometre to the south, with only the pretty village of Kelmscott lying between the two. Situated adjacent to the Thames and dating from 1570, Kelmscott Manor, a Grade 1 Listed building, was the summer home of influential textile designer, poet, artist (and Father of the Arts and Crafts Movement) William Morris from 1871, when he signed a joint lease for himself and his family, with Pre-Raphaelite painter Dante Gabriel Rossetti.

We turned off Langley Lane and made our way down into the village, crossing the flat fields of West Oxfordshire and following first Langford Brook, then Kelmscot Brook, down towards the Thames. This is a popular village with tourists with the Manor's parking located at the near end, with a shuttle service to take visitors down to the Manor. We encountered several cars, following the same path, but these turned off as we reached the village - and the drivers had seemed happy to drift along behind us. We continued on down the tree lined (now) narrower lane, passing Manor Farm with its beautiful Cotswold stone house. We veered round right towards The Plough in the centre of the village. This is a pretty building and noticeable for the base of the 14th or 15th - century preaching cross which stands outside. We parked the Velosolexes either side of this and took turns to pose for pictures, before getting a pint of the local brew and ordering some lunch.

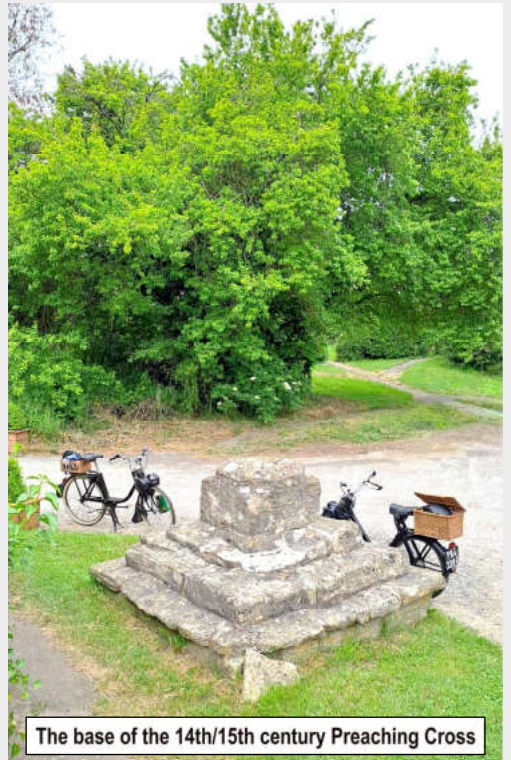
On the way back to Lechlade, Malcolm wanted to make a quick stop at the Trout: not for a drink, but because they were to host a small "Steam Fair" the following weekend. He wanted to check out times. Despite it only being Thursday (so still a couple of days before the event) we found several had already set up in the field behind the pub - stationary engines, vintage tractors and even a steam traction road roller had already arrived. We had a ride around the field, to check these out and then continued on our way. Malcolm thought that, instead of strolling down that weekend, he might ride one of his Velosolexes - which would seem fitting.



Malcolm posing with the vintage machinery

The total mileage of our little jaunt was only about 8 miles in total, but it was "escape" - and I had a smile on my face the whole time - and received lots in return from the people we passed.

Rod Graham



The base of the 14th/15th century Preaching Cross

The North Coast 500.

An Epic Journey for One Big Man & One Small Bike. By Rob Little.



High above Ludlow Castle

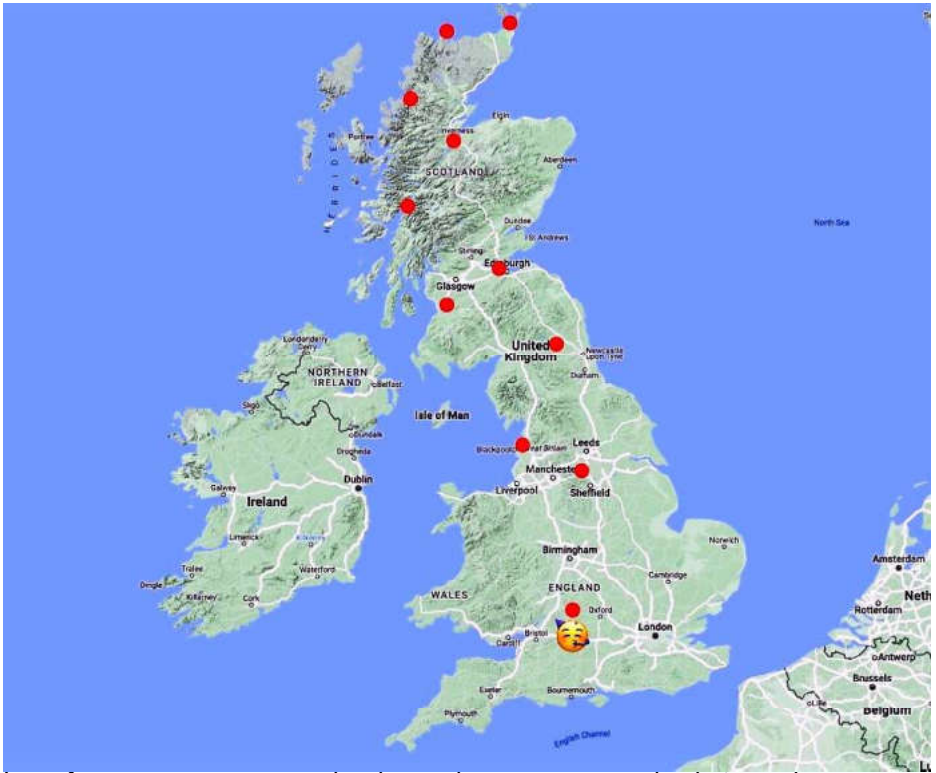
Ever since completing last year mammoth tour around the coastline of Ireland on my trusty 35-year-old little Yamaha 100cc 2-stroke, my eyes have been fixed on the NC500. It's a circular route around the north of Scotland from Inverness taking in the east and west and north coasts.

However, there are several issues to my challenge. Firstly I am a 70 something year old, rotund, non-mechanic, riding a 35-year-old little bike! Second, while the 500 mile loop itself may present quite a challenge for me and the bike, my biggest problem is actually getting there from my home in the south of England. Its 650 miles just to get to Inverness and another and 650 back! Tough on the machine and equally tough on certain parts of my anatomy!

Then there was the oil situation, I was unsure whether 2-stroke oil would be readily available on the route and I didn't want to go searching for it. So, I arranged for Mr Amazon to deliver it to strategic hotels on route, in the end I didn't need it all. I ended up posting it home, a prudent move after one litre of Yamalube was stolen. The crime was at one of the most honest looking of hotels... looks can be deceiving!

My route starting and finishing in Tetbury, Gloucestershire, it was as follows...

- Night 1 - Holmsfirth
- Night 2 - Stannersburn, Kielder Forest
- Night 3 - South Queensferry, Edinburgh
- Night 4 - Inverness
- Night 5 - Wick
- Night 6 - Durness
- Night 7 - Ullapool
- Night 8 - Applecross
- Night 9 - Fort William
- Night 10 - Kilmarnock
- Night 11 - Preston
- Night 12 - back Home!



I was fortunate to meet some lovely people en-route, some by design and some completely randomly. For instance, on the first day I rode the bike further than I had ever ridden it before, almost 200 miles. I'd arranged to meet some guys on little bikes in Ashbourne, Derbyshire, who other than being fellow Facebook bike group members, didn't know each other. They went for a ride with me, Paul led for much of the way before Jody took over. It was a wonderful route on small roads through the stunning Peak District, finishing in Holmsfirth the town where the series 'Last of the Summer Wine' was filmed.

Paul, Jody & friends at the summit of Holme Moss



Then, the following morning, I met up with another group (Fiona, Andy and friends), on their little bikes in beautiful Grassington. After a coffee we had a fantastic ride through the Yorkshire Dales to Aysgarth Falls, which were running dry after weeks without rain.

Fiona, Andy & friends in Grassington



For the next four days my encounters were more random, these included a motorcycling gun maker as well as other characters who were riding around doing the same as me. I often met them more than once. However, as I progressed further North I spent more time riding solo. It was not until the day I left Ullapool that I was accompanied again. Craig, a Crofter and motorcycle mechanic from a hamlet called 'Second Coast' joined me at the hotel around breakfast time. He rode with me on his 1964 AJS250 back to his home through the most spectacular coastal scenery. We were joined on route by John from Poolewe on his specially imported Honda CT125 and he was generous enough with his time to ride with me all the way to Applecross. What a great couple of great guys. We visited Craig's workshop en-route, met his dad and viewed his amazing collection of bikes.

Approaching Applecross was quite an ominous moment for me because of the very steep pass ascending east from this coastal village. It's the famous 'Bealach na Bà' or 'Path of the Cattle. In the end, this challenge for the bike was not as arduous as expected, thank goodness, although I hit first gear a couple of times. In fact, I managed to make it to the top in mostly second of third.

Eilean Donan Castle... all photos by Rob Little



After that it was the 650 mile trip back through Fort William, Dumfries and Preston. I had intended to have a final night in Ludlow, but having had enough of 90°F/30°C bedrooms, I decided to break another record and ride the 202 miles back home from Preston. Much of it along absolutely vile urban roads. My next close encounter with humans was meeting my friends Steve Hoffmann, Mike Burgess and Dave Godden at a pub in Newent, who then accompanied me the last 20 miles home.

Mates... Dave Godden, Mike Burgess and Steve Hoffmann who met Rob in Newent and rode home with him.



In the end the little bike did not miss a beat. I have the work done on the YB by mates Steve and Geoff to thank for that. I need not have worried about engine reliability, seizing on mountain roads, punctures and falling off, or being knocked off! But of course it wasn't just the bike. It was me too, a 71 year old, overweight and unfit bloke!! In fairness, I had air cushions and a sheepskin between the rather hard seat on my YB and my bottom... but even that was not enough! I found that if I stopped for a shuftu every half hour or so the most acute symptoms subsided, but my buttocks were still aching a week after my return!!

I found the most hilarious thing was getting the attention of those guys riding their huge bikes around this usually narrow, one lane and winding route. There they were on their GS's, 'Gold Wings', 'Triumph Tigers', etc, festooned with luggage. I love parking the YB right next to them with my minimal luggage for a 12 day ride! Ok, the YB might not be the ideal bike for a ride like that. I was just challenging myself, but a CRF300 or similar would be so much more suitable for negotiating those roads than bikes with almost the dimensions of a car.

In conclusion, I think I and the bike achieved something few people of our respective sizes and vintages have done. I've done the coast of Ireland, I survived the NC500 so now it's the 'SW500' I have in mind. It's a ride around the rural roads of the South-West peninsula to Land's End and back again! Anyone fancy joining me?

Wiltshire Whizzers Honestreet Café Run - 28th May 2023



By Steve Hoffman

Gathering at Honestreet Cafe, prior to the start of the run..

This is the second year that we have used the Honestreet Café as the base for this run, although the route goes a long way back in our group's history and was originally put together by Dennis Iles, who sadly passed away several years ago now and is still very much missed.

The run is centred within the Vale of Pewsey and is an incredibly attractive area to spend time, with many small lanes and a canal system. There are also many small, attractive villages that we were able to observe close at hand as we passed through.

A total of 15 riders with a very diverse range of machinery took part.

The weather, for a change, was sunny and quite warm, which was especially welcome. The course was slightly more challenging than expected due to significant amounts of white sand having been deposited at several points on the route. Plus, there was a much larger number of potholes than was the case last year, all of which added to the excitement!

The Honestreet café, once again, was a nice place to take some refreshment at the end of the run, located, as it is, right by the canal.

A really good days riding and so pleased to see so many make it to the event.



Engaging with the locals half way through the run.



Photographed during the break is a rare small wheel Honda 'Postie' version of the C90.



Steve's own Herald 250cc Cafe Racer, which he finds huge fun to ride. In front of it is a 2023 125cc Honda Monkey Bike. All photos by: Steve Hoffman



EACC Teenage Tantrum Run on Sunday, 11th June 2023. By Mark Gibb

This year we decided to approach the Parham Airfield Museum to start our run from their car park. They were very accommodating and even opened early to supply hot drinks and biscuits.

Around 30 assorted mopeds, lightweight motorcycles and a solitary Autocycle set off in the sunshine on a 25 mile jaunt through the lovely Suffolk countryside heading for Sizewell Café on the coast.

A couple of non-starters (both usually reliable Puch Maxis) eventually made it to the lunch stop with alternative transport. Those without mechanical gremlins passed through Blaxhall, Subbourn, Snape (with its famous maltings) and Friston. A vintage Mobylette got within a couple of miles of the destination before losing its sparks.

The Café fed us well, as usual. Our little steeds were parked alongside numerous larger and newer machines, generating a great deal of interest. We headed back to where we started in a more direct fashion, those that accompanied us were treated to a look around the Airfield Museum and its many exhibits.

Everyone was grateful for the wonderful weather and we will hopefully get more of the same next year when we should again be based in Parham. Big thanks to all the staff at Parham and Sizewell, to my wife Sharron for driving the sweeper Transit van and my son Ryan who turned 15 on the 9th and was on the pillion of my C90 for the journey, he should be on his own machine for the run in 2024.



Preparing to leave Parham Airfield Museum at the start of the run. All photos by Mark Gibb



Sizewell Cafe lunch stop



Ted's NSU Quicly gets a coat of looking at after returning to the Museum

LANCASHIRE SLOW RIDERS CLITHEROE CHAPTER



By Andy Tulloch

60% of the Chapter posing outside the Chapel at Giggleswick School.

Well, on the day of this run, 60% of the Clitheroe Chapter (a branch of the Lancashire Slow Riders, which is a branch of the EACC) set off from Clitheroe to Settle and Giggleswick for a little bibble. We had been watching a band of rain that was due to arrive at 3 o'clock and reckoned we could easily be back for 2pm. However after about six miles Guy's Garelli Eureka ('Ulrika'), which Carolyn was riding conked out. It seemed fairly obvious that it was overheating. Fortunately, we were carrying tools and spare spark plugs. Within a few minutes we put a different plug in. Unfortunately, the starter clutch cable was stretched making it really difficult to start. Nonetheless, we managed it... eventually!

All was well for a couple of miles then, as Guy was overtaking me on his RM5, Finbar, he suddenly lost all power. After we rolled into a farmers entrance, I had a look through the gap between his frame and his chain guard. I was able to see right down the Venturi of his carburettor. It didn't take me long to exclaim... "You've no air filter!". On further investigation I realised I was looking down the opposite end of the Venturi, his carb had blown completely off the inlet manifold. It was an easy fix, thankfully. I had visions of a repetition of the 'Prestatyn Incident'. Off we set again but had two more overheating breakdowns with 'Ulrika' before we finally made it to Settle!

In the town centre we separated, I went to a chip shop for steak pudding, chips and

curry sauce. Unfortunately, it was without doubt the worst pudding I've ever had... all suet and hardly any meat. My riding companions had the better deal, they went and got healthy wraps or something. After our food and coffee, at my behest we headed for the Chapel at Giggleswick School. I'd looked for this impressive domed building on my previous jaunt to Settle but was unable to find it. Turns out it is at the top of a very steep hill. It was so steep that neither of our tiny 50cc machines could climb it without us pedalling. Checking the time, and the imminent rainstorm we set off for home. Just one mile out of Settle 'Ulrika' overheated again. This time after another quick plug change, we managed to completely snap the starter clutch cable! The only way to start her was to hold the clutch lever on the gearbox housing in with a pair of pliers whilst the other person pedalled like a kickstart. The dormant pedal however came up and tw*tted me on the knee! Ouch! We got home at 3 o'clock and no sooner had we done so, the skies opened! Looking back, if we had nice new modern, trouble-free bikes, the day would have been nowhere near as enjoyable as the one we just had! Thanks for a smashing day Guy and Carolyn! Here's to the next one.



The three machines parked in the Market Place at Settle, whilst the Clitheroe Chapter members took a break. Photos by: Andy Tulloch.

- FOR SALE -

1965 NSU

A very nice example. It has a V5, insured and in full working order. It was taken apart 3 years ago and rebuilt with quite a few new bits. Repainted in blue and cream. Clutch a bit snatchy. For sale due to moving house... I have too many bikes and mopeds. £1,250 ono.

Contact Les Ames on Tel 07849886192 or Evenings 01625 576295, based near Macclesfield Cheshire.



RARE RALEIGH POWER PAK CYCLE

This bike/moped is in lovely, well cared for condition. Good chrome, nice white wall tyres. Viewing is recommended, but not essential. More photos and details upon request. Located in St Neots, Cambridgeshire. £799 ono... Part exchange might be possible (w.h.y?) and delivery. Ring Owen on 07860 212426 for more information.



EACC - Autocycles
- Mods -
- Cyclomotors -



A great turnout at the Sizewell Cafe, midway through the 'Teenage Tantrum' Run. Photo: Mark Gibb