



The M•A•C

The Newsletter of the
East Anglian
Cyclomotor Club

Number Nine

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Spotted at the Ouse Cruise



Now, that's a cyclemotor.

This is one of the pair of **Wall Auto Wheels** that turned up at the West Anglian Group's Great Ouse Cruise. First produced before the outbreak of World War I and remaining in production well into the 1920s, thousands of Auto Wheels were built. BSA and FN both built versions under licence, as did the A O Smith Corporation in the USA. So, although they don't often appear on runs, and although they're very old, they're not all that rare, with over 100 survivors in captivity.



On the other hand, this is nothing like as old as the Wall Auto Wheel, but is much rarer. It is an **Ambassador Moped** dating from 1961. Although powered by a Villiers 3K engine, the cycle parts didn't originate in the UK. Kaye Don's Ambassador company imported most of the machine from Solifer in Finland. As well as fitting the Villiers engine,

the frames were repainted in the UK. In Finland, the equivalent Solifer model was finished in bright red... and that's why this Ambassador has a red top to its seat.

Winter autocycle riding in Australia



Hi Andrew,

I joined your club last year on the AGM & Kneel's Wheels run last year. I have nearly finished my 1950 James autocycle, just have to put on the horn, see the pictures.

I would like to thank you for the assistance that day and those members for the encouragement to finish it off.

The bike was originally purchased in Townsville in North Queensland by a friend of mine in the Laverda club when he was 15 (A bit different to riding a Jota) and he gave it to me 2 years ago, will send you some more pictures later with the condition I got it in.

The first ride ended in disappointment as I put too much oil in the chain case and the clutch slipped so it wouldn't start. Cleaned off the clutch tried again, same thing!

Put another clutch in it and she started in a couple of yards, very pleased, rode it down the hill then came up the hill, quite steep and pedalling (not something that is a pretty sight!) she made it up the hill but the clutch started to slip again.



Can any of the club members give me any idea of how to stop this? Clutch is cork, is there something better? Or is there some riding technique that alleviates this problem?

Please don't tell me to pedal faster!

Front brake is good, rear brake useless! Is this normal? It seems to run OK but there's bit of a leak out of the fuel tap. Otherwise it's fine. I'm not sure if I will register it for the road as it's quite expensive here (\$145 - about 70 quid) and I have five other bikes.

Don't make any comment about no helmet; you are supposed to wear one but I wasn't sure it would start so I didn't bother ... plus it was over 30 degrees C and that was still the winter!

It's quite warm in Queensland in the summer but this was a record. Bloody hot!

Ian Stone

Cyclemotors – the ultimate green transport?

I was speaking with a colleague at work about cycling to work and she commented on how environmentally friendly it was. That got me thinking – just how environmentally friendly is cycling compared to the alternatives? After all, one of the 1950s cyclemotor pamphlets advertised that their machine was “cheaper than walking” and showed a calculation comparing the cost of shoes to the fuel, tyres & other running costs of a cyclemotor.

Being an engineer, I couldn't just leave it at that so I did some research. My daily return journey to work is about 11 miles of flat terrain. It takes me 20 minutes of pedalling each way. I decided to work out at what mpg it would be more environmentally friendly to use a motorised vehicle. I assumed no wind effects and that I buy my food from a supermarket rather than growing it myself.

The result may surprise you:

- Personal energy used to pedal = 740 kCal/hour. So for the 40 minute round trip = 580 kCal = 2.4MJ.
- Energy cost to grow & distribute food is estimated at 7 to 10 times the energy content of food produced (average US estimate for mechanised farming): taking the optimistic estimate $2.4 \times 7 = 16.8\text{MJ}$ fossil fuel energy is used to produce the food I need to cycle to work.
- To equate this to petrol: Energy density of petrol = 31.6MJ/litre, so 16.8MJ is equivalent to 0.53 litres of petrol
- To be more environmentally friendly, my petrol vehicle must have a better fuel consumption than 0.53 litres per 11 miles = 94mpg.

A Cyclemaster manages better than 200mpg.

Cycling isn't environmentally friendly after all, cyclemotoring is!

Andrew Roddham

West Anglian Ouse Valley Cruise

What a way to spend a Sunday!

The day dawned well at Thurleigh Village Hall on Sunday 6 September. Weather was set fair and members began arriving soon after 9:00am and by 10:30am – 23 members

had signed on, two from the VMCC with 1913 Wall Autowheels.

After breakfasting on bacon rolls, egg rolls, bacon & egg rolls and egg & bacon rolls we set off on the Ouse cruise, a run of 24 miles in North Bedfordshire along the Ouse Valley. Ralph in the recovery vehicle brought up the rear.

We had an excellent ride with all machines performing really well except one of the Autowheels, which overheated and Ralph trailered it to the lunch stop.

Our lunch stop was at the *Bell* at Odell where we were catered for with more food and good ale!

The second half of the journey, back to Thurleigh, went without a hitch, except for the one failed Autowheel, which proved to be a seizure. In the early afternoon we started Auto Jumbling. Danny had his usual excellent display of parts and accessories and seemed busy most of the time. Ralph's pile of rust made him a few quid! (Even the scrap dealers have turned it down).

Afternoon tea with Ralph's delicious home made cakes and biscuits was most welcome and, to sum up, it was a really excellent day: good weather, great route and good company. What a way to spend Sunday.

Alex Lees

PS: The hall was twice as expensive as we usually pay, subsequently only £20 went to the club funds, but it all helps.

Kneel's Wheels

The Funny Farm,
Away with the fairies,
Cloud Cuckoo Land.

Dear Andrew

A warm welcome by all, good company, good weather, a good run, good food at the pub – what more could a man want? A bike that works: that is all that is required! I had the first five but my Moby let me down as we were leaving and I had to follow on in my van. Uncle Keith came with me for company, as I was last.

I would like to thank three backroom heroes: the three ladies who always help out there, dishing out teas and coffees and also as back-up drivers. I would also like to thank Uncle Keith who stepped in to act as the chairman for the AGM after the run.

I could not ask for a better day: “just perfuck” as Pop Larkin would say.

Yours

The Loonatic

[It looks as if the 'Loonatic' has, again, become the victim of his own generosity. He often brings several mopeds along to an event and lends them to club members who, otherwise, would not have a ride. They all perform faultlessly except the one he's left with to ride himself!]

Andrew]

Club News

AGM

The 2009 AGM was at Coddensham Village Hall at 2:15pm on Sunday 15th November. There were no raging controversies at the meeting: no changes to the committee, no change in subscription rates.

We now have 274 members, which is a 50% increase over the year, and we have £935 in the bank. We'll be looking at spending some of that. We have had some requests for club stickers – we'll be getting a batch of those made. We'll also see if we can get some banners for all the sections to use.

Hertfordshire Section

The North Hertfordshire embryo group met on 10 November at the *Rising Sun*, Halls Green. It was a very convivial meeting on a dark and murky November evening. There were seven present - three other potential members could not make the meeting.

It was agreed that we would meet again on a provisional date of 16 March 2010 to formalise a programme when we have information on other groups.

Peter Lawson

Future Events

The next run will be the Mince Pie Run on Sunday 3 January. This is our biggest event of the year – we had 97 machines taking part last year. It's the 27th time this event has been held, so the format is starting to get familiar. Meet between 9:00 and 11:00 at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR for tea, coffee and mince pies. At 11:00, we will leave on a run to *The Shipwreck Bar* at Shotley. For details and directions contact David Evans on 01473 687820; please 'phone if you can, as this helps with planning the catering.

The 2010 Calendar is starting to fill up – there is going to be plenty of things to do next year.

Calendar

Every Tuesday EACC and FMCC *evening meeting* at the *Half Moon*, Walton, Felixstowe, around 9:30pm.

Sunday 3rd January 27th *Mince Pie Run*. Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR. At 11:00, we will leave on a run to *The Shipwreck Bar* at Shotley. David Evans: 01473 687820.

Tuesday 12th January *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Wednesday 27th January *Wiltshire Section evening meeting* at the *Prince of Wales*, Wooton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Tuesday 9th February *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Wednesday 24th February *Wiltshire Section evening meeting* at the *Prince of Wales*, Wooton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Early March *West Anglian Group run*. The date hasn't been fixed yet but the starting point will be Duloe Village Hall. There'll be the usual jumble in the hall before we set off at 11:15. Ralph Richardson: 01234 403796

Tuesday 9th March *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Tuesday 16th March Provisional date for a *North Hertfordshire Non-conformists meeting* at the *Rising Sun*,

Halls Green to formalise a programme for 2010. Contact Peter Smith on 07977 936123.

Wednesday 31st March *Wiltshire Section evening meeting* at the *Prince of Wales*, Wooton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Sunday 11th April 7th *Radar Run and Mopedjumble* starts at Bromeswell Village Hall for a superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual free pitches for jumble stands - call to reserve a spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Paul Nelmes: 01394 671222.

Sunday 25th April *Ride it!* Every year the FBHVC has its *Drive it/Ride it Day*. The aim is to increase public awareness of Vintage and Classic vehicles by having as many as possible on the road for one day. There are many events - see the Federation Website - www.fbhvc.co.uk - for more details.

Sunday 23rd May The 28th *East Anglian Run* starts at Long Thurlow Village Hall, the oldest-established event in our calendar. The Village Hall (which, despite its name, is in Great Ashfield) will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:00

Weekend 12th & 13th June Weekend event at the Horham Bygones Rally, Horham Community Centre, Suffolk.

Sunday 5th September 4th *Wetheringsett Run*. Details from Keith Flood on 01359 251234 or Tony Hammond on 01449 766594.

Sunday 19th September 7th *Coprolite Run & Mopedjumble* from Bucklesham Village Hall to Felixstowe Ferry Victoria. Mark Daniels on 01473 659607

If you want to organise an EACC event, please get in touch with Paul Efreme (OiC events). We're geared up to help you with insurance, sign-on sheets, 'day' membership sheets, certificates, machine numbers, voting slips, and anything else your event might need.

Spotted - Extra

There was one question that visitors to our stand at the Copdock Motor Cycle Show kept asking us: "Have you seen the Mosquito in the autojumble?"



And here it is in glorious black & white. Specialised frames like this were far more common in mainland Europe than in the UK. They would have been sold as a complete machine

with the cyclemotor already attached. Here in the UK, the peculiarities of Purchase Tax made buying complete machines like this much more expensive than buying a bicycle and engine separately and putting them together in the comfort of your own shed. This particular machine is probably Italian in origin – well, it is painted bright red. France also had a number of makers of special frames for Mosquito engines. In fact, special frames for Mosquito engines are still being made in France.

Power Pak Budget

49 c.c. Power Pak Budget
 +THE TOTAL COST OF RUNNING A POWER PAK—CALCULATED IN POUNDINGS!

PETROL AND OIL		1 POUNDING PER MILE
TAX-INSURANCE DRIVING LICENCE <small>(on the basis of 30 miles per week)</small>		1 POUNDING PER MILE
MAINTENANCE <small>If doing 30 miles in 30 days you will have to do 300 miles in 300 days and 3000 miles in 3000 days.</small>		1 POUNDING PER MILE
TYRE WEAR <small>Two standard 20" x 1.75" tyres will last 3000 miles. Two 20" x 1.75" tyres will last 3000 miles. Two 20" x 1.75" tyres will last 3000 miles.</small>		1 POUNDING PER MILE
REPAIRS/ROD <small>The Power Pak 49 c.c. has 1000 hours of life. The Power Pak 49 c.c. has 1000 hours of life. The Power Pak 49 c.c. has 1000 hours of life.</small>		1 POUNDING PER MILE

AN AMAZING FACT—
 RIDING THE LUXURIOUS POWER PAK IS CHEAPER THAN WALKING.

PROOF

300 miles on the bus	37s 6d	THE TOTAL COST IS LESS THAN 1 1/2 POUNDS PER MILE
300 miles of walking	37s 6d	
300 miles of effortless POWER PAK RIDING	COSTS 1 1/2 POUNDS INCLUDING EVERYTHING	

These are facts - not slogans!

Here's the pamphlet Andrew Roddham refers to in his 'green cyclemotoring' piece: 300 miles by bus – 37s 6d, 300 miles worth of shoe leather – 12s 6d, 300 miles by Power Pak – 11s 3d. At the bottom of the sheet, it says, "These are facts – not slogans". This was in the days before the Trades Descriptions Act when you could get away with almost anything in an advert by claiming that it was just a slogan.

Quiz

The "These are facts – not slogans" on the Power Pak leaflet is very similar to a tag line used by a manufacturer of motor cycles that were much bigger than a Power Pak.

- Which manufacturer?
- What was the fact?
- And what is the connection back to cyclemotors?

We'll give you the answers in the next edition of the MAC.

The East Anglian Cyclemotor Club

is *the* club for *all* cyclemotor, autocycle and moped enthusiasts, *everywhere*.

Membership is just £3.00 a year for UK residents (and it's £5.00 for the rest of Europe, & £7.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

Secretary

Andrew Pattle
 7 Unity Road, STOWMARKET, IP14 1AS.
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Web site

<http://www.autocycle.freeserve.co.uk/>

Standing information

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. The idea of this is to avoid filling the newsletter with the same information over and over again. When anything changes, we put the changes into the newsletter with the idea that you will make a note on your copy of the information sheet. Does this system work in practise? We're about to find out, as this is the first time we've had any changes to tell you about.

Changes to the Information Sheet

A request for a directory of section contacts was made at the AGM. This has been added to the Information Sheet

Essex

Paul Efreme, 14 Lisa Close, BILLERICAY, Essex, CM12 0QT
 01277 657106 subopof@aol.com

Hertfordshire

Peter Smith, 13 Ivel Way, BALDOCK, SG7 6LL
 07977 936123

Leicester

Jim Lee, 2 Bramfield Park, Theddingworth Road, Lubenham, MARKET HARBOROUGH, LE16 9TP 01858 461386
 Pete Stratford, 136 Windley Road, LEICESTER, LE2 6TB
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