

The M·A·C

The Newsletter of the EACC

Number Fifty Seven

April 2020



...ride or restore...



Ride (maybe) **Hercules Corvette**
Or restored example currently for sale on eBay



Club Information

The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts everywhere. Membership is just £8.00 a year for UK residents (and its £12.00 for the rest of Europe, & £18.00 for the rest of the world). The membership forms are available from our website... or just ask and we'll send you one.

Secretary & Web Master.

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E-mail: membership@autocycle.org.uk

Website <http://www.autocycle.org.uk/> Forum <http://eacc.freeforums.net/>

Standing information

EACC Committee Members.

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

Club Officers.

Editor of the MAC David Watson mac.editor.eacc@gmail.com

The club's newsletter is called The MAC and it is issued six times a year: in February, April, June, August, October and December.

Deadline for copy to be sent in is 15th of preceding month.

Club Regalia

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Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.

Website: www.autocycle.org.uk

Forum: 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>

Front cover picture © supplied by "The Artist" **Nick Ward**

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Sections

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

Essex: Paul Efreme 01277 657106 subopef@aol.com

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Leicestershire: Jim Lee 018568 461386

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West Anglian: Alex Lees 01480 219333

Wiltshire: Steve Hoffman 07891 251118 shffm@sky.com

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

A N Other Section: Anybody interested in starting a new section in their area.
Contact Mr Secretary

Coronavirus

Bl#dy virus, we did have 6 pages of meetings and events to look forward to, these have now all been edited out.

Thanks to our contributors for this edition Neil's article was on the cutting room floor but has now been squeezed in.

Your MAC will require articles / news sending in for the next edition. *Dave*

Section meetings.

Events

Published: 17/03/2020

The **FBHVC** is committed to following and passing on the latest **UK Government** advice on events and public gatherings pertinent to our member clubs. Current government and public health advice states that all, **non-essential social contact with other people should be avoided for the foreseeable future.** We are also being advised to avoid pubs, which of course is the most popular type of venue of regional club meets within historic vehicle organisations. Those at risk or with underlying health issues are being advised to self-isolate for a period of 12 weeks. Therefore, **we are advising all clubs with regions, local groups and registers to encourage their volunteers and organisers cancel or postpone their monthly meetings and local club events for the foreseeable future.** This is in line with UK Government advice. We urge you to watch the FBHVC website www.fbhvc.co.uk and the government advice.

Following the above advice it is with deep regret I will be cancelling any local events that had been planned by me.

I shall also be deleting meetings / events from this edition of the MAC newsletter.

Hopefully things will have improved and we will have some better news for the June edition.

Dave

Norfolk Section

February section meeting

Twelve good men and true* gathered at The Bluebell for the February meeting of the Norfolk Section. We had a surfeit of lams and representatives from all around the eastern edge of the county including most of the regulars. Ian de O produced an amusing and enlightening quiz into which he had put a great deal of effort. David won & hopefully he will reciprocate next time. As usual the food was good and the beer was well cared for too. Subjects under discussion included supercharging a Panther single, plenum chambers, and the maths behind them, future events, kill switches, small French cars, sports mopeds, auctions and prices of the sort of bikes which interest us, and the HEC autocycle. Much else was talked about but with 12 people chatting it was difficult for your "on the ped" reporter to catch all of it. The 'who rode tonight' prize went to Ian de O who had ridden 5 miles on his small Yamaha to get to the point at which he could get a lift. Next month we are back at The Bluebell and then, who knows where.

*When this phrase was coined, in the early 17th century, 'good' implied distinguished rank or valour.

Matthew Hodder

March section meeting

Beware the rides of March, said the soothsayer, so we didn't have one. In preference to a chilly, windswept and possibly moist ride we chose to retire to the comfort of an inn, or at least The Bluebell PH in North Walsham, for the March meeting of the Norfolk Section. 11 chaps, minus ladies, got together to chat, quaff, and chew. Amongst our number were 3 lams, 2 Johns, and several individuals.

One John was a guest, welcomed from the high life of Finsbury Park, father in law of Ian de B. Dave 'the Doctor' Watson gave us much entertainment with a rather natty quiz of which Ian de O was the winner; he is our reigning quiz champion and a knowledgeable chap too. April should provide us with sufficient daylight for a ride to the meeting and a candlelit wobble home. See you

Matthew Hodder

Suffolk Section Notes

Since the Mince Pie Run on January 5th technically completed the 2019 calendar, before the seasonal cold winds, rain and frost closed in, and definitely not the most popular period for moped runs here on the East Coast.

Our first regional ride was Mark Gibb's "Alex's Birthday Run" from Bruisyard Village Hall on 8th March, which launches the start a new season, but it's still an early time of the year, and can be a bit chancy weather wise. With a fair weather forecast, the BTM Skeletor at front of the shed, and starting ok, it seemed like a relatively reliable and easy option to ride, so was loaded aboard the van on Sunday morning. Previous ABR rides have experienced varying degrees of cold and water, but this year struck fairly lucky, because it proved a fairly reasonable day with no more than a brief shower to contend with. Mark was duly rewarded with a very healthy turnout of 26-bikes mustering at Bruisyard VH, though one failed to start, so 25 made the ride. Ironically, Alex was on crutches for his home run, so riding shotgun in the back-up van rather than piloting a bike. Mark Gibb led the convoy along a scenic route through secret country lanes, to a halfway stop around Blaxhall on the A12, and as it worked out, a good day for a steady ride around the course. There were no breakdowns, and even Skeletor behaved itself this time.

Danny did mention forthcoming events; unfortunately FBHVC and Government advice is postpone or cancel.

Before going to an event, please contact the run organisers to find out if it has been cancelled or revised.

Mopedland is now settling into its new address of 144 The Street, Rushmere St.Andrew, Ipswich, Suffolk, IP5-1DH. Tel: 01473-716817, though some people still don't seem to have registered the change, and we're still receiving mail and phone calls at the old site. While we can manage that at the moment, the old site will be cleared shortly, and all operations should complete the transfer to Rushmere within the next few months. Some parts location issues still continue as stock transfers are still ongoing, but things are steadily improving as this operation progresses. See you on the road ... *Danny.*

Tips, Tricks and Techniques

Pog, Bog, Bondo, Pud, Stodge or just common or garden Acrylic Body Filler- it's all the work of the devil and only used by bodgers, right?

Well, no! Whilst it's perfectly true that when cars dissolved like an aspirin in a glass of coke and welding up holes was just too much of a chore, some unscrupulous people out there found a quick and easy alternative- old newspaper, chicken wire and filler! This is where body filler gained its unenviable reputation whether it was used for cosmetic reasons, or bodging-up structural components for a quick sale.

Used correctly modern body fillers are quick, easy to use and can provide a permanent and professional repair. "Correct use" means remedying scratches, shallow dents and minor surface imperfections. Anything deeper than 5mm means you either need to review your initial repair, invest in new panels or brush up on your lead-loading skills!

The array of fillers on the market is bewildering, so what is used for what? Much the same as most things, you get what you pay for- a premium product is likely to be easier to apply, easier to sand down, give a less porous finish and stay where you put it! Correspondingly a tube of something you pick up at the Sunday market for a couple of quid, with unintelligible writing on the label is going to lead to frustration and disappointment.



This is my current favourite. It's a relatively lightweight filler so is easy to sand and shape. But, because it's deemed to be "lightweight" it's not very dense so can leave small pin holes if you're not very careful when mixing it. Only buy as much as you need, because it will go stale in the tin or tube over time.



This is a much denser product, and is actually marketed as a two part stopper. It's ideal for small defects and scratches, but because of its higher density it takes considerably more time and effort to sand to the final profile.



This is another firm favourite, and quite specialised. Rather than a conventional filler, this is a glazing product. It's very fine but very runny, so has self-levelling properties. Ideal for removing sanding scratches, filling pinholes and blending repairs into surrounding areas. This is actually difficult to misuse because if you try to apply too much it'll run off the panel!

1mm or thinner is where this product excels.



On to the less conventional products, but still under the "filler" umbrella. This claims to repair holes in tanks, including fuel tanks, which I treat with much scepticism- maybe as an emergency get you home type repair it's ok. Normal fillers are porous and not fuel resistant, so this is clearly a different animal.



Flexible plastic panels need a flexible plastic filler, and this one from U-Pol works very well. These products are more difficult to work once applied, simply because of their elastic properties.



Although less sophisticated in its nature this is essentially the same as the U-Pol filler above. It's supplied in small sachets so if you only have a small repair to carry out it's a much more economical way to purchase.



Fibreglass panels need a slightly different approach, but because they're never technically a load bearing or structural component, holes can be filled to good effect. This "Bridging Filler" comprises chopped fibreglass strands suspended in plastic resin. Use a bit of card, or even masking tape to support the filler while you cover the hole, and once fully cured it'll be as strong as the original panel of a

similar thickness. This product can also be used to great effect on damaged panel edges, such as motorcycle side panels.



Conventional fillers use finely ground chalk as their bulking agent, whereas this uses finely ground aluminium, so is ideal for use on non-ferrous metals, such as alloy panels. It's more difficult to sand and shape, but has excellent adhesion. Use to repair holes in fuel tanks is NOT recommended!

So, you have something that would benefit from "a quick skim" and you've decided which is the most appropriate product to use (which let's face it, is the old tin you found in a dark corner in the shed!), how do you go about it so that the repair's invisible and doesn't fall out when you go over the first bump?

Much like the rest of the repair and painting process cleanliness is essential. If the panel's rusty ALL of the rust must be removed and treated with a good quality rust converter. Failure at this basic step will simply allow the corrosion to continue unchecked under the filler, with predictable results.

Clean the surface to remove all traces of oil and dirt with thinners, panel wipe, meths etc and wipe dry. The next essential step is to ensure that the surface is roughened up to provide a mechanical "key" for the filler to stick- a coarse abrasive paper is ideal. Clean again to remove dust.

Mix the filler and hardener in accordance with the manufacturer's instructions. These are always of contrasting colours, so keep mixing until the colour is uniform, and streak free. At this stage you can save yourself some potential heartache later; if you're mixing the two components with the same spreader you're going to use for the application, make sure that there are no traces of

unmixed filler left on the spreader - unmixed filler ain't going to cure! Once uniform, "squash" the filler on the mixing board to remove as many air bubbles as possible.

Always mix the filler on a clean, smooth, non-porous surface. Old formica kitchen shelves are perfect. Never use paper or cardboard because some of the chemicals in the hardener can be absorbed, which will do some weird things to your curing times. Before it reaches full cure, mixing surfaces and tools (and hands, work surfaces, dining tables, pets, curious children etc etc) can be cleaned with cellulose thinners.

Apply the filler in thin layers, so only mix a small amount at a time. When cured and roughly shaped apply more thin layers as required. Applying filler as if you're icing a cake will extend curing times and take much longer to shape.

Take your time when getting the filler onto the panel- if you've mixed an appropriate amount of filler in accordance with the supplied instructions, you'll have plenty of time. The longest part of filler repairs is taken when sanding and shaping, so taking care to apply just the right amount of filler in just the right place will save you an enormous amount of time that could be better spent on your steed, or in the pub!



Most tubes or tubs of filler come with an applicator. Small tubes have small spreaders, and large tins tend to have wide spreaders. Choose your weapon with care; using something of an appropriate width and even shape will make things progress more smoothly. Spreaders that are too narrow can be substituted with old bank cards, library cards etc.



If you intend to carry out this sort of endeavour regularly, invest in metal spreaders that can be cleaned and re-used indefinitely and even a set of silicon rubber spreaders that are sold to shape and finish mastic sealer.

So, most of the filler is now on the panel and it's hard enough to shape. Use an open cut, coarse abrasive paper (often called "production paper") for the initial shaping. 80

grit gives a rapid cut, and is resistant to clogging. As you approach the correct

contour, work your way up the paper grades- 120, 240, 320 and even 400 to remove the scratches from the previous grades. 320 or 400 is fine to prime over. If you catch the filler when it's still rubbery but not full cured, you can carefully remove excess with a sharp blade.

If you're working on a flat panel wrap the abrasive paper around something flat and easy to hold. It should come as no surprise that rubbing blocks are available for this purpose! A block of smooth wood or similar can be used to just as good an effect. If you're shaping a curve use your hands to mirror the desired profile, or if you're really posh use specifically shaped blocks. I'm posh!

Now that you're getting close blow the dust off the panel (you'll have to use compressed air because you're wearing a particle mask, aren't you?) to reveal any remaining deep scratches, or more likely small pin holes. Both of these imperfections are to be expected, and can be dealt either with stopper, glaze, air dry putty or of course a little more of the filler you already have. Be careful to only apply a tiny amount to fix the imperfection, otherwise you'll create a depression when you flat it down again, then you'll be back to square one.

A few final thoughts

In the trap of applying more and more layers of filler because the profile just doesn't seem right - sometimes all you need to do is spend more time shaping what's already on the panel.

Take your time and as with many things, practice makes perfect (or at least not quite so bad!)

The jury's out on whether it's good practice to apply filler over paint. Read the instructions! My personal view is that the repair area should always be free from previous coatings, but it's permissible to blend into painted areas with a fine filler or glaze.

If the filler taints the colour of primer coats you've probably used too much hardener. Flat and re-apply the primer to overcome this.

Expect to get yourself and your working environment covered in dust. Wear breathing protection and old clothes. Using a vacuum cleaner between applications and when you're finished helps a lot.

As always dear reader, if you enjoy this sort of content tell the Editor. If you don't like this sort of content tell the Editor. If there's something specific you'd like to see tell the Editor. It can be a lonely and thankless job for our poor old Ed, so show him some love and give him stories, pictures, articles but above all give him something to put in our humble publication!

Neil Bowen

Walton Works



Leg stretch time at **Shingle Beach**

Last year's **Radar Run**

Lunch stop at **Ramsholt Arms**





New Hudson Restyled and **NSU Quickly**

At the start of





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Alex's Birthday Run

Puch Maxi and a brace of Honda's



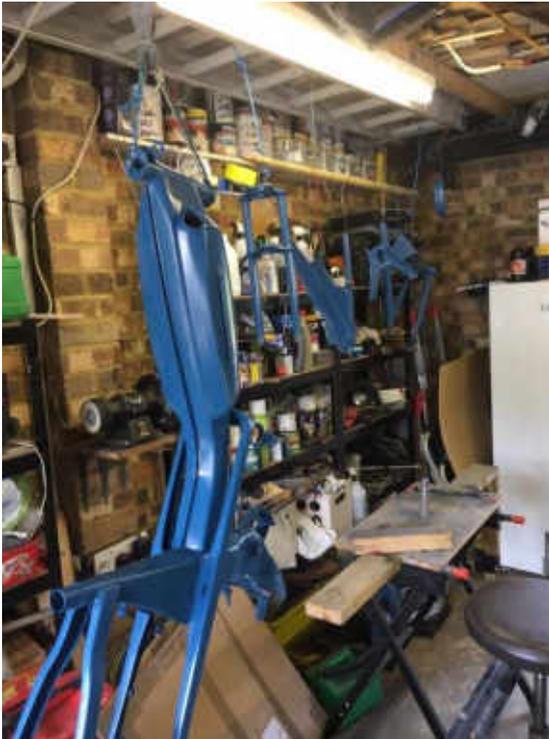
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Before and after
pictures of Ray's
Moby AV50

1972 Mobylette AV50

In April 2019 I was looking for my next project and was invited to travel to Skegness to see a couple of Mobylette 50vs owned by a friend. The choice was either one with a seized engine or one with its engine dismantled in some plastic boxes. "It's all there he said" and as I trust him I avoided the seized engine and bought this 1972 version. It was quite solid although the stand was wrecked, chrome was not good and was beyond my idea of an oily rag or a bike with patina. My first job was to replace the rear section of seat material which had a hole in it. Next the engine, which was "all there", was cleaned and rebuilt. The piston and bore were in good condition so I replaced the rings, bearings and the crankshaft seals (which usually go brittle in storage according to Brian Aplin). Next was my first attempt at rebuilding a variator and it took heat from a blowtorch to get apart. Again it was in reasonable condition although the surfaces needed some attention. Then the bit I hate, stripping paint off the frame and preparing it for repaint. But first the tank needed a



week full of white vinegar which did a good job in removing the surface rust. I have used a professional painter to paint my first bike but since then found that getting professional aerosols from a good supplier with a clip on handle is an excellent alternative. The first time I did this I had some good advice from other Mobylette restorers. My tip is leave it between coats for a minimum of 24 hours to let it cure. Then give the final coat a week at least before reassembling.

I rebuilt the front shocks but the rears were fine so I cleaned and polished them.



Reassembly is the fun bit.

I rewired the entire bike fitted new handlebars and re-rimmed wheels using cleaned up hubs and spokes.

I would encourage anyone to have a go at doing the wheels. The first time I did it I took loads of pictures and advice on disassembling the wheel. Check the

offset of the hub too (where the hub sits in relation to the rim), it may not be in the centre. I made a simple jig and bought a movement gauge off of eBay for £8. Once the wheel is re-laced loosely I tighten each nipple the same amount to get a roughly balanced and straight wheel. Check the rim offset at this point and loosen all the spokes on one side by the same amount then tighten the other side the same amount to move the hub position. Then get the up and down movement right first by tightening and loosening spokes the same amount on each side and top and bottom of the wheel. Don't go mad with adjustment just be patient small movements at a time.



Then do the same to remove the “buckle” and get a straight wheel $\frac{1}{4}$ turn per spoke at a time is enough for us amateurs I find. I spin the wheel against a felt tip marker to show the buckle then use the gauge for the fine adjustment. It’s very satisfying when you get a straight wheel. Final check tap each spoke with a screwdriver handle to ensure they are similar in tone, a good check to ensure you have them all tight. I have done three bikes this way and never had a problem. Just be patient and

don’t give up with the first one. After your first it’s pretty straightforward but if you’re in any doubt get them checked, I did with my first set and they were fine but remember I am no expert.

I replaced the brake shoes (for safety).

Once the bike was reassembled I got some excellent decals from another friend who produces them but had a real problem finding the tank side badges, which were broken. Typically I decided to make a pair. Two sheets of thin Perspex. Cut the rough shape and file the angles. Buff on a buffing wheel with polishing soap. Print of a Mobylette logo from the internet. (You may have to resize it.) Then sandwich the print between the two parts and glue with plastic glue. Be careful not to get it on the printed badge. When set final polish and mount on the tank.



Once finished I took it for a ride and it was great fun.

But then....my friend said why not try something a few of the lads had done as it gives the engine a bit more go. So always one to try something:

Bought the suggested £14 "Dellorto" 15/15 carb from eBay (a copy obviously but works well) Fitted the 15mm larger Mobyette manifold £8 (needed for the Dellorto) Different filter £8 too as someone suggested the standard one supplied is a bit restrictive. And I bought a new exhaust as mine had a small rust hole that was proving difficult to repair.



It has the jet,the carb came with and like my friends runs well and yes does give me more grunt (it is only 50cc though) but good for carrying my over 6' frame. It is now a real joy to ride and after three test runs the colour of the plug looks just about perfect.

It now just makes me smile even more. *Ray Paice*

POWER PAK a story by Doug Felton.

It all began when Martin Wikner announced in EACC magazine that the first CARD run was to be held,2018. His article said, 'come on everyone, get your cycle motors out and if you don't, then make one'. Having an old mountain bike, a Honda 25cc water pump engine and a welding set, I thought 'away we go'.

Thinking ahead to a road legal machine with no road tax to pay I sought advice from Andrew Pattle as to the way ahead. That was when I hit the wall. 'Ooooh noooo' says Andrew, 'It must be built from period parts'. Back to square one, project on hold.

Start again, get a 1950s bicycle. Trawling that well-known auction site, I found a suitable Hercules machine quite locally for £25. A purchase was made. I later found out that dating a bicycle is not that easy, as only a few manufacturers kept records of dates and not all had frame numbers. As the Hercules was in a pretty poor state, it was consigned to the green house next to the MZ (another long-term project).

Meanwhile, I had been looking for a period cycle motor, once again on that auction site. I had considered building one from parts but decided financially it made more sense to buy as complete a unit as possible.



A Sinclair Godard Power Pak was found in Melton Mowbray, and I decided it was going to be mine! I bid accordingly and was pleasantly surprised to get the complete unit for £130. The unit was collected from a super chap called Dougie who was downsizing his collection.

Research time. There was lots of information on the web. The Iceni cam pages are very informative. I also found a parts list, engine diagram and the maker's instructions on how to fit and maintain the Power Pak. There is even some film on YouTube. I did not, however, find a ready supply of new parts. So, what exactly have I got? After reading the articles I have found, I learnt I have a 1952-1954 machine. How do I know this? Mine has an Amal carburettor which was replaced with a BEC type in 1955, and the cast aluminium lifting handle dates it to before 1955.

Getting the engine onto the bench, I discovered that all was not going to be as easy as I thought; the engine was solid. On the plus side, the only missing parts were the clip that holds the mag cover on and the clips that hold the control lever onto the handle bars, both of which I was able to make. The engine was stripped, and I was lucky, all the bolts came out with a bit of heat and penetrating oil, except for the cylinder head. I made my own flywheel puller. Due to the huge amount of rust on the head studs the head had to be sawn off by cutting through the studs. New studs were made, which my brother zinc plated for me with his home plating kit. The seized big end was washed out with WD40 and I was lucky again, as it was quite perfect with no play. The big end circlip, though, was badly rusted and had lost all its spring (more on this later). The main bearings were rusted out and the drive roller appeared, at one time, to have had something stuck in it as all the ridges around the centre where the tyre runs were broken off. There was a small wear ridge in the cylinder, but not enough to worry about. The piston and rings just slid out and were in very good condition. However, the small end was totally worn out, as was the decompressor valve body. The magneto appeared to be good and produced a spark.

Time to reflect... Had I bought a duffer? Surely not! I have rebuilt a Raleigh RM4, and an NSU Quickly. I have a small workshop at home and an even bigger one at work with some nice CNC machines. Also, next door but one to where I work is F&D Motorcycles, where a sympathetic friend Andy works. He is an excellent machinist, TIG welder and all-round motorcycle engineer.

Decision made, the project is on! At this time, I decided not to go ahead with the Hercules but find another bicycle. A Raleigh "All Steel" machine of 1955 vintage was found, guess where, yes that auction site again. An all-original bicycle with 4-speed hub, with dynamo, additional battery supply for the lights and (surprisingly to me) stainless steel rims and spokes. I purchased this bicycle because Raleigh kept records of frame numbers, so dating the frame was not a problem. I also discovered that Sturmey Archer, the makers of the geared hub, dated the hub with month and year stamped on. More money at £80 than the Hercules but a lot less work, so a wise move.

Back to the engine. As with all projects, a step-by-step approach was taken to identify the easy bits and the not so easy bits. A list of replacement parts was made.

Firstly, everything was washed clean in the degreaser. Threads were checked, and all found to be good. As previously mentioned earlier, new cylinder head studs were made and plated. I made a new bronze small end bush and a new decompressor valve seat on my lathe. This valve seat and guide is a one-piece unit and is pressed into the head.

New crank shaft bearings were required, and at this point I went back to the research to find that certain modifications had been introduced as part of ongoing development. The early type crankshaft outer bearing was originally lubricated with grease supplied from a nipple in the crankcase, whereas later engines had a sealed bearing, so I upgraded to the sealed type. The bearing inside the crankcase is petroil lubricated. But how is it sealed? The parts drawing showed an oil seal, but in my engine it was a seal and steel washer. What was going on? The seal turned out to be from a hydraulic master cylinder and the washer was to squash it. Ah Ha!, it's a bodge! Good old EACC Facebook page to the rescue. The correct seal is identified and fitted.

Onto the hard bits... The drive roller and the big end circlip, which, actually, is not a circlip but a wire form. It is made from square section spring wire.



The drive roller was found to be “Unobtainium” at the time.

The roller is in fact two pieces welded together, the drive sleeve and the hub that fits it onto the crankshaft.

The new drive roller. Some serious engineering is required. What do we need? Well, some high tensile steel, EN16T, a 4 axis CNC machining

centre, a lathe and about 40 years of engineering experience, oh, and a bit of welding. This part was definitely the most time consuming to sort out.

Last of all, that big end clip. To be honest, after months of internet searching and considering getting some made at a spring-maker, I then decided for the sake of expediency and getting it running I would chance the old clip. Then out of the blue an advert in the NACC “Buzzing” magazine came up with a chap who has 50 NOS clips. Well, I was straight on the phone to him. We did a deal on 5 for £5 plus £1 postage. Many thanks, Andy.



Final assembly. With the crankshaft fitted with new seals and bearings the bottom end was done. Piston, cylinder and head fitted. Carb stripped and cleaned. Exhaust decoked. All assembly was done with new nuts, bolts and washers.

Setting up. I made all my own cable nipples and ferrules on my lathe, and soldered them with my newly

acquired solder pot, at £22 an excellent investment. *Doug Felton*

John Worthington 87 years young (nearly 88 hopefully).

John has been riding bikes most of his life , but never actually did his test, so at the ripe old age of 84 he decided it was on his bucket list.

Managed the CBT and the MOD 1 but failed his actual test a few times, after spending quite a lot of money on lessons, tests etc.

So he threw the towel in and bought himself a 3 wheeled 300cc scooter that he could drive on his provisional. He managed a summer riding with a group called the Preston Chicken Chasers, consisting of ex Honda cub riders who now find it easier to ride auto rev and go scooters. The LSR join this group on quite a few rides and vice versa. John was impressed with some of our mopeds and knew one day this would be his only option.

Well john finally gave in last year and resigned himself that a moped was his last option as the trike scooter was just too big and heavy for him and his short legs. The search was on to find him something suitable and with just enough speed to keep up now those that did last year's Coast to Coast from Skipton may remember Peter Moore with a little Jawa Betka, a bit of discussion amongst us and it was decided it was suitable for John. And so Peter was cohered into parting with the Jawa, John spent the winter adding his extras, sat nav mount so he can find his way home after a ride, hand muffs to keep his hands warm, a screen to keep the wind off, and a 12v feed for his sat nav. This was all before he had actually rode it



First ride was to Rivington on a winters Sunday afternoon for his first test ride, around 40 mile round trip, myself and Peter following, it took John a bit of getting used to a geared bike again, but he managed it. The bike suited him great and he was happy again being still able to get out and is now a fully converted moped rider and a fully-fledged Lancashire Slow Rider. We took the Jawa for its Mot at the end of Feb this year, it passed with no issues, and Johns looking forward to many more runs with the Lancashire slow riders this summer. He even commented to the MOT tester that he will bring his little Jawa there for its MOT for the next 25 years!

Paul Newton

I recently purchased a **Honda** moped; to be precise it's a **1976 PA50** Camino VL, in fairly good original condition. Complete but a non-runner, it came with spare engine, carburettor, engine covers plus various bits and pieces. Much work to do as it hasn't been on the road for 20+ years. I have been involved with classic motor bikes for 25 years, AJS, Matchless and Francis Barnett but only FB's for the last 12 of those years as I've found the 2 former marques too heavy to shunt about etc. The Honda is the fourth moped I have owned, the first being back in 1961 when I was lucky enough for my parents to buy me a new Phillips Panda for my 16th birthday. (I now wish I'd never sold it) A group of my friends, 5 or 6, all aspired to 2 wheels on reaching that magic 16. If memory serves me right, in addition to my Panda (a Mark 2, yes the front suspension was useless) there was a BSA Dandy; cycle motor, Winged Wheel ?; NSU Quickly; Benelli of some sort that went like stink when it decided to work and a Corgi. No crash helmets, no MOT's, petrol something like four shillings eight and a half pence a gallon for 4 star. The second moped I owned was a Garelli, not sure of the year or model; it was green, had a dual seat and 3 speed gearbox and went very well. I bought this second hand in the late 70's early 80's to commute to Norwich and back when I did a temporary job as a coach driver after being made redundant from my previous position as an agriculture salesman. This was also a bike 'I wish I'd never sold' but needed the money back then, all £70 odd pounds of it, when it was surplus to requirements. My third moped was a Villiers engined 2 speed Phillips Gadabout which I bought about two and a half years ago but sold it a year later in order to buy another Francis Barnett, however the purchase fell through at the last moment, so could have kept the Gadabout after all. Yes, you've guessed it, a bike 'I wish I'd never sold' *Garth Jeffery*

February's edition of The MAC

Andrew, many thanks to everyone involved, always enjoy the mag, tech content is great and makes a very informative read.

Best Regards *John*

Hi Dave just read the latest MAC, it was really interesting and helpful as always, can't wait for the next one. Thanks again Dave,

Regards, *Dunc and Margaret.*

Alex's birthday run 2020

We first ran an event celebrating Alex's birthday when he turned 13, it was his request as a birthday present and we were not going to miss out on encouraging the younger generation into our hobby. This year Alex turns 21 and the run is still taking place with a constant good turnout. The weather forecast was dire leading up to this year's run and we were expecting only a handful of half drowned riders to make it to the pub stop but we were to be pleasantly surprised on the day. The sun shone and the Black clouds circled us without taking up residence overhead. Teas, coffees and biscuits were consumed at Bruisyard village hall before our 11 o'clock departure, a good selection of machines were fired up though a relatively modern Honda X8R remained lifeless and was loaded onto a trailer.

Twenty odd of us braved Bruisyard ford and completed the twenty mile stint to the Little Glemham Lion public house for lunch.

It stayed dry through Blaxhall, Snape and Tunstall and everyone made it round without mechanical mishap.

Everyone was fed and watered and we set off back to Bruisyard via Great Glemham and Parham, the head wind across Parham airfield certainly slowed many of the mopeds (thanks to Danny for making me aware of this) but all machines buzzed on to the journeys end.

Birthday cake was eaten back at base with both Alex and John Mckee (caretaker of the hall) having candles to extinguish ... Alex being 21 and John 81. A big thanks to all who made this happen, especially my wife Sharron for driving the sweeper van, my parents, young Ryan for distributing cake and staying awake on the back of the C90, John Mckee for the loan of the village hall, Carl for keeping the East coast Pedalers aware of proceedings and Danny for his help with traffic etc on the run.

Alex was not able to ride this year as he is suffering from an as yet unidentified nerve problem in his Left leg; it is the first time he has not been on a bike for this event. Hopefully he will be able to lead us again next year.

See you all.

Mark Gibb

Memory Lane



Ray and Mark Gibb

REGALIA

Regalia garments may now be ordered from

Clive Fletcher clann67@tiscali.co.uk &. 01622 678011

A small selection will be displayed and for sale at some EACC events this year.

The cost of garments show some savings on the prices when garments are ordered directly from the supplier (Ark Trading).

Sweatshirts £22 **Polo shirts** £21 **Fleece** £26 inclusive of P&P & VAT

Details of the regalia items are on the club website and are available from Extra Small to 4XL Sizes

Ex small 36 to 38" small 38 to 40" medium 40 to 42" large 42 to 44"

XL 44 to 46" XXL 46 to 48" 3XL 50 to 52" 4XL 52 to 54"

These will be made to order so a slight delay in delivery is to be expected

Orders to Clive Fletcher, 11 Buckland Lane, Maidstone, Kent. ME160BJ

Email / telephone as above. Or bespoke from Ark Trading direct:

https://www.arktrading.com/index.php?main_page=index&cPath=509_502_742&zenid=8a57370a01b228abc35d1b447df41548

