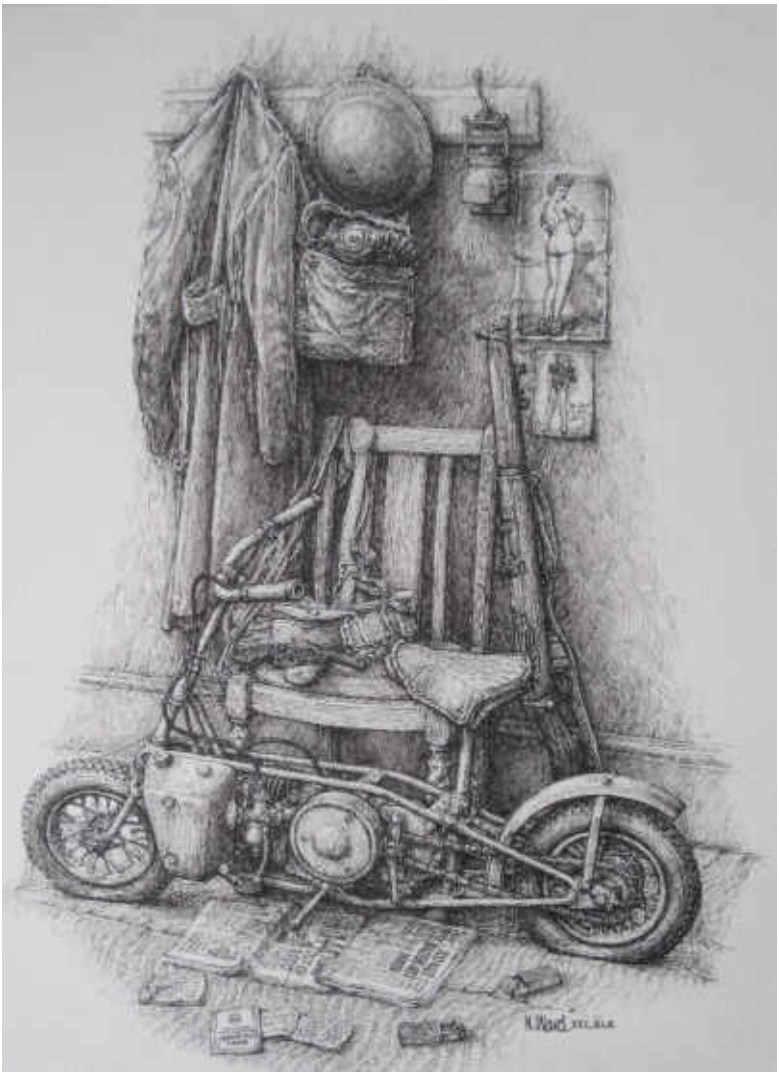
The M·A·C

The Newsletter of the EACC

Number Fifty Eight **June 2020**



…unused recently…

A very rare **Welbike,** often spotted at Steam Rallies

You wait ages for a **Corgi** then two ... Spotted EA run 2009

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.
Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.
Phone: 01449 673943 E-mail: membership@autocycle.org.uk
Website http://www.autocycle.org.uk/ Forum http://eacc.freeforums.net/
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: February, April, June, August, October and December.
Deadline for items to be sent in is 15th of the preceding month.
Club Regalia
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Tel: 01622 678011 or clann67@tiscali.co.uk
Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.

Website: www.autocycle.org.uk
Forum: https://eacc.freeforums.net/
Facebook: https://www.facebook.com/groups/254351421715768/
Icenicam: http://www.icenicam.org.uk/
The Moped Archive:
http://www.users.globalnet.co.uk/~pattle/nacc/arcindex.htm

Regalia

Clive reports that the proposed purchase of items via him is currently on hold, it required a batch of at least 6 to make it viable. Also the new design of Hi-Vis tops won't be ordered until events are up and running again.

Sections

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

DVLA & COVID-19

DVLA requests that people stop sending forms in by post, see: www.gov.uk/guidance/dvla-coronavirus-covid-19-update. Normal renewals can be done on-line or at the Post Office but V765s and age-related registration applications have to be on paper, so won't get done.

For age-related applications, we'll carry on producing dating certificates as normal, but you're best not sending them in to DVLA yet. For V765s, its best not to send them into the club until DVLA is fully operational again. Any we do get, we'll process as normal and get the original logbooks back to you, but we'll stack up the packages for DVLA until it's OK to post them.

All local authority record offices are closed so there's no way of getting archive copies to support V765s at the moment.

Section Meetings

Events

COVID-19

Obviously, with the restrictions in force to deal with the COVID-19 outbreak, **all club events are cancelled** until further notice.

When restrictions are eased, we'll try to keep the calendar updated with what's happening. Some events won't run until next year, others might take place later in the year … it's all going to depend on what's involved with organising each event.

Sorry folks but as we go to press that's all we can say, there's also the Facebook groups and the Forum to check. Hopefully as the restrictions are lifted a few local events may pop up! "Stay Alert"

Event Reports

Lancashire Slow Riders Annual Fylde Coast Run

We managed our annual Fylde coast ride just before the lockdown, and what will probably be our last ride for quite a while. We implemented the social distancing rule and tried our best to keep 2 meters apart, quite easy when riding, but not so once you stop and people want to come and talk. The start point was our usual club campsite at Whittingham & Goosnargh social club, where 3 of us were camping for the weekend (well apart). Sat morning the other riders arrived and we set off up the back lanes along the Fylde coast. Weather was very kind to us, dry and sunny day with minimum wind, quite unusual for the coast, hardly any traffic on the roads. We would normally head to Knott End cafe, but it was decided to avoid and head to Pilling Sands, we had agreed to bring a flask and sandwiches, I brought a pie obviously. After Visiting Pilling Sands we headed to Glasson Dock, near Lancaster, only one road goes to the dock so it was decided to split into pairs so as not to cause any traffic hold ups, we needn't have worried as there was so little traffic. Again we opted to use our flasks for refreshments and avoid the cafe. We headed back a different route towards Garstang again using the very quiet back lanes, and then back to the club.

Total distance of around 54 miles covered with no issues at all, only one small mishap was when Paul Morgan's bike fell over during the photo shoot at the entrance to the Whittingham club. *Paul Newton*

E10, The Good, The Bad and the Ugly

In these difficult times all we appear to get is bad news. The latest I have seen refers to the damage E10 petrol will cause to our vehicles.
Unfortunately, the articles I have seen do not tell the whole story.
On the positive side classic engines appear to run better on E10, on the negative side there is a serious problem with any petrol containing ethanol that none of the articles I have read have reported.
The full article is available on
https://classicenginesmodernfuel.org.uk/E10/ along with download links to the pictures.
Please feel free to use any of this content on the condition you include a link to the book Classic Engines, Modern Fuel – The Problems, the Solutions, published by Veloce. (https://classicenginesmodernfuel.org.uk/)

The UK Government is planning to introduce petrol containing 10% ethanol (alcohol) next year. This is referred to as E10. Most of what has been written on this subject does not tell the whole story, focussing on the potential damage this fuel can cause. This article aims to allay owner's fears, especially for those with classic vehicles.

It is based on research performed at Manchester University using an engine designed in the late 1930's. For anybody wanting to find out the full story, the results and recommendations have been published in a very readable book, Classic Engines, Modern Fuel – The Problems, the Solutions. (https://classicenginesmodernfuel.org.uk/)

The Question - why add ethanol to petrol in the first place? Government policy to reduce carbon emissions from vehicles is the reason. The carbon in the ethanol comes from renewable sources. It is a by-product of the sugar industry. When running on E10 a petrol engine still emits the same amount of carbon into the atmosphere. However, only 90% of it comes from fossil fuel. E10 effectively reduces the carbon load by 10%.

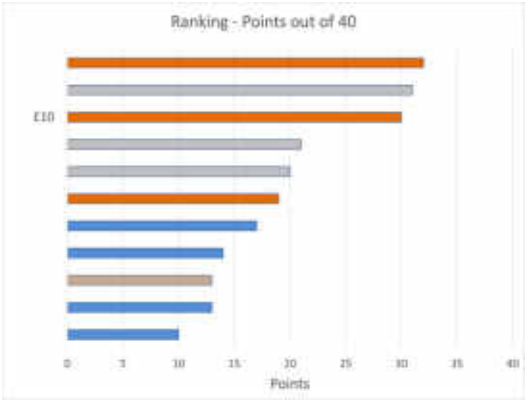
Adding ethanol to petrol is not new. Cleveland Discol was introduced in 1928 and sold until 1968. The good news is, after 40 years of use in what are now today's classic cars, DIscol did not appear to cause serious problems.

The Good

Modern petrol is both physically and chemically different from classic petrol. Physical differences include a lower boiling point. Chemical differences include the addition of ethanol. Both of these alter the way a classic engine runs on modern fuel.

The Manchester tests showed modern fuel increases the severity of a phenomena called Cyclic Variability. Making it worse at the RPM and throttle settings used when driving in normal traffic.

All petrol engines suffer from Cyclic Variability. It reduces power output and increases petrol consumption. Worst still, it can cause serious damage. Burning valves and pistons and destroying the big end bearings. A high level of Cyclic Variability is very damaging for an engine. Modern petrol makes this level worse.



The rankings of the fuels tested at Manchester are shown on the diagram. Three of the top six best performing fuels contained ethanol (shown in orange), the other three (shown in grey) were specialist fuels. Fuels without ethanol (shown in blue) ranked poorly. The test engine ran considerably better on petrol containing ethanol as these reduced the level of Cyclic Variability.

E10 ranked 3rd best, scoring twice as many points as non-blended fuels.

The good news is that E10 promises to reduce potentially very expensive damage to an engine. A positive fact other articles do not make clear.

The Bad

A great deal has been written about the damage ethanol can cause to fuel system components. It rots older non-metallic components such as rubber hoses, seals, diaphragms and plastic floats. Also it contains oxygen which weakens the mixture. E10 makes these problems worse.

Rotting hoses can be a serious problem, especially if they go undetected. Petrol leaks around the engine are the last thing you want. Petrol is highly flammable and leaks are a serious fire risk. Age as well as ethanol causes hoses to rot. In any case, it is worth replacing old hoses, etc. Ethanol proof replacements are now available for most vehicles.

This problem is not as bad as it would first appear. Fitting replacement hoses, etc., is a lot cheaper than rebuilding an engine!

The other problem, that ethanol contains oxygen, is something to be aware of. This causes an engine tuned to run on normal petrol to run weak. Insufficient petrol enters the cylinder. Like Cyclic Variability, weak running can cause serious damage to an engine.

The good news is that variable jet carburettors such as SU and Stromberg only need minor adjustments to offset the effects of E10. Unfortunately, these adjustments are harder with fixed jet carburettors such as Weber and Zenith. These may need new jets or emulsion tubes.

Modern electronic fuel injection systems are able to adjust by themselves.

One interesting result of the Manchester tests was that petrol containing ethanol increased the engine's power output. This is because it reduces the degree of the damaging Cyclic Variability. As a result, classic engines running on E10 will possibly deliver more MPG not less as some authors have suggested.

The bottom line is that E10 does cause some problems. As long as owners are aware, addressing them is neither difficult nor expensive.

The Ugly

The ugly face of ethanol blended petrol is its ability to dissolve metal. The picture below shows two samples. One a piece of steel, the other part of an aluminium float chamber. These were stored in water that had come in contact with ethanol blended petrol. Even after only 4 months, the level of corrosion is severe.

When water comes into contact with ethanol blended petrol it draws the ethanol out of the petrol making the water acidic. It is this acid that attacks the metal components. This problem is as serious with current petrol blends as it will be with E10. All it needs is a single drop of rainwater getting into the fuel system.

Is this something to worry about? Not really. As long as you are very careful not to get any water into your petrol system. Something easier said than done. Especially with older cars or motor bikes where the filling cap is on the top of the tank. Petrol filling caps or tickler pins in the carburettors can let in water. Especially if driving in heavy rain.

Unfortunately, inhibitors sold to protect against ethanol will not help in this situation. Classic Engines, Modern Fuel – The Problems, the Solutions describes some ways of avoiding this problem.

Conclusion

E10 is not as bad as some people make out. Older engines run better on ethanol blended petrol, reducing the expensive damage Cyclic Variability can cause. While there are some issues, they can be addressed with care and low cost solutions.

Perhaps the forthcoming introduction of E10 is not so bad after all.

Dr Paul Ireland

LEFTY- LOOSEY, RIGHTY-TIGHTY!!

What does this mean and is it useful??

It is a Rhythmic Expression meaning to determine direction of rotation to tighten or loosen a threaded connection. Principally when confronted with a threaded connection and you do not know which way to turn, you say these four words, in a rhythmic way. This has become a useful way to remind ourselves in which direction you apply a turning effort, to tighten or loosen a threaded joint. Actually Lefty- Loosey, Righty-Tighty it is a mnemonic or a memory aid, which is any learning technique that aids memory. Some examples of common mnemonics are listed here,

▪ For the light spectrum colours (Red, Orange, Yellow, Green, Blue, Indigo, and Violet) it is ROY G. BIV

▪ Number of days in each calendar month. Thirty days hath September, April, June, and November; all the rest have thirty-one, Save February, with twenty-eight days clear, and twenty-nine each leap year. There you have it.

▪ Spelling help. I before E except after C or when sounding like A, in neighbour and weigh.

These memory aids are rarely forgotten because they are simple, useful and invariably work. Archytas of Tarentum (428 BC – 350 BC), a friend of Plato, is believed to have invented the screw around 400 BC, while Archimedes (287 BC – 212 BC) was one of the first to realize the screws ability to fix things together, as well as a means to lift water from one level to another. The Romans developed hand-cut screws and made them from bronze and silver. Early wooden screws or threaded shafts of all sizes were used to press olive oil, help irrigate fields and used in early printing presses, and, of course, attach things together as fasteners.

John Wyatt produced the world's first parallel thread iron wood screws in 1751. Prior to this, wood screws were handmade and were not standardised in size or direction to secure.

The principle that the screw turns to the right when being tightened and is thought to be because right-handed people were and are stronger when they screw clockwise (supinate). Most people, about 80% of the population, are right-handed. A simple explanation for right hand threads. In 1841 Joseph Whitworth was an apprentice to the inventor of the modern lathe, Henry Maudsley. His lathes enabled screws to be cut precisely, but there was still no uniform system for either screw sizes or threads. Whitworth presented a paper to the Institute of Civil Engineers proposing an industry standard that "the angle of thread form should be set at 55 degrees and a set number of threads per inch depending on the machine screws diameter." Since then there have been many variations on Whitworth's system. British Association (BA) thread form had an angle that was 47.5 degrees, generally used in electrical and scientific components. It was discontinued in 1960 as Britain had adopted the ISO Norm system thread form angle of 60 degrees. The Whitworth threads also became less standard. There are today many thread forms such as the unusual power thread forms e.g. Buttress and Acme, the British Standard Cycle and British Standard Brass. These ISO thread Norms were established in 1947 they prevail today, probably because of their simplicity and being an international recognized standard. Their adoption gradually into motor transport reinforced the ISO Norm thread standards throughout most of the world. Righty, tighty means that the threaded portion tightens to the right, a right -hand thread. The converse is true for a left-hand thread.

Left hand thread Right hand thread

There are quite a few exceptions for security or safety reasons, such as some gas cylinders connections, occasionally pipe fittings, grinding wheel securing nut, cycle pedals to name a few! But for the most part, Lefty-Loosey, Righty- Tighty is universal.

In the 1983 film "Fandango," which features Kevin Costner in his first leading role, a character says to him, "The other way, bud.

Remember, its **lefty-loosey, Righty-Tighty**."

By Barrie Holland

Can’t get no - decompression!

With apologies to Messrs Jagger and Richards

I have recently bought a couple of non-running cyclemotors, one, the Power Pak, is a fairly well-known rear wheel variety; the other is the much lesser known 1950 **GYS** which is a front wheel drive engine. The idea is of course total madness, you stick an engine weighing, with juice, something like a stone and a half over the front wheel, suspended from the handlebars and stayed by the front wheel spindle. The drive is by friction directly on to the front tyre, so you have to chop your front mudguard to accommodate it.

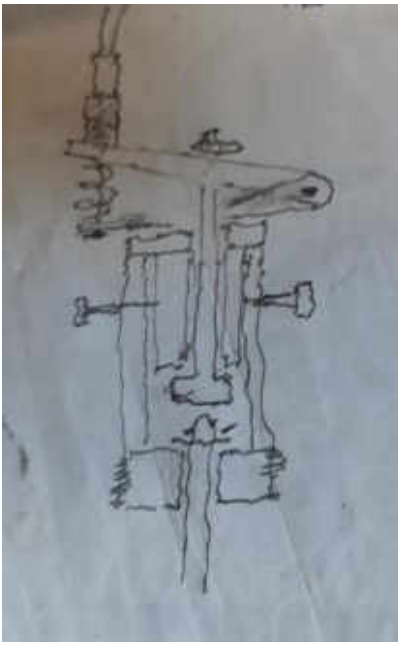
The bike that it is to sit upon is a 1954/5 Raleigh with 1956 4-speed FW Sturmey Archer hub gears (that don’t work) and a period fully-sprung Brooks leather saddle.

I have stripped the motor down and am awaiting new piston rings and other bits and pieces.

Meantime…. the technique with these engines is to set the friction drive on your tyre, peddle away with the motor in decompression mode then slowly move the throttle lever forward to close the decompression valve and open the throttle – yes one lever does it all. By great good fortune, Mark Daniels, the same genius who helped me with the Benelli engine has supplied me with that cunning period control lever. My problem whilst waiting for parts has been how to fabricate the Bowden cable operated decompressor. Pic shows one version.

Next pic shows mine – no innards which should sit in the half inch brass tube. I understand the principle; basically the reverse of a carburettor slide, but quite how to get all that in the space available has had me stumped. Then a eureka moment; go back to principles and make something that will work.

So pic shows my, **Leonardo** type, sketch idea.



Next rummage through boxes of 'useful' to see what I had to fabricate my sketch. The brass element is the base of brass pipe clamp. Could be handy but would need some machining on a lathe (which I don't have).

Keep rummaging to find a 6mm Rawlplug dry lining toggle fixing, two metal roller blind brackets and a dear little plunger off God knows what, with a 5mm stem and by miracle a plunger end that slides perfectly down my brass tube. All that is needed now is a tap and die (my golfing friend obliges here) to put some threads on the plunger and my neighbour's fabulously clever induction soldering iron - Acid flux and solder I have.

Net result: Complete with lovely little knurled knob on top.

Yea,

Yea,

Yea……

Eddy Lambah-Stoate

Lancashire Slow Riders Annual Fylde Coast Run

Total distance of around 54 miles covered with no issues at all, only one small mishap was when Paul Morgan's bike fell over during the photo shoot at the entrance to the Whittingham club.

Paul Newton

Chris maintaining Social Distance advice.

"Not" the 2nd Norfolk Coast & Broad Run

Rob

Oooo!, my first EACC event,

doesn't matter the PC50 isn't finished yet.

Ian started up the New Hudson and gave us a wave.

"Not" the 2nd Norfolk Coast & Broad Run

John started up the Rudge and gave the thumbs up from Crewe.

Derek's **Atlas** powered cycle is a thing to behold.

Belated **CARD** run **August 2019** (Read all about it in the next edition)

And why Mr Organiser was on an **Autocycle** !

Lancashire slow riders

I have always had an interest in mopeds/bikes and always had something to ride.

Years ago myself and late partner Jean helped run a Japanese import car club TEOC (**Toyota Estima Owners Club**), with the club we attended a lot of weekends at shows and steam rally's around the UK, exhibiting our vehicles, one of our members Bob Aldridge would always bring a little folding moped of some kind, usually a Di- Blasi or Alkro Bylite and exhibit these in the motorcycle section of the steam rally's. Over the years the car club started to fade as the vehicles became too old and expensive to maintain ,so the car club folded after around 20 years or so, but we still wanted to attend the steam rally's as exhibitors ,so a few of us decided to buy some classic mopeds/bikes to carry on doing what we had done for all those years, we had the contacts and as the TEOC club secretary I received all the show applications etc and we were able to attend all the previous shows as exhibitors in the motorcycle section. Quite a few of the old TEOC members followed suit. I was introduced to the **EACC** by a former member Joe Swain. Along with Paul Morgan and Nev Hutton we help out with the Lancashire slow riders section of the EACC attending quite a few Steam rally's throughout the UK in the summer months and including ride outs whenever possible. I still have our original DI Blasi that I first used as an exhibit at the shows and sometimes still take it along, but since then I have collected a few different bikes/mopeds mainly classics and all useable as well as old enough to exhibit at the steam rally's and so still able to carry on doing what we did many moons ago.

Paul Newton

Tale of a Tomos A3

The phone rang – it was friend Carlo - “Do you want a moped John? If you don't go and get it now, it is going in the skip”. I had lots of questions; What is it, does it run, has it got papers etc., but the answer to all these questions was “Dunno”

That was more or less 10 years ago, and it is an interesting tale from then, to present day. The bike was a Tomos A3, in quite nice condition to say the kids had been hacking it round the fields. Now, a non-runner and missing the headlight. It didn't look all that bad. A prod of the kick-starter showed good compression, and no nasty noises. Once I got it home, all I had to do was adjust the contact breaker, put some fuel in, and it fired up, sounding nice and quiet. Full of anticipation, I set off for a little 'blast' up the road. To say it was underwhelming, is an understatement! How could a 50cc 2 speed semi-automatic be so dour? If that's the best it can do, I thought it can go back in the skip! This was the low-point, and surely things could only get better from then on? They did.....

Having paid nothing for the bike other than a small contribution to the vendor's favoured charity, I figured that I could spend a little on it to improve matters. Over the next year or so, I managed to transform thisdull little disappointment into quite an acceptable little road burner. The key factor was that Tomos made Puchs in their Slovenian factory, under licence. Guess what? The A3 has the same bore and stroke, as well as the same cylinder stud spacings as a Puch Maxi.

A quick Internet trawl through the European Puch tuning companies provided a £24 Maxi 70cc tuning kit comprising piston and cylinder, both with a multitude of porting holes. Slightly risky perhaps, but my master plan was to graft the Maxi tuning kit onto the Tomos bottom end. Yes, it did fit straight on, but the transfer ports didn't line up very well, and the gudgeon pin was a different size. The lathe provided a suitable phosphor bronze little end bush of the correct dimensions, and some painstaking work with a die cutter rotary file smoothed out the misalignment of the transfer ports. In some places, I was down to just 1mm of gasket cover to seal barrel to crankcase. I re-used the standard Tomos cylinder head, with just a little machining to marry the combustion chamber to the larger diameter barrel. In doing so, I created a modest 'squish' area.

The exhaust port exit angle of the Puch is different from the Tomos, so I had to fabricate a suitable front pipe to mate up with the standard Tomos item.

I wanted the bike to essentially look and sound standard, so would be keeping the original silencer.

I temporarily cut the back out of it, and within the original casing made the best shape possible to compliment the anticipated engine characteristics. The last third of the silencer comprises a perforated absorption tube surrounded by silencer wadding. A short 'stinger' pipe exits the silencer body. What does it sound like? More of that later.....

To feed the motor with fuel and air, was another challenge; the standard 'Encarwi' carb is very small, and fits into a tight recess in the frame. No way would I get a larger carb into that tiny space! I fabricated and inlet tube and flange from some Honda handlebars! I do love cutting old Hondas up..... The carb is a BVF Simson S51 item hidden behind the side panel. It is rubber mounted to steer clear of the possible effects of vibration. Amazingly, it tuned in almost immediately, just requiring a small change from the standard Simson main jet.

I figured that I would have to address crankshaft balance as the 70cc piston is somewhat heavier than the standard 50cc item. A little thinking, calculating and relieving the crankshaft of some metal from appropriate places, subsequently resulted in a turbine-smooth motor! Result indeed. All bearings and seals were replaced as a matter of course. With exhaust purring away quite quietly (yes really!) I set off for a second road trial. Open the throttle, and up came the front wheel – wow, that's an improvement. However, it was scarcely any quicker on top speed as it simply ran out of revs at marginally over 30mph. And the worst feature of the A3 – that two speed semi-auto gearbox wasn't coping at all well. Getting the gearing much, much higher was challenging fun. Firstly, fitting the smallest rear sprocket possible – any smaller and the chain would be running on the hub! Gearing still too low, so then fitting the largest front sprocket was the way to go. No Tomos item fitted the bill, but the Puch dimension came in handy again, and I found a super large Puch front sprocket with the same centre fitting. Only problem was it fouled the casing around the flywheel, so that part of the casing had to go, No harm done.....

Next challenge was that the chain when fitted just touched the flywheel rim. A session with the flywheel in the lathe soon removed a millimetre or two from the diameter..... If anything, the gearing was still on the low side, so as there were no further gains to be made with sprocket sizes, the largest section rear tyre possible was shoe-horned into space available. Now we were getting somewhere.... Overall, the performance was very satisfactory, and a huge, huge improvement over standard. Suddenly, it was FUN!

Then the gearbox characteristics had to be addressed; Firstly, the breathed-on motor needed more revs to get away smartly on the automatic clutch. After some experimentation, I made stronger springs for the auto clutch, and lightened the shoes so that the clutch 'bit' at higher revs. It worked! The shoes were lightened by extensive drillings in strategic places of the alloy shoes. So the little Tomos gets off the line quite smartly now, but the semi-auto change into high ratio happens too late. The poor little thing was revving its nuts off before it reluctantly slipped into 'high'. The 'high' ratio clutch is identical to the 'pull-away' clutch, so the plan of action was to do the reverse of what was done to the pull-away clutch. Weaker springs were easy to make. But how to make the shoes heavier? The answer was to drill the alloy shoes the same as the other clutch, and then fill the drill-holes with lead. Easy, and it works! Still not the best feature of the Tomos, the auto clutch and gearbox do however function reliably, and give both a good top speed and extraordinarily strong hill climbing.

What's it like to ride? It starts easily, performs strongly and unless the rider is seriously exploring the speed and road holding characteristics it copes really rather well, with good brakes, and no real handling vices. When travelling in the company of standard mopeds, it is remarkably economical as the engine revs are way down, and throttle openings small. The exhaust sounds eager, but really quite quiet, with little more than a healthy purring. When I lend 'Tommy' to a guest rider, I ask that they watch the speedo needle. It doesn't take much 'right hand' to send the needle off the dial and behind the casing, out of view. All I ask is that they please keep the needle visible.....

Last year at Sars Poteries, I ran for a while with sporty 5 speed Kreidler. Up the hills, my little Tomos simply left him for dead! When we stopped for a break, he had a question for me; “What in hell's name IS that??” said with a German accent of course. For a machine that was black-balled by the British bike industry, sold over the counter at 'Woolies', and generally had the (undeserved) reputation of being absolute rubbish, it hasn't blotted its copy-book over nearly 10 years of hard use, even in the present 'tuned' format. I reckon the motor is producing at least three times the standard power output, and credit to the manufacturer, it has held together perfectly.

And, don't forget, it was rescued from a skip!! Thanks Carlo.... *John Shaw*

It all started in December 1974

My 16th birthday was coming up soon (15th February 75) and everyone was talking about what moped they had or were getting, mainly FS1E's! But unlike most of my school friends, my parents were on a very low income and the chance of me getting a moped for my birthday was zero

A good few years earlier (1969), a neighbour from down the road bought a brand new **Raleigh Supermatic RM5** from Northwood Cycle Centre (known locally as E L Boxall) on the Pinner road in Northwood. They were primarily a Raleigh cycle agent but also delved into the world of mopeds, firstly with Raleigh then with Puch. Mr Kitchen was his name. He later sold the Raleigh to my next door neighbour Mr King who rode it a few miles and stuck it in the back of the shed never to be seen again. It was a MKIV complete with the original rack, tartan panniers and standard leg shields. In the December of 74 my mum said that Mr King wanted to see me and could I pop next door? Not the best thing to hear as I was always a bit frightened of him! I popped round and he said "your 16 next year, have you sorted out a moped yet" No was my reply as I really never thought I would be able to afford one. To which he then said " in the shed is my Raleigh

Moped, if you want it it's yours for £5, you can pay me 50p a week and it comes with a crash helmet" Well you can imagine how I felt that day, we dragged it out, turned on the fuel and it started almost straight away. As my dad rode a motorcycle, I already had a crash helmet and sold it to a friend (Paul Davis) for ……£5 Ha Ha! On my birthday, I rode it for the first time to a motorcycle dealers in Harrow Weald (didn't want a local as the ride would be short) it failed! Front wheel bearings and rear shocks. I was disappointed as that was my only ride that day, but managed a retest a few days later after adjusting the front cones and packing the shocks with grease! I remember most of my friends had FS1E's apart from Russel whose parents were loaded and was extremely P****D off when his dad presented him with a Puch on his birthday. And with all that SS power, I kept up with them on my Granny's Shopping Ped! I eventually sold it to another school friend for £38 and bought a Puch MS50D.

But that is where my love of the Raleigh Mopeds started and why my garage and 2 sheds (2 sheds Bashford) are full of all things Raleigh/Mobylette.Though I have no idea what happened to my first RM5, I always wanted to get another and managed to find a **C reg MKIII** in Neptune blue in 2013, which I swapped for a Mobylette Mono 50 with a chap from Oxford.

Stay Safe *Marc Bashford*

ACL is my 1978 Mobylette 50V which i have owned since April 2018.

I purchased it from my Uncle and I'm the 4th owner. ACL was supplied new from W S Cobb & Son, St Nicholas Street, Diss and was registered on 27th July 1978 to a farmer in Rushall, Norfolk.

It then moved to another farmer in Shelton, Norfolk in 1981 where it was laid up in 1983 having covered 3100 miles. Around 2013 my Uncle got to hear about it and bought it as a non-runner, he took it home and it sat untouched in his garage until it came home with me. I has fancied a classic two wheeler project for a while and the idea of a moped really appealed. Once home an attempt to start it was made which it did with little effort, unfortunately the carb leaked badly from the float bowl and no amount of work and seals would alleviate it so a new carb as well as front tyre, fork gaiters, plug and lead were purchased from Mark at Mopedland. Once this was all fitted it was MOT time and on the road in April 2018. ACL was used for work and general trips over the summer. Whilst in use i also did a little bit of paintwork, the tank had been hand painted as had the rack so these were sprayed. Some other areas showed themselves to be needing further fettling. The bike was getting sluggish; a low powered machine needs all the power i can muster so a strip and clean of the exhaust saw a return of its (low) power. The rear drive sprocket and chain were also worn so these were renewed over winter 2018/19. 2019 and it was used for only occasional use as I'd bought a 'daily' 2 wheeler. That's not to say i did not use it properly as I rode it around Norfolk on various rides. One being a return journey to my Uncle who was pleased to see it back on the road after years of idleness. Future plans are just to keep her and enjoy riding my characterful 2 stroke, it's not perfect with tired chrome and areas of paint but she's largely original and that's a huge part of her character. Who needs a flash bike to get a huge amount of enjoyment, I don't. It also receives a lot of interest from the public; I love her and will never part with her.

Jason Himpson.

In early 2015, after having owned my second PC50 for only a short time a year or so before, I starting looking for a moped to buy, the Honda having been sold. I didn't have much to spend and it needed to be local, so I trawled through adverts on eBay and never thought to look at Gumtree. I spent hours looking at bikes I couldn't afford, wrecks I couldn't revive, unregistered hopefuls and dreaming of a tidy bike near to home for very little outlay.

Then I turned to Gumtree, which can be the home of bargains or nothing at all. One evening I came across a **Vespa Ciao** in Lowestoft, just 20 miles from home. A quick call made an appointment to see the bike. I used to work 9 day fortnights, cramming the hours in to get 1 in 10 working days off (plus weekends) and I managed to make the appointment to see the bike on a day off. I trundled to Lowestoft and found the address, parked up and rang the doorbell. A chap about 20 years younger than me came around the side of the house and welcomed me in. The Ciao was in the garage, alongside a Babetta. I would have preferred to buy the Czech ped but it wasn't for sale. The Ciao looked a little scruffy but it was whole and it had a V5C. It wasn't a runner because when the fuel tap was turned on the floor got a dose of petrol. I paid £135 for the Ciao, having negotiated the price down from £150, which is most unlike me; I am not good at bargaining. The bike came with some paperwork including the original owners handbook and some old receipts. I loaded it up in the mighty Kangoo and drove home.

Back at base I unloaded it and left it standing in the garage. When I checked the paperwork I saw that there were bills for work done at Fram Motorcycles, which is run by a fellow enthusiast, Carl Squirrel and his Dad. I contacted Carl & he remembered the bike, which he had MoT'd after riding it from Blythburgh to Framlingham; Carl had expected to have first offer on the little bike when the owner wanted to sell it but he hadn't been given the opportunity. I had bought it from a chap who purchased it in Blythburgh. Apparently the lady owner had a wee mishap with the ped and didn't use it much afterwards having lost her confidence. An old V5 showed that the Ciao had been kept by a gent in Farnborough, Surrey, before coming to East Anglia.

As sometimes happens, life got busy and the Ciao sat doing nothing, until Dave 'Doctor' Watson suggested getting involved in a Drive it Day event. Dave was riding his blue Bown Autocycle to Flixton, the **Norfolk & Suffolk Air Museum** and I could tag along as back up. The fuel leak was fixed so I might as well take the Ciao with me for static display, which I did. On arrival at Flixton, after an uneventful ferry crossing and safe run for Dave, I got the Ciao out of the van and pedalled it around to where Dave was setting up for an EACC display. As I pedalled I was as surprised as anyone else to hear the engine burst into life, only to die just as quickly.

Dave heard the few seconds of two stroke activity and made favourable comments. I couldn't repeat the performance because there was no fuel in the tank but at least the little Italian Stallion had life in it.

Since those early days the Ciao has been a faithful friendly bike, only letting me down once, in France when the Sars Poteries Rando Cyclo turned out to be too long for just one tank of fuel and I had to push / pedal the last mile or so to the finish. I will take spare fuel next time. I have taken to bike to France 3 times and it has whizzed about on the Isle of Wight too, but it doesn't get used as much as many other members use their bikes.

Riding the Ciao is one of my 'happy places',

I hope you enjoy yours, whatever you ride.

Ciao! For now. *Matthew Hodder*

I nearly bought a Fizzy

When a friend visited riding his mother's Honda P50 back in 1973 I realised that I too could ride a moped having reached the age of 16. At that time my neighbour had a Lambretta and I sought his advice on mopeds. This resulted in a train trip from Mid Sussex to Wimbledon to collect a wreck of a Mobylette AV44 for free. I learnt a lot and spent too much fixing that moped. However I loved the freedom it provided, even carrying me the 120 mile round trip to visit relatives in Portsmouth. I remember being overtaken by a Fizzy and thinking I'd like one of them. Nearly bought one but the **PUCH M50S** came on the market and it seemed a much sturdier bike for me. That was the start of my affection for the M50. It was never the quickest sports moped but it was solid and reliable. I did about 14,000 miles in 18 months before trading up to a Yamaha RS100.

Beyond that I had an Oval window 1957 Beetle, a Mobylette 50V, several Honda step trough's and a Honda CB100N. There followed a period of just cars and a growing family when bikes were off the agenda. It was not until I discovered eBay sometime soon after the Millenium that I realised the practicability of purchasing old mopeds and the spares to restore them. Without eBay and similar it would be so difficult.

My first renovation was an AV42 similar to my first moped. I then set out to obtain and restore as necessary other mopeds from my youth. My first M50 to renovate was purchased for £400 as a runner. It was and remains quite original although I have had to rebuild the engine. It has taken me all over England and Wales (sometimes unsupported and with camping kit) with little trouble and actually won a "Best Unrestored Fizzy" award on a Brighton Fizzy run.

I then purchased a M50 wreck off eBay for about £50 ten years ago. I restored that to show condition although my paintwork is more original standard than the perfect paintwork I see on restorations now. It even has period crash bars front and back - rarer that rocking horse poo. Following that as I had accumulated so many M50 parts I purchased another, again for about £50 to restore. Impossible for that price nowadays. It took time to source some critical parts and I had to use some pattern ones. I finally restored that one but in blue for a change. In this Country they were always red but on the Continent there were other colours, including blue.

Lack of use, a shortage of space and an impending change of career and location for my wife (she has been ordained) led me to sell both the AV42 and blue M50. However I still use the renovated M50 on a regular basis and it should be off to Wales in August. Obviously it has been off the road during the current lockdown so I have given it a thorough clean, paint renovation; polish etc for the first time in 12 years. It costs very little to insure, has free road fund and no MOT requirement.

It is ideal for local use ie shopping and can keep up with town traffic. That is not bad for a 44 year old moped. Do I regret not buying a Fizzy?

David "I looked younger then at Billing!" *Wickens*

For sale

It is a **Moto Demm**, came as seen in an auction job lot but I was after something else that was with it. Looks mostly there and did check interesting reg no with DVLA who said should be able to get back. No V5. I can post at cost to UK only. £100 for the restoration project bike. My membership No is 4961. Phone 01373 467179. Frome, Somerset. Thanks Jon Candy.

Memory Lane

Our illustrious leader in “**The Classic Motor Cycle**” October 1991

Tête-à-tête; Andrew Pattle's bottom-bracket mounted Vincent Firefly and Maurice Coote's BSA Winged Wheel.

Feedback from April’s Memory Lane

The picture was from “**The Classic Motorcycle**” December 1995 and Mark reports “we still have the bike”