

The M·A·C

The Newsletter of the EACC

Number Fifty Nine

August 2020



...amazing barn find...



Not the **Phillips Panda** in Nick's front cover picture but a period picture of a MK1 and Lady from my village.

Picture of a MK2 that was on eBay last year.



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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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 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: <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>

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

Section Meetings

Events

COVID-19

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 Website [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.

Some events are happening!

Best to check the Club Website / Forum and the various Facebook Groups for up to date information.

Always check with the relevant organiser before travelling.

Things to do during lockdown? Getting all those little jobs done & looking after those pensioners, reminded me that I could combine the two! Dave Watson announced his eligibility for a bus pass and also requested ideas for the forthcoming club magazine as Covid19 put a stop to all events and runs up and down the country. It was time for me to sit down and do what I should have done last autumn, following the **Cyclemotor And Roller Drive** weekend that took place over 17th & 18th August 2019. The Banbury run has strict eligibility for entrants and is always oversubscribed, with owners of vintage and veteran machines readied to cough their way to Brighton at a sedate pace with stops and starts along the way as the machines are coaxed on to complete another mile or so. I had seen CARD runs on the calendar and thought "We could do that in Lancashire!" and set a date. When these ideas come into your head it is usually at a time when all is well with the world, the sun is out, the list of jobs all caught up and one's mind turns to fancy. I didn't realise how hectic things were to become as the date for the run fast approached. I was in the fortunate position of being able to buy a house that needed a lot of restoration whilst keeping the family home until it was ready to move in. The work on the house took some time but I was safe in the knowledge that I had plans afoot that would facilitate the CARD run come what May. Well May did come - and go! This should have been the start date for my contingency plan with a large building / Workshop due to be erected in the adjoining paddock. Further promised dates fell like dominoes until an ultimatum provoked a site visit and footings set. This was now July and with a cheery wave "I'll have this thing up in six weeks!" off went my builder. Six weeks! That was cutting it fine but I got on with my bit pouring the concrete slabs to speed up the completion and be fit to use on the weekend run. That was the plan anyway. The week leading up to the run arrived, but my building had not. My wife decided it was a good time to have a short weekend break with our youngest daughter so that I could "play with my friends". She had also decided a few weeks earlier that the family home should now go on the market as "These things can take months". It was in fact sold after two days on the market and completion happened to be this weekend. The introduction and setting out is a deliberately lengthy affair disguised as an excuse for not getting all my ducks in a row! The time I should have spent fettling my **Powerpack** was diverted to emptying the house and garage ready to hand over the keys at 4pm on Friday. Despite a steady relocation of bikes and assorted ephemera my garage remained far from empty! So, to-do-list! Empty garage, Airport run, empty the house, get temporary shelter up for the weekend, empty a bit more of the garage, look at watch! Call father in law, empty the remainder of the garage into his garage, hand keys over. Done it and I still had three minutes to get to the estate agents. I must have forgotten something that was all too easy - my bike! I hadn't done a thing and the ride was the following day.

I had stipulated that all participants should be on a Cyclemotor or Roller-Drive machine with the exception of a rider at point and a sweeper at the rear. My point rider had let me know that he was unable to attend and rather than find a replacement I decided to bend my own rules and dragged out the dependable “**Bown**” autocycle with its 98cc Villiers 2f engine. I could be ride leader!

It was now Friday evening and a call from Neville Hutton let me know of his imminent arrival, what a star! Neville was stopping on site with his caravan for the weekend, together with Gwen they supplied refreshments, acted as recovery/support and even provided night security. It even seemed that Nev had brought the weather with him as the sun broke through and stayed with us all weekend!

Saturdays start was nice and early as I had arranged for a ton of stone to be dropped in the gateway as despite the change in the weather the previous weeks of rain had left the ground boggy. As I raked the stone level my first rider and houseguest arrived in the form of Dr Watsons Berlingo. David had contacted me earlier in the week as he had a cunning plan! Space had been left in the mighty Berlingo as he had arranged to view a strange beastly “The NUGE” (a Norman / Rudge hybrid) that lived even further North than Lancashire! A lovely Mercury framed Cyclemaster was the choice for day one of the ride to Lytham St Ann’s. The 1940s festival being our destination as part of the routes 40 plus miles. A Pop-Pop-Pop heralded the arrival of Peter Moore on his Trojan mini-motor having ridden the 4 miles from his home in Leyland. Also arriving from a local hotel were Cyclemotor enthusiasts Alison and John Mcquade, fresh from the EACC CARD run in July. Two nice looking machines a his and hers, but hang on! Equal opportunities and all that! I had seen the report of Alison smiling throughout the EACC event as she pedalled to keep pace with the other riders and no wonder, she has the 25cc engine whilst John has the eye watering power (or should that be tear inducing) of the 32cc engine! Frank B arrived to supervise the last of the stone levelling before unloading his little Powerpak that he had put together in time for the run. Derek Langdon was unsure if he would make the run as he had on call duties and other commitments over the weekend, I am pleased he made the Saturday as his Atlas powered cycle is a thing to behold and as we later saw hold back! This bike was built from the ground up around the 1930s engine by Dereck and the looks like it was never anything other than a complete machine. Paul Morgan rode to the venue on his Tomos to take up his role as sweeper upper Well time was marching on and as Mike Gott took photos of the runners and riders, I went to ready myself and hopped on “Beryl” the Bown, so called after the paint colour of Beryl Green. The bike was one of Derek Ashworth’s a founder of the club who is sadly missed but joins us in spirit as his bikes live on within the club. I normally get a response like “Ooh that’s a nice little bike” but instead I got

the first of Dave Watson's naughty words of the weekend. I think he was trying to say that I was in some way cheating and if the rules could have been manipulated in any way - he would have been sat on his own Bown (more of that on day two)!

We set off to Lytham and had no choice (other than swim) to cross the River Ribble and make our way through Preston with stop starting and junctions spoiling the ride, it wasn't soon enough before we turned off the main roads and onto the back lanes. We had lost our first rider early on as Peter Moore stopped at the lights on Penwortham Hill, his Trojan failed to start and he agreed to meet us at our first stop with Neville coming into play as recovery. The ride through the back of Catforth and on to Kirkham was flat and steady, all the bikes going well. Dave watched with interest as Frank B was constantly reaching back and fiddling behind. Frank was operating the lift on his Powerpak to let the motor pick up speed before re-engaging with the tyre and making the most of the sweet spot. The Sinclair Goddard outboard engine was an early model without synchronised clutch and happened to be David's choice of ride for day two. Kirkham is built on a Hill and the rise into town was testing as the top of the road was a junction with priority given to crossing traffic. The Bown lumped up without stopping and I covered the junction waving the riders on as a gap in the traffic appeared and LPA kicked in. Down the hill and through the Town we soon arrived at our first stop Wrea Green Village. Peter had already demolished half of his pork pie multipack having coaxed the Minimotor back into life and making up time by taking a short cut. On the green the thwack of leather on willow was only briefly disturbed by the crackle and pop of two strokes as all riders gathered for a quintessential slice of England with cricket being played as ducks waddled across the pitch to get a better look at the assembled cyclemotors. The village sign surrounded by a circular bench made a handy support with the cycles nose to tail it looked like a carousel! Time for a photo and David proudly held his EACC standard high as Paul Morgan matched him with our Slow Riders Banner. The day was quite still with the odd breeze (Sunday was to see these conditions reversed) but strong enough to seek out any unattended machine reliant only on its stand. Frank had gone into the village shop to see if Peter had overlooked any pies at the back of the chiller and was only gone a minute but a gust took the Powerpack to the ground in what seemed like slow motion, as none of us were close enough to save the bike landing on the carburettor and damaging the inlet. As Frank was checking the damage a figure sidled up and stood to the side of our group uttering the immortal words: -"I've got one of those in the shed at home" before disappearing into the now devoid of pies shop. We were all focussed on Frank, wondering if that was the end of his ride, when a silver Mercedes crawled past and with window down the driver leaned out. "Like I said" he shouted "I've got one of those in the shed at home if you want to jump in, I will take you?"

Well - we were all brought up "Never talk to strangers" and "Never- never get into a car with a stranger" But the words were like the bell to Pavlov's dog and before a seconds thought had passed, Dave Watson, Peter Moore and myself found ourselves in the car! So eager was the owner to show us his bike that he set off like the Sweeny, foot down and go! David's eyes widened as a Toyota headed broadside, but such was the acceleration of the Mercedes that the near collision was avoided and we catapulted down the road, this man was definitely not a "Slow Rider". Before anyone could utter the words "Who's idea was this", we turned into a cul-de-sac and came to a stop. "It's in the shed follow me, I think it's quite a rare thing" the driver jumped out and sprinted trough the still opening electric garage door. Dave's heartbeat hadn't quite returned to a settled rhythm following his close encounter, but it was to sink a little when the shed door was opened and we got our first sighting of the little green bike, this find wasn't going to eclipse the lost Broughs of Bodmin Moor! It was of most interest as another found bike of Peter Moore! "It's all original as far as I can tell" chirped the owner as he buoyed the sinking reaction. Well it clearly wasn't, green paint covered every nut and bolt and a gold coloured plastic pinstripe was stuck on the downtube. It was however a rollerdrive and was a little do-er-upper. David was first to ask the question "How much did you want for it?" Dr Watson has bought a few bikes in his time and was already using the past tense. "Well it's my sons really and I haven't found out much on the internet so I don't really know it's worth and I wouldn't like to undervalue it" came the salesman's reply. We all looked at each other simultaneously reaching the same conclusion – this wasn't to be a nice little find and the price any one of us would have paid would not have been the price he was wanting. Dave politely managed his expectations as we slowly retreated and left Peters number should he have a change of heart. We decided walking back was the safest option and reunited ourselves with the other riders. Frank had bodged a makeshift repair to the carburettor and joined by Roy Livingstone on his Cyclemaster we set off to the Wartime festival. The small seaside town was transformed into a celebration of all things 1940s, Jitterbug music with exhibition dances was enjoyed by the many attendees dressed in period costume and wartime uniform. It was so busy that we got split up but regrouped on the promenade where good use of the railings was made to rest the bikes. I had allowed an hour for everyone to explore the many stands and displays whilst I kept an eye on the bikes. Our little collection got plenty of attention too with Derek's Atlas being the most admired and the Bown was photographed with the Huey Helicopter to use on their website. The hour passed quickly and it was time to mount up for the ride home. The return leg was less scenic and the long stretch of road allowed for little other than ride. Roy rode a short way with us before peeling off back to his home town of Kirkham.

Dave coughed to a halt and could not get a restart out of the Cyclomotor. Neville arrived on scene and the Mercury cycle was reluctantly wheeled into the rear. The rest of the ride pressed-on to Preston! The Docks being our rest and recuperation spot with a chance to take some pics. David and Neville were already awaiting our arrival and the Cyclomotor was given another chance having had time to cool off. Dr Watson's diagnosis was a change of plug back to the original Champion CM plug that came with the bike. The plug was inserted and a push down on the pedal – the Cyclomotor popped back into life. A short ride back to mine where we totalled the miles done as 44, even with Dave's breakdown he still completed 40 miles!

I had made a traditional Lancashire Hotpot that was enjoyed on our return whilst recounting the days exploits, we made arrangements for the following day,

Chris Gornal

Part 2 will be in the next issue.

As mentioned “a strange beastly “The NUGE” (a Norman / Rudge hybrid)”



Dodgy frame repair and number, not one of my best purchases!

A Grimy Hovel
Somewhere near Nottingham
29th May 2020

Dear Dave

I would like to respond to Dr Paul Ireland's article about the lurking demon, E10. I'm no scientist but I do have practical experience of the ill-effects of some of the fuel currently on sale. If any of what I say is complete BOVEX (bovine excrement). I will of course, be deeply offended, but will probably survive.

So, Manchester University has been doing research using an "engine designed in the late 1930's." Only one engine? If that engine is, as I suspect, an all-iron water-cooled O.H.V. four stroke then it doesn't give a full picture.

When we consider so called "classic" engines, we have an immense variety to choose from eg; Sidevalves, T head, L head ? , lots of cylinder head shapes. Then we have Inlet over Exhaust, Exhaust over Inlet "Walking-Beam" (valves at right angles to the cylinder axis), OHV. OHC, parallel valves, inclined valves, three valves, four valves, squish, Heron head, hemispherical etc etc. The list is endless! Then we come to what is probably the most relevant type for most of us, the two-stroke. Here again we encounter a vast array of different types. A piston catalogue from the 1950's shows loads of different shapes of deflections and porting arrangements, and any research using one type of engine might be totally irrelevant to another.

I have two engines in particular which are so sensitive to fuel type that they are virtually un-rideable on some fuels and fine on others.

The Busy Bee - No guts on ethanol-laced fuel irrespective of carburettor settings. I even tried lowering the compression ratio from 6 ½: 1 down to 6:1. Also the hot-starting was terrible – the fuel evaporated from the float chamber – and it got so hot that it seized several times.

The Worme - No midrange torque / hill climbing. Not bad at high revs but otherwise useless! It "cooked" its H.T. coil and tried to seize several times. Once again enrichment made little difference apart from constant four –stroking.

Both these engines have a poor combustion chamber shape with pockets and bumps to inhibit smooth flame-front propagation, and both are a bit lacking in cooling fins.

My Theory – If ethanol contains oxygen then this may be released in the combustion chamber. This can cause a form of “chemical supercharging” enabling more fuel to be burnt (assuming the mixture is rich enough) and therefore more power but more heat generated. I believe that high concentrations of alcohol in the fuel will actually promote cool running, but a very rich mixture is called for; and I doubt that 10% would achieve this.

Where the combustion chamber shape is poor then localised hot-spots may occur, possibly causing uneven oxygen release and localised weak mixture, even if obvious detonation doesn't occur. The Worme does actually knock on cheapo supermarket fuel, but they both run fine on Sainsbury's super unleaded. Both engines are highly intolerant of stale fuel as well.

If we consider the mixture coming out of the transfer port(s) as being fairly homogeneous (well-mixed and even droplets of fuel in air) then the weird shapes and excessive heat which it encounters in these engines when it hits the combustion chamber clearly “upsets it” so it can't burn to best advantage. If this theory is right then more alcohol means more trouble!

Carburation SU and Stromberg carbs are adjusted at idle speed, almost invariably by raising/lowering the jet or needle (depending on model) The small amount you adjust them to get the best idling mixture is unlikely to have much effect on the mixture on the road. They are generally designed to run fairly weak about-town cruising speeds in order to get good fuel economy. If you find that you have a part-throttle flat-spot on “new” fuel then I strongly suspect that you would have to set the thing to be filthy rich at idle in order to cure the flat-spot. Better to find a “richer” needle.

Water if as we are led to believe, ethanol-laced is hydroscopic then no amount of care will prevent water mixing with it in very damp weather (?) I'm finding water accumulating in the emulsion tube holes and full load enrichment valve of the Solex carb on my ancient Volvo and I have to blow it out about every two months. So, perhaps I've got it all wrong, but I can see absolutely nothing good about the introduction of E10. I sincerely hope to be proved wrong!

Derek “Geriatricus” Langdon

P.S. I'd never heard of Cyclic Variability before I read the article. Is it, in essence, rough running and pre-ignition (or poor flame-front propagation and detonation) or is there a lot more to it?

Derek's 1951 **Busy Bee**



“The **Wome**”

1963

J.A.P.34CC

Lawnmower engine.



Belated LSR CARD Run





August 2019 Day 1





Peter M getting first looks at the “I’ve got one of them in the shed” bike.



**LSR CARD
Run.**

Contact details were exchanged but it's still in the shed as far as we know.

Tips, Tricks and Techniques

A bad case of the runs

One of the many hazards associated with spray painting is the almost inevitable likelihood of faults arising during or immediately after the spraying process. These include, but are certainly not limited to; the inclusion of dust / foreign matter, blooming, fisheyes, solvent pop, preparation scratches, paint shrinkage and of course the dreaded runs! Any painter who's adamant that they never get runs is either remarkably talented or is simply just telling fibs to save face.

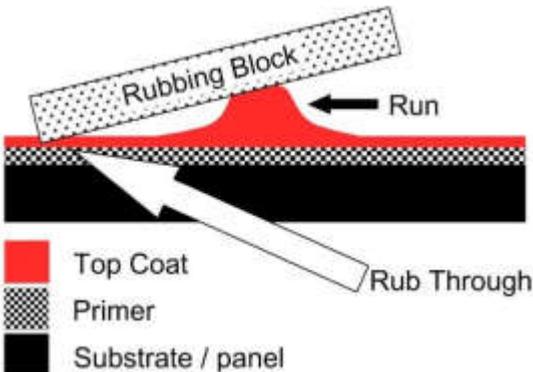
So what causes paint runs, and how can they be avoided? Put simply runs will occur if too much material is applied too quickly. It really is as simple as that. A cold environment, over-thinned paint and poor technique all contribute, so a few simple steps can be taken to avoid this "inconvenience".

- Make sure that the area you're going to be spraying in is as near to 20°C as possible, leaving the workpiece in that environment until the panel temperature is the same
- Thin the paint in accordance with the manufacturer's recommendations
- Ensure that your spraygun is correctly set, and practice your technique- the same is true when using aerosols
- Allow sufficient drying ("flash-off") time between coats.

Of course you painted your panels before reading this piece and now have more runs than an olympic bob sleigh venue, but all is not lost. Possibly.



What follows is a technique I learned about 30 years later than I would have liked, but it's got me out of a few potentially expensive muddles and is certainly worth knowing about and sharing. This is the test piece with some lovely runs, and believe me dear reader, it went against every fibre of my being to deliberately induce some runs in the clear lacquer!

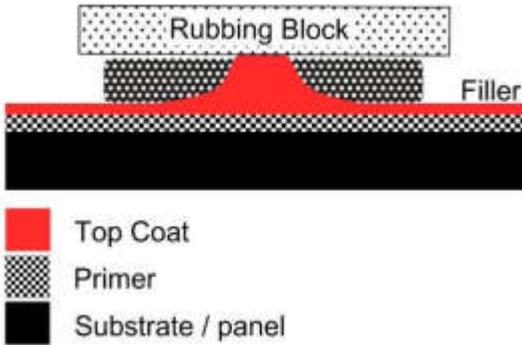


The worst danger of trying to flat a run with abrasive paper is the possibility of rubbing-through the paint immediately adjacent to the run itself.

If this happens you'll probably have to flat the whole panel and start again, which is even more of an issue with metallics because it entails having to re-apply the base colour then clear lacquer, doubling your chances of getting more runs.



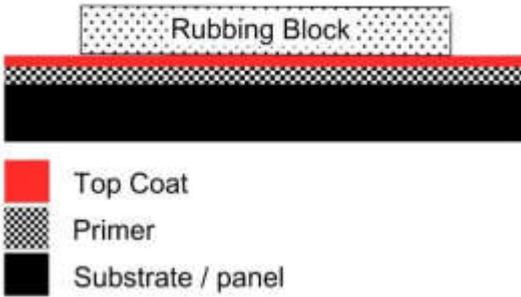
The work-around, counter intuitive as it may seem, is to apply a very thin layer of fine body filler over the run. This will protect the paint around the run while you flat the area with abrasive paper on a rubbing block.



Here's how the theory works. By keeping the block parallel with the panel only the run is in contact with the abrasive paper- this is made much easier with the filler applied, providing a much wider, flatter area to work on.



Starting with 400 grit wet & dry paper on a block take off the excess filler working slowly and methodically, frequently checking progress. The dull areas are high spots that have been taken down with the paper, and the shiny areas are remaining low spots. At this stage move up to a finer 600 grit paper.



However long you think it's taking even to get to this stage, I guarantee that it's quicker than spraying the whole panel again, so take your time and be patient! When you get to this stage it's a good idea to change to an even finer paper, such as 1000 grit, still used wet.



This is the ideal outcome- the run has been eliminated without damaging the surrounding paint.

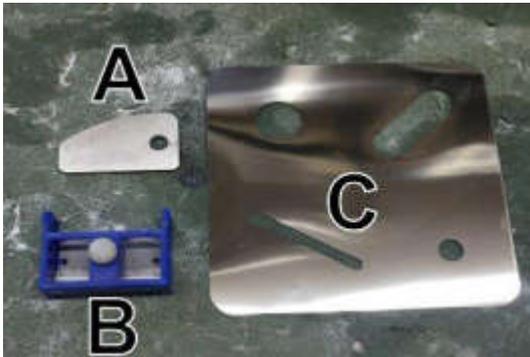


With the panel wiped dry you'll be able to see very easily if you have any remaining high/low spots. Switch up to a much finer grit paper, ideally 2000/2500 grit to remove any flattening marks left by previous papers, which will make the final polishing and refining steps much easier and quicker.



Once compounded and polished you'll be hard pressed to see any evidence of indiscretions, if of course you've taken your time and everything's gone according to plan.

Does this technique always work? No. There are so many variables with paint that not every technique will work every time. If the overall paint film is very thin, there's a very real danger that you'll rub-through the paint no matter how careful you've been. Does the paint need to be fully cured before you try this technique? For all intents and purposes, yes. Fresh paint won't flat very easily, and certainly won't polish to an acceptable finish. Should you use a flat rubbing block when flatting? YES!! Just YES- don't even consider trying this without either a propriety or improvised block, because it just won't work.



There are some tools available which are directly marketed for run removal.

- (A) Tungsten Block. Excellent for removing dust contamination and shaving down runs in fully cured paint. The edges are absolutely square and because it's made of tungsten it stays sharp pretty much indefinitely. I wouldn't want to be without mine, but they're eye wateringly expensive so not really an option for occasional use. That said I hardly ever use mine, because I don't get runs or dust inclusion! I wish, sigh....
- (B) "Run Razor". Uses a single sided razor blade which can be incrementally lowered to take the top off runs on a flat surface. Don't waste your money- use it to buy the other half a box of chocolates to make amends for the bad language that's been coming from the shed because you got paint runs in the first place.

(C) Run Removal Stencil. Made from very thin stainless steel the theory is that you place the appropriate aperture over the run to protect the surrounding paint while you block it out. The jury's out on this one, but it's never really worked for me. Why buy spurious tools and equipment if a thin smear of filler works, but this is a closely guarded Trade secret, so Mum's the word!

So, I hear you ask "now that I've managed to flat-out the run without breaking through the surrounding paint and the whole area's smooth and flat, how do I get from a matte finish to a deep, wet looking gloss?" Well, you'll just have to wait for another article.

As a footnote I'd like to make it clear that no rare or expensive panels were harmed during the production of this article. The panel used was a "stunt panel" that volunteered its services freely and has now been returned to scrap bin, where it came from.

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

Walton Works Bowen

Replacing a magneto with a Chinese CDI

Aged magnetos can work well but they are often the source of starting problems and they need regular attention to keep them working. HT coils often suffer short circuits in the winding and the condenser can track to earth. Wires come loose, points wear and the magnets can become weak. One modern solution to these woes is to fit a Chinese CDI unit and that's what I've done on my **Cyclemaster**. I bought the complete stator, rotor and CDI for £13 delivered, which is a bargain when you consider a replacement magneto HT coil is around £50.



The white wire on the CDI can be used for low power lighting but it draws power from the ignition coil and is best removed.

A few words of caution before you go any further. CDI units produce a much higher voltage spark than a magneto, so don't check for a spark by holding the lead. And take extreme care if you have a pacemaker fitted. Also avoid spinning the engine without the HT lead connected to the plug as this can damage the CDI. If you need to spin the engine without the plug, then earth the HT lead to the engine.

First I had to make a mounting for the stator. It needs to be non-magnetic, so I turned and bored a rectangular piece of aluminium.



The photo below shows the position of the CDI rotor on a Chinese bicycle engine, with the piston at TDC, i.e. the keyway slot at the 1 O'clock position. I'll use this to approximately set the timing.



The rotor bore was drilled so it was a tight slide fit on the crankshaft. The stator was positioned concentric to the rotor by using a 0.75mm plastic shim (cut from a shampoo bottle!) and the 4 mounting holes spotted through, then drilled and tapped M4.



The existing flywheel can't be used as the magnets would confuse the CDI and anyway it clashes with the stator. It doesn't need to be as big or heavy as the original flywheel and I made a 2 piece flywheel from some bits of steel I had. Cyclomasters have a 5 degrees per side taper on the crank / flywheel and you don't need to use the woodruff key as the orientation doesn't matter and the taper gives the drive. The 2 parts were drilled and tapped to fix them together with 4 x 6mm CSK screws.



The CDI is normally mounted externally to the frame, near the sparkplug. However, I decided to mount it inside the Cyclomaster housing to keep the original external appearance. It may fail due to overheating, in which case I'll replace it for £5 and fit it externally. After trimming the CDI, I was able to mount it towards front, so I rotated the stator to the other side. I also made a bracket to hold the CDI to stop it from bouncing around. It's very close to the flywheel but not touching - just!



It's not easy to cut a new keyway in the rotor so I decided to make a clamp instead. The clamp latches into the cut-out on the rotor. This will allow me to adjust the timing, and then I can tighten the clamp to make sure the rotor doesn't turn on the crank.



With the CDI fitted, it's now time to set the ignition timing. To do this I used an old spark plug, fitted with a bolt, to act as a piston stop and I mounted a fixed pointer on the stator fixing.



I then put masking tape on the flywheel and marked the positions when the flywheel was turned in both directions onto the piston stop.



Ron Patterson

Ron can be contacted on the excellent Facebook Group; Cyclmaster Help Desk.

The tale of the Bishop and the mopeds.



In 1975 BBC Look East and the dear old Eastern Daily Press ran a story which might interest us. I remember watching the report on Look East with my Dad because we were both interested. Dad owned a Honda C50, his only transport other than his pushbike, and he was a Vicar. I was a schoolboy who was interested in anything to do with motorbikes; the story had us hooked. It turned out that the forward thinking Bishop of Norwich Maurice Wood was innovative; he had bought a fleet of 36 mopeds to enable his clergy to get around their parishes. The bikes were all Hondas and included **PC50s** and **C50s** (not mopeds but scooterettes). The PCs didn't sport leg shields but at least one had a top box. From the looks of the clergy assembled at the launch there were mixed reactions, puzzlement, joy, misery, distain and wonder, a bit like Fry's Five Boys. How successful the bikes were is hard to work out because the parishes to which the bikes went were not listed. I imagine that some parish priests were more than a little bemused at the thought of leaving their cars at home and trundling along the highways and byways of Norfolk on one of Mr Honda's wee wonders. A vicar on a motorbike or moped made sense to me because Dad was one and had one, in Colchester, Essex. He went on to much more exotic machinery and owned no less than 5 combinations in succession along with 6 solo bikes up to 650cc.

My brother and I still have the motorcycling bug, or is it a gene? Two of my children have the same bug / gene.

Most of the Norfolk clergy bikes appeared to be in the series JPW##N and from what I can ascertain the registrations ran from 10 to 30+ in that series. My research shows one of the bikes which is still taxed (licenced) with another which may be still getting used or loved, but that is hard to tell; it is subject to SORN. What I have found is that of the 26 bikes I have looked up there are 23 showing on the DVLA data base and only 3 with no trace, 2 gone from the records altogether and another has its registration transferred to a car. #32 was probably one of the 'crunchies' being a 90cc bike.

If anyone knows where any of the bikes are nowadays, particularly JPW 17N, it would be interesting to hear the bike's story. I have made contact with the Norwich Diocesan office to see if they can help with any more information and I am awaiting their response. *Matthew Hodder*

For Sale

Puch MS50 Sport engine all complete with Magneto,Carburetter ,and ready to use with many new parts included.£60.00 or prefer to swop for a Velosolex moped in need of rebuild.

Tel Jim Lee tel 01858-461836 after 5.00 pm

For Sale

My lovely 1978 Mobylette 50S which I bought as a non-runner, previously unregistered in UK, project.

I have since done all that was required to make it into a reliable good looking moped again. Obviously it came with no history but Appears to be very low mileage (kms) bike for its age at only 1920kms.

It is now UK registered in my name with all relevant docs. In good original condition.



£995.00. Contact. Reg Coote 01825 762949

Location East Sussex reg.coote@talktalk.net

Wanted

New member Anthony Curtis is looking for a Cyclemaster or Power-Pak 07711 261665 Lancashire.



Tuesday evening **Norfolk Section Micro Meets** started with Rob and Chris.

Sometimes up to 5, we normally line the bikes up in front of Shotersham Church before heading home.



Memory Lane

Keith and Michael Flood, "The Classic Motorcycle" June 1997



PHOTOGRAPH BY JONATHAN

Autocycles from here to eternity. From front: New Hudson, Royal Auto, Bown Auto-Roadster, New Hudson, BSA Winged Wheel, Excelsior Autobike. All exciting names invented by marketing men.

Autoc

Keith (left) and Michael Flood have owned autocycles since the Fifties. Red badges display their membership of the National Autocycle and Cyclemotor Club.