

The M·A·C

The Newsletter of the EACC

Number Sixty One

December 2020



...absolute bargain...



NVT Easyrider on the **Coast to Coast** run 2009

Last seen (by me) next to the Bedlingo 2018, it was gone in the morning!



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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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.

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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

Events

AGM

The 2020 AGM has been postponed. There is no new date for it yet but considering the latest COVID-19 restrictions, it is unlikely to take place until April 2021 at the earliest. The year's accounts are available on [our documents page](#).

40 years

2021 sees the **40th Anniversary** of the founding of the **EACC**. Normally this would be the occasion for a celebratory event but, in these uncertain times it's difficult enough planning an event, let alone actually staging one; we'll have to wait until we know what it will be possible to do. In the meantime, we'll start the year with the Mince Pie Run, although in a somewhat different format from usual.

A cunning plan

At this time, the COVID-19 lock-down rules are changing all the time, which make it hard enough to plan an event for next week, let alone for 2½ months' time .

2021 is the 40th anniversary of the EACC, **the Mince Pie run** is one of our biggest and oldest events and, in normal times, would be our first event of the year. How could we not let it happen? But, if we do hold it, how can we be sure it complies with any unknown, future lock-down rules? Here's our cunning plan...

The Great, Distributed, Mince Pie Run

We'd like as many club members as possible to do their **own** Mince Pie Run, either individually or in small groups (the maximum size of the group will depend upon where you are and what is permitted on the day you do it). The Mince Pie Run is usually held on the first Sunday in January; that will be **3rd January 2021**, so we'd like you to do it on, or as close as possible to, that date. Secondly, since 1998 the Mince Pie run has had a sort of nautical theme to it: it starts from Orwell Yacht Club in Ipswich and goes to the Shipwreck at Shotley Marina. It would be good if we can keep this theme going.



This is what you do

On or about the **3rd January 2021**, on your own or with a small group of friends, ride your bike to somewhere where there are boats. Most parts of the country will be close to somewhere suitable, whether it's a marina, docks, canal, river, lake, or whatever. On arrival, take a photo of your bike at your chosen setting, include yourself in the picture if you can (and want to), and send the photo in to us. We'll publish a selection in The MAC and put as many as we can on the website. If you want to include a few words about your ride and destination, even better.

You can e-mail your pictures to the secretary membership@autocycle.org.uk, or our editor mac.editor.eacc@gmail.com, or post them on the [Facebook Group](#), or the [Forum](#) ... just put them somewhere where we can find them.

Section Notes

Norfolk Section

Unfortunately it has been a lean year for us due to Covid and its restrictions since our March monthly meeting.

The planned **Broads** run in April had to be cancelled.

As lockdown was eased Chris, Rob and Martin did have a few summer Tuesday evening meets and some did attend the Old Buckenham, Whitwell and Ormesby bike nights but not for me. On the Norfolk section Facebook group I did arrange some evening ride in's to Walcott but there was no need for the rule of six police to get excited.

The 2nd **Coast and Broad** run in October was also cancelled early on as the hall wasn't going to be available, nearer the time and again on FB I posted we could possibly go ahead with a small group and to get in touch as we would be doing it from my home, Ian M got in touch and said he couldn't make it! Chris E was having loads of problems with his New Hudson Autocycle that had done over 900 trouble free miles since acquisition/rebuild and he was hoping to get it over the 1,000 mile barrier (it did seem like a barrier the bike didn't want to go through). Ian, Chris and I had a great day on the Thursday doing what would of been the clubs **Broads** run route, whenever we stopped we would have holiday makers coming over and chatting, it was a rare sight to see 3 New Hudson's all the same model but in the different colours. We could fill the MAC with Chris's bikes problems and today was not without issue!

Chris, Martin and Jon had been in touch for the Sunday and it was great that Greg and Paul also came along. **Coast and Broad** route it was to be, we set off early as nobody else was expected, first stop was to be the Waxham Long Barn café but Paul's Wisp had a little technical interlude before that when the exhaust manifold nut came undone. The café is highly recommended! Just after Sea Palling, along a coastal track the small wheeled Wisp went squiffy in the blown sand and Paul had an off! The Wisp didn't want to run properly after that and spent the rest of the day playing up. Next planned stop was at the Happisburgh car park where the road abruptly ends due to the coastal erosion. Double back a bit and inland to The Pleasure Boat Inn, Hickling for a Covid style lunch enjoyed alfresco (it was a lovely day and we probably would have been outside anyway) it was such a nice day that we then stopped at Potter Heigham for ice creams. We then had a little detour to catch up with Ian and back to Martham it was nearly 6:00 when we finished. A fantastic day out in great company.

Dave Watson

Suffolk Section

Obviously nothing much to report since our last report in September, and at the present time, we can't predict what the conditions will be once the current situation ends – so it's not really possible to plan any formal forward events in the usual sense.

One of the big and most popular Suffolk Section events every year has been the Mince Pie Run, and we've already announced the concept of "The Great, Distributed, Mince Pie Run"... What? We'd like as many club members as possible to do their own Mince Pie Run, either individually or in small groups (the maximum size of the group will depend upon where you are and what is permitted on the day you do it).

Meanwhile, back at the Suffolk Section, despite not being able to put together our usual formal MPR event, we're informally planning to set out from our respective home destinations, and ride the traditional MPR course, to arrive at the traditional Shipwreck Bar at Shotley Marina, at the usual arrival time around Midday. If we just happen to meet people along the way, then maybe we'll join in a coincidental convoy...

Finally, the Mopedland transfer saga continues, and we're fairly well into fitting out the new site workshops now, but it's very likely to run down to the wire transferring the old workshop operations to the new site sometime in December.

See you on the road ...(to Shotley), *Danny*.

NOVA

At the time of writing this, we have no idea about what, if any, trade deal there will be between the UK and EU. Meanwhile, the Government urges us to get ready for the new arrangements, even though they can't tell what those will be!

However, there is something that can be, and needs to be, done and that's to get the documentation sorted on anything that's already been imported.

For the last 7½ years, if you imported a vehicle from the EU, you have been supposed to complete a NOVA declaration within 14 days of bringing in to the country. On an old vehicle, there should be nothing to pay because no VAT is payable on something that has already had VAT paid in another EU country. That will all change at the end of December—while we don't know what it will change to, you can be certain that it won't be getting any easier.

The important thing for now is that if you have an unregistered bike that's come from Europe with no NOVA, don't wait, do the NOVA now!

Also, if you're thinking of buying a bike that's been imported, make sure the NOVA has been done before you buy it.

After 14 January (ie: when the 14 day deadline has elapsed), it will too late to apply for NOVA on a bike that was imported under customs union with the EU and it'll be very likely that there will be either duty to pay or a fine for a late application.

Some bikes are exempt from NOVA: anything that's 48cc or under doesn't need it but anything 49cc and above does. Note that this is not the same as the moped definition so mopeds with engines between 49.0cc and 49.9cc (for example, most VéloSoleXes and all Mobylettes) do need NOVA.

Andrew Pattle EACC Secretary.

Event Reports

HAXEY GATE / NORTH LINCS RALLY WEEKEND

After the success of the previous 2 rally weekends, a lot of talk was about organising another weekend in an area of the members who had travelled and supported our rallies, we decided to return the favour. Discussions were had about different areas, and who would be willing to organise a weekend, and who would travel to one. George from near Scunthorpe suggested a weekend up in his neck of the woods. The LSR promised to support him along with the Rotherham Roamers and the Midshires, so planning started. We had a few venues suitable that could accommodate us, and The Haxe Gate was agreed most suitable. Some of us like to make a long weekend of any trips so the LSR made a week of it this time. The area was a new venture for majority of us, but after a few short rides during the week, we can honestly say it's perfect for moped riding, I did see signs saying 'welcome to North Lincolnshire' then a few miles 'welcome to Nottinghamshire and then 'welcome to Yorkshire' so I think we were bordering a few counties. Some of the area's we rode reminded me a lot of East Anglia.

We did a few rides each evening mon-fri and one unexpected venue to a local bike night just a few miles from the campsite, so this was a bonus ,and our little bikes attracted quite a bit of interest, a young lady who lived local had seen on Facebook that we were touring the area, and she came to meet us there. When we were not riding a few of did some fishing on the river running through the campsite. I had travelled up on the Monday and stayed at Georges and we discussed routes and options , due to the restriction etc. we had to split the riders into groups of no more than 6, we had around 25 riders including a group of Wirral Wobblers, so George simplified the route and printed maps for the group leaders.

The groups were split into what we thought would be best i.e. low powered, slightly more low powered, and more powered machines, only due to the restrictions in place, or we would have all rode together, but it worked quite well. George led one group, Eric led another group.

The Wirral Wobblers followed a pre-planned route, and George's son led the group I was in of 'slightly more powered' mainly Hondas, CT110, C200, SS125, S90, George's son was riding a 50cc Aprilia trail bike unrestricted, he is only 16 so we were a bit apprehensive of the speed he would be going, we didn't need to worry and at one stage we even had to ask him to go a bit faster ! The routes we rode took up at the side of the river Trent (I think), some great scenic roads passing through small villages along the way. We stopped outside a very pretty village pub for a photo shoot and it looked closed, but then a nice woman opened the front door and asked up would we like a drink, even though the pub was closed she would accommodate us.

The sun was blazing hot so a nice pint of shandy was more than welcome. Apparently the pub is a local meet venue for a Scooter club so she welcomes 2 wheeled riders. Next stop was George's home town 'Crowle', what a fantastic little village this is, with one of the best chippy's I've ever been to, we sat in the town square and had our lunch here. Next stop was a local airfield that has a cafe, we arrived at 14.10pm, the cafe shut at 2.00pm but once again the owner duly re-opened for us. Our group was supposed to have been the 'faster bikes' but we were the last group to arrive back at camp/base for some reason.

We had a line up back at the campsite, and what a great line up of the different mopeds/bikes that attended. A very successful rally even with the restrictions, we managed to abide by the rules etc.

Big thanks to George and his family for organising this event at such short notice and in these difficult times I'm sure it's one for the diary again next year along with the Fylde coast weekend and Rotherham weekend.

A few other ride/rally weekends were mentioned and hopefully a few more next year will get planned, all we need is a cheap basic campsite, a pub nearby and suitable roads to ride along and the support will be there.

Paul Newton

I'm sure you would all like to join me in wishing all the best for the future to our **Lancashire Slow Rider** section leader **Paul Morgan**, I did know he was in hospital and quite poorly at one point and the family asked for their privacy to be respected until better news! He is still receiving a lot of treatment but it was good to see his name on the LSR Facebook page again:

"High evening everyone. Just to let you all know that I have had a liver transplant that didn't go to plan. I won't be able to ride for a long time as had to have my left leg amputated from the top. So I may be looking for a trike ride."

Best wishes Paul for a "speedy" recovery from all of us in the EACC

Autocycle ABC

Autocycle ABC is a series of articles about the 'British-style' autocycles that began with the Cyc-Auto in 1934 and died out with the New Hudson in 1958, typified by the many marques that used the Villiers Junior, Junior de Luxe and 2F engines as their power plant. These articles were published on the club website at monthly intervals, starting in January 1998, but never appeared in the magazine.

Maybe it's time they did...

Thanks Andrew the updated ABC will appear in the next edition.

Tips, Tricks and Techniques

Plastic Fantastic

Whilst many of the machines we favour have very few body panels or are adorned with metal items, more of us are getting to the age where bikes of our youth wore plastic side panels, mudguards, headlamp shells and the like.

We've already looked at plastic welding techniques in a previous episode, and while this is an invaluable skill to master repairing cracked and broken panels it isn't going to help a great deal if your panels are broken beyond repair or even MIA. With supplies for many popular components having been depleted years ago we have little option other than to try to source a used replacement (which of course being of the same age as your own "troubled" panel is likely to have the same issues) or explore the world of non-genuine or "pattern" parts.

Non OEM parts gained a reputation for poor fit and questionable quality for good reason: many parts were absolute rubbish! Nowadays however many components are available which are made to exacting standards, and from a better material than their predecessors. But (and there's always a "but") in all likelihood they're likely to arrive with you needing paint, decals or badges. So, let's have a look at what's involved.



The fundamentals of painting are broadly the same for all substrates, although some of the paint products will differ slightly. The first thing to address with new plastics is to thoroughly clean them before even thinking about any of the preparation stages. If a release agent was used during manufacture to stop your new panel sticking to its mould, it's also going to do the same job of making your paint not stick!

Be wary of using an aggressive solvent that would be safe to use on a metal panel because you could melt the plastic- not the start you're aiming for. Hot soapy water is a good starting point, followed ideally with a proprietary panel wipe, or at a push meths, or 50% diluted isopropyl alcohol. If all you have is thinners, acetone or similar, test a small area somewhere inconspicuous, such as the inside of the panel.

With everything now squeaky clean and thoroughly dry, prep can start in earnest. The first thing to do is rough up the surface for your paint to mechanically key on to. Use a 240-320 grit abrasive paper until the surface is uniformly dull and all shiny areas have been eradicated. Remove all traces of dust.



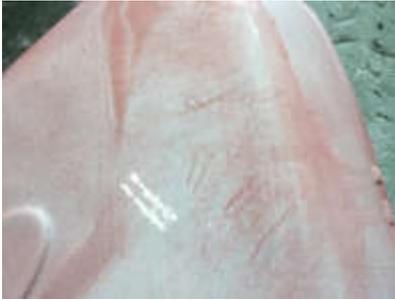
The next stage is where things are a little different to painting metal. You must use an adhesion promoter for the primer to bond to- think of it being like an automotive PVA. These typically use wood alcohol as a solvent so won't damage the plastic. Some manufacturers recommend a specific bumper primer, but I'm sceptical about their long-term performance, and I know that this

method works a treat. Whether you're using a spray gun or aerosol at this stage, follow the manufacturer's instructions, and stick to their recommended number of coats and drying times.



Theoretically the adhesion promoter can be over-painted with a conventional primer, but since I was using an etch primer on another job I decided to adopt a "belt & braces" approach and added this stage as insurance. Once dry several coats of high build primer were applied, which will help when flattening-out any moulding imperfections. I used a grey primer and the thin red dusting

of paint visible is a sacrificial "guide coat".



Shown here part way through the flattening process you can see that lines and dimples are clearly visible in the guide coat, which are low spots. Keep flattening with 600 grit wet & dry used wet until all of the red paint has been rubbed away, leaving a flat, even surface ready for your colour coats. If you've been a little over enthusiastic and have rubbed down

to the bare plastic, you'll need to repeat all the processes in that area, so take your time, check progress often and take great care on edges and raised details.

From this stage onwards the procedure is the same as painting metal or fibreglass, with all of the same caveats; take your time. Keep the workpiece, your working environment and yourself clean. Take your time. Observe drying and curing times. Take your time. Work in a well-ventilated area, use breathing protection, and of course take your time.



Painting is my passion and when things go well it can be incredibly rewarding. The paint for these panels had to be custom matched in-house to an original NOS panel, in terms of metallic grain, colour and being a candy finish (translucent blue over silver) colour saturation as well.

I was very pleased with the end result, but none of these processes are witchcraft and can easily (well, fairly easily) be repeated by anyone willing to put in the time and effort. Naturally not everything always goes to plan, and most of my immediate neighbours probably think I've got a rotten case of Tourette's syndrome when Mr Cockup makes an appearance. Learn when to walk away, let things dry thoroughly, work out what didn't go as well as it could have done and try again.

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



Norfolk Section . Great day out with Ian and Chris on our New Hudson's
3 Days later: Hickling Pleasure Boat Inn, 6 of us did the **Coast and Broad** run.





HAXEY GATE / NORTH Lincs RALLY WEEKEND

Thanks to **Paul Newton** for his input into the event, report and pictures.







Just before the latest lockdown.

Mark Gibb reports “I did manage to display a couple of machines at the Leiston Long shop museum Final fling event on Sunday.”

Looks like he arrived early!



CONVERTING YAMAHA ORIGINAL INDICATOR BULBS TO LED

A Boy's Job?? I was at our local farm shop having ridden there on my Yamaha Townmate. A guy came up to me in the carpark and said he had a Townmate at one time. He told me that a lady driver ran into him from behind as he was about to turn right, his right indicator was blinking,. His Townmate was a total wreck. She said she did not see him. It gave me something to think about. I know the Yamaha has 6 volt electrical system and the lighting intensity is poor, particularly the rear indicator blinkers and the headlamp turn tell-tale. At times I cannot distinguish whether the rear blinkers are functioning or not, in daylight hours. The bulbs are rated at 21 watts but function as one tenth of that. Similar to ageing glow worms! So, I decided that to while away a few hours during this Virus lockdown, I would convert the indicator system incandescent type bulbs to LED still retaining original voltage. I already had a Haynes Yamaha Owners Workshop Manual which contained detailed wiring diagram. Simple, just change the bulbs over to LEDs!! A Boy's Job!! I searched the web and found 'Classic Dynamo & Regulator Conversions' company who marketed the LEDs for my 6volt negative earth system. I spoke to the proprietor, who was extremely helpful. He advised me that I needed LEDs and a flasher unit suitable for LEDs plus a LED flasher fix kit. I subsequently ordered the LED parts, 66 quid the lot including postage. Although I was a mechanical engineer, the wiring diagram, colour coded looked reasonably straight forward and understandable until I opened the headlamp to access the relevant wiring. It was like a bird's nest of coloured wiring with various bullet type connections and coloured multi cable plugs. Some six months earlier I had to replace the flasher unit as the original had failed, and had forgotten what a job that was, because of lack of space. The job now was to fit and re-wire the LED flasher unit and new fuse, wire in the LED flasher fix kit and change the instrument panel tell-tale bulb to a LED, all in the headlamp shell.



To the non-technical members, the LED bulbs draw very low current and the new flasher unit manages this low current output plus it needs to be protected with a low (1 Amp) fuse and earthed. The flasher fix kit prevents all indicators and turn indicator working at the same time. The existing electrical system is designed for much higher current outputs for lighting.

To give myself better access to all the connections that I needed, I spilt the handlebar nacelle and removed the speedometer head. I traced through the wiring following the manual wiring diagram to determine where to cut and crimp, which were then labelled up.

Problem 1) The actual wiring did not follow the manual diagram exactly.

Problem 2) Japanese bullet connections are slightly different in size to EU standards.

This was becoming not Boy's job but an Auto electricians' job. I decided to carry on; on the basis I could restore everything back to how it was. Firstly, I had to overcome problem 1) which I eventually manage to find the wiring error and correct it. The second problem was a little easier by using male and female EU type bullet connections. I fitted the flasher unit and fuse holder first as they were the largest components, then the flasher fix kit (a diode and connections).



I then replaced the small speedo panel turn bulb and gradually stuffed all wiring back carefully into the headlamp shell and refitted speedo.

Finally bolt together handlebar nacelle and then change over individually indicator bulbs. Now the test after many hours of head scratching and swearing about the lack of space.

Yes, and they worked. Right and left with an amazing bright turn tell-tale indicator.

Barrie Holland

All-British Barn Find - GADABOUT

In early June 2020, as the initial Covid lockdown period began to ease, and during the first of our group “old car” pub meetings at the Bird in Hand pub, just outside Witney in West Oxfordshire, we were talking about what we had been up to during our enforced “confinement” at home. Nine or ten of us, stood around in the garden of the pub, overlooking the car park, where several of us had parked our classic cars.

One of my conversations was with a friend called Peter and, during our discussions; I mentioned that I had an old Velosolex, which I had been working on to tidy it up. He mentioned that he also still had an old moped, which he had owned almost from new, back in the 1960s. He couldn't remember what make and model it was at the time, but it had been sitting in his barn, unused, for many years – and he wasn't sure quite what to do with it. We had an enjoyable evening, chewing the cud on this and various other subjects and, I must confess, I thought little more about Peter's moped.



The following month, we again convened at the “Bird” for another fine, friendly (and warm) evening. We milled around and put the world to rights. During the evening, Peter handed me a small booklet and, with a smile on his face, he said “Gadabout, Phillips Gadabout - that's what it is” and followed on to explain that he had

acquired the stylish looking moped, from his father in law in about 1963 or 4 and had used it to travel to and from work, on fine days, when his wife was using the car. His work was in Witney and he lived some 17 or so miles away, so both he and the moped clearly had spirit. Peter explained that he was keen to dispose of the moped now, as he was anxious to start clearing out the barn and the moped was “tucked up at the back, somewhere”. If I was interested, I could probably have it for £50.

Having no idea of the possible worth of the machine, I agreed that I would see what I could find out about it, for him and we agreed that I would call him to talk about it in a couple of weeks' time.

My research revealed that this particular moped, the P45 Gadabout of 1960, had the 2 speed Villiers engine. The prior and, in fact, also the subsequent model, carried the German Rex engine. This meant that Peter's model was an unusual thing – an "All-British manufactured" moped, with frame, engine, wheels and gearbox all of British manufacture. "Danny" (Mark Daniels) of Mopedland in Suffolk, has compiled a list of the candidates and there are not many. We must remember that, in the early 1960's there were not yet any Japanese motorcycles being imported into the UK but, post war, there was a lot of collaboration, between European manufacturers, especially in the production of small capacity motorcycles, cyclemotors and of course, mopeds.

Being an All British manufactured model and a good looking and interesting machine, my interest was piqued. I arranged to drive over to see Peter and that we would have a look to see if we might extricate the Gadabout and see what it looked like. I was not sure what to expect but I was happy to give Peter a hand, in any case. If we could, then I might be prepared to "take it on", as a little project – to keep one of the "few" remaining, whole, and save it from its otherwise likely scrapping for parts.

As it happened, a friend was also going to be visiting Peter, on the same day I arranged to go over. He was to look at some decorating work. We drove over together and he said that he would be happy to also help get the bike out of the barn.

The barn, just along the road from Peter's home of 40 years, was in two parts, the larger of which housed his classic car and a great deal of other "stuff". The Gadabout was in the lean-to on the end. This part comprised a lovely old wooden door opening into a 10 foot wide corridor space, of some 20 or 25 feet in length. The Gadabout, I was assured, was near the far end and initially, not obviously visible. Peter, Mike and I cleared sundry "kit" out, onto the grass, including a substantial lawn motor mower and an old Bicycle and, by clearing all sorts of boxes, managed to reveal the back end of a moped. This was a real Barn find, as it was covered in nearly 40 years of dust and spiders webs. It clearly had not moved during that time. When a narrow channel, to the door, was cleared we began shuffling the moped backwards, around the many obstacles which still remained. The back wheel was stuck solid – not a good sign – but the front rolled. It looked complete though, which compensated, although Peter explained that, when his son had been riding the moped around a field, back in the 80's, a piece of the rear brake had broken. Oh dear – more on this later.



This one sported a black frame and mud guards, with a white saddle (which had certainly seen better days and was made of plastic) and the petrol tank is white, with a dark pin stripe around and with the name "Phillips Gadabout" beautifully scripted on it.

The Gadabout is one of the last of the tubular framed small motorcycles. By the mid 1960's almost all were constructed of pressed welded panels.

The rear brake, on this model, is actuated by back peddling and unfortunately the connection between the pedals and rear brake was the part which had broken. Still, these days you can find anything – can't you? I found that, despite having had to drag the bike, the rear wheel was only immobile because the bike was in gear. The clutch wasn't seized and it dropped into neutral easily and stayed there. The engine, though, was seized – the pedals easily back peddling, but not forward peddling at all. This would, though, I was sure, just need a little penetrating oil dripping into the bore of the Villiers 3K/1 engine, to deal with that.

In the cold light of day Peter realised that, despite my obvious enthusiasm, the Gadabout was not even in as good condition as he remembered and, consequently, he refused to take any money off me. We agreed that I would take it – as long as Mike and I could shoe horn it into the back of my car – and, depending on the prognosis once I had cleaned it up a bit and looked at it, we might fight over money later.

Over a cup of tea and some lovely cake, in the garden, Peter produced the paperwork, including original green log book and modern DVLA V5, along with some parts and tools, which included the original Villiers spark plug spanner.

Eventually and, in fact, without too much more trouble, the Gadabout was pulled out into the early August sunshine – for the first time, since 1985. It carries a lovely curvaceous petrol tank, fixed on top of its upper frame bar, not slung underneath, as was the case with its Norman Nippy and Raleigh RM contemporaries – and I liked the look of it.



The bike had last been taxed to 1985, which was lucky, because it meant that the DVLA had retained records. Apparently, prior to 1984 last taxed vehicle records are not generally retained by them. Perhaps this is a good sign. We shall see!

I dropped the back car seats down and spread out the large tarpaulin, which I had stowed in the car in anticipation. Actually, Mike and I managed to get the bike in relatively easily, by moving the passenger seat right forward, meaning that Mike's legs were squeezed into the front, on the way back – but he's an easy going sort of chap, so didn't mind. I could tell though, that he thought me a little unhinged, for taking this project on.

It was duly dropped off at my lock-up garage, just around the corner from my house and I skulked home, to admit to my wife that I had acquired another old bike. I was surprised that, when I showed her a photograph, she quite liked the look of it and was especially pleased that I hadn't had to part with any money, at the time. She even commented that, if Peter didn't want to take anything for it, we should make a donation to a charity of his choosing – possibly his local church fund, which could always do with money coming into its repairs account.

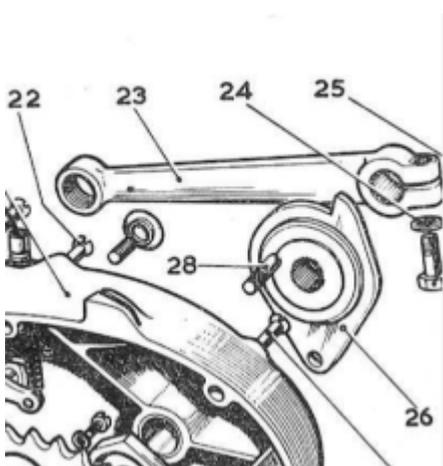
After a good clean up, a few days later, it looked a lot better. It is a pretty little machine with its lovely fuel tank, sitting atop the frame, rather than slung under it, which seemed to be the fashion, until it disappeared inside the pressed steel frame, which followed the Gadabout's design, just a few years later.



Although the stylish Excelite front headlamp was looking very corroded on the outside, inside it looks very tidy, clean and serviceable. I got onto the internet to search and, surprisingly easily managed to find a parts list and diagrams for the machine. This allowed me to identify the broken brake part and I began establishing the best key words to find one, confidently expecting a quick resolution. This is a small part, which sits inboard of the right side pedal and which has a stop protrusion on the top. The bottom is connected (although not in my case, of course) to the brake bar, which actuates the rear brake, when applying back pedal. Is this a Villiers engine part or a bespoke Phillips item?

The rear brake drum itself is fine and worked, when I pulled forward on the bar and, in fact, I found the bottom part of the broken fitting, still on the bar and held in place with some twisted twine. Curing a seized engine is the subject of a great deal of perceived wisdom, particularly on the internet, as you would expect. I tried gingerly standing on the pedal and it didn't budge. Not wanting to break anything, I decided to drop some light oil (WD40) into the bore, to see if that might ease things. I topped it up over the next few days and it made no difference. I just ended up with a piston filled with light oil. The next thing which I am going to try is Diesel..... but that will be part two.

So, my current assessment is that, providing that I can unseize the engine and get the part (or find an alternative solution) to the back-pedal brake issue, it's a "goer" So far, I am not having a lot of luck with the brake actuator. It turns out that this particular part is very hard to find. This is possibly because it is not a part of the engine, yet it is fixed to it. Also, as it sits inboard of the right hand pedal, as soon as the pedal is removed, it can fall off and get lost – or mis-identified – for ever. A rocking horse poo type of part stuff, someone commented. I did establish that the same fitting was also used on the early Raleigh RM and Norman Nippy models and even managed to find a "for restoration or parts" example, which has the part still in place – but haven't been able to convince the seller to remove it and sell it separately. Perhaps if he doesn't get the high price, which he's asking for the whole thing, he might be persuaded. It could be a waiting game.



I'll keep trying and keep asking those in the know, just in case someone finds one. If anyone has one, or a 3K engine with it attached (shown on the attached diagram – part number 26) which they are willing to let go, I would be very grateful – and prepared to part with some cash. Please do let me know.

As an alternative, I have also started to research the possibility of fitting an extra (old) brake lever on to the handlebars and see if I can cobble together a Bowden cable run, to connect to the rear drum. It's a possibility and I am already finding the world of bicycle equipment upgrades, to be a big one.

I shall keep on trying to un-seize the engine, using escalating severity of tactics. It will either release or break, I guess – but we will see.

I'd love to get it back on the road. *Rod Graham*

Spares News

New **Mopedland** panel tooling.

Production parts are expected to be available within a few weeks

Honda Novio Footplate panel (coming soon) 1st off moulding from new tooling.



Old **Mobylette** LHS direct drive side panel (coming soon) 1st off moulding from new tooling



Further new tooling to produce Bown moped side panels has just produced first castings and I should have samples next week.

Raleigh Wisp engine/sidepanel cover is next up for master moulding, and to be followed by Batavus GoGo side panel/enginecover and footplate tooling

Regards ... *Danny* .

Membership no. 7852



Dear Mr Pattle, I wonder if you have any information on the Molyette as shown above. Is it still in existence and if it is is it still running? I purchased the machine new in 1960 for the princely sum of £50. It gave me great service and was totally reliable and I actually passed my driving test on the moped which then allowed me to drive motorcycles (That wouldn't be allowed today)

As stated on the membership renewal form I would like to make contact with any member who can help or advise on the full restoration of my French imported AV2 which I bought last year. All my contact details are on the form.

Thanking you in anticipation

Yours faithfully

Peter Vandevriel.

3411WW is not on the DVLA's database but could be in somebody's shed!

Dear Mr Pattle

Would I be able to advertise my collection in the magazine.

1 - Motobecane. 45-B 1948 In working order.

1 - Motorbecane. D45B 1948 Needs rebuilding.

1 - Solex. Velo S3300. Not running.

All of these have the EACC Certificates.

1- BSA Bantam 1965 rebuilt. Powder coated respray, requires a Fuel Tank.

£2,500 ono for all of the above.

Yours sincerely

Mr N M Seymour

Raleigh Wisp Parts for sale

Engine £25-Ignition Coil £4.00-Drive Belts x 2 £2.00-Carburettor Main Jets + Float
£1.00-Magneto Nut (new) £1.00-Inner Tube + Tyre £1.00-Bottom Bracket Bush
(new) + Free Wheel £1.00-Exhaust System £2.00-Set Points £1.00

All the Parts for £35 + Packing and Postage

Dave Godden (Bristol) E. da.godden@btinternet.com T. 0117 9322602 (6pm-9pm)

I still have my MS 50 PUCH ENGINE FOR SALE which is complete with Carburettor by Bing, Generator by Bosch. Cover for same and new bearings, ready to use just needs putting back together by someone who knows how. Manuals inclusive. Price is £50.00.and needs collecting from me as it's much too heavy to send by post.

Details from me by EMAIL fleetstar@uwclub.net or Phone 01858 461386.

Jim Lee

Great club, great magazine.

I would like to see more adverts for 'For Sale' and 'Wanted' items in the magazine. Being an ageing member, I do not possess a computer and have no access to the internet, eBay, etc. I'm sure there are plenty of people like me who are not into the electronic age - too old but still keen.

Many thanks,

Alan Farrow



What a difference a year makes! **Neil** leads a good turnout for last year's **Kneels Wheels** run. This year's run was cancelled and the AGM has been postponed. Plan would of have been to return this year **JDL** powered (running properly).





This year's MPR. For next year we are asking: On or about the **3rd January 2021**, on your own or with a small group of friends (if permitted), ride your bike to somewhere where there are boats. Take a picture and send it into Mr Secretary, MAC editor, the Facebook page or Forum.

