

# The M·A·C

## The Newsletter of the EACC

Number Forty Six (Not for Resale) June 2018



[www.autocycle.org](http://www.autocycle.org)

**The start of a very misty Radar Run.**



**Just some of the 22 bikes on display at the Kent Heritage Transport Show**



# Club Information.

The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts, everywhere. Membership is just £6.00 a year for UK residents (and it's £12.00 for the rest of Europe, & £18.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

## **Secretary & Web Master.**

Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS. Phone: 01449 673943  
E-mail: [membership@autocycle.org.uk](mailto:membership@autocycle.org.uk)

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

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

Standing information

## **EACC Committee Members.**

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

## **Club Officers.**

Martin Wikner (editor of the MAC) 54 Dane Road, Warlingham, Surrey, CR6 9NP.  
Tel: 01883 626853 or 07774562085 or [mwikner61@gmail.com](mailto:mwikner61@gmail.com)

## **Club Regalia**

Clive & Ann Fletcher 11 Buckland Lane, Maidstone, Kent ME16 0BJ Tel: 01622 678011  
or [clann67@tiscali.co.uk](mailto: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.

## **Sections**

Essex: Contact Paul Efreme 01277 657106 or [subopef@aol.com](mailto:subopef@aol.com)

Lancashire Slow Riders: Paul Morgan 07709 914134

Leicestershire: Jim Lee 018568 461386

North Hertfordshire: Andy Cousins 01462 643564

Norfolk: Dave Watson 07483 210625

South East Moped Enthusiasts: Martin & Sharon Wikner 07774 562085

Suffolk: Neil Morley and Mark Daniels 01473 659607

West Anglian: Alex Lees 01480 219333

Wiltshire: Steve Hoffman Richard Woodbridge 01793 770862

Rotherham Roamers: John Bann 01709 855411

Thanks to Chris Mercer for supplying the front cover picture for this June edition of the MAC. If anyone has any more of this type of picture please send them to me. They will be returned. Otherwise standard photographs will be used.

## **Quick Glance 2018 Calendar.**

1 <sup>st</sup> -3 <sup>rd</sup> June	EACC Northern Camping Weekend
13 <sup>th</sup> June (Wed)	EACC East of Eden Run
16 <sup>th</sup> -17 <sup>th</sup> June	EACC Club Stand at the Woodvale Rally
23 <sup>rd</sup> -24 <sup>th</sup> June	EACC East to West Adventure
8 <sup>th</sup> July	EACC Peninsularis Run
14 <sup>th</sup> July	EACC The1066 Run
18 <sup>th</sup> July (Wed)	EACC Pevensy Levels Run
29 <sup>th</sup> July	EACC “CARD” Run
12 <sup>th</sup> August	EACC Periwinkle Run
19 <sup>th</sup> August	EACC Bluebell Run
5 <sup>th</sup> September (Wed)	EACC Owlers Run
9 <sup>th</sup> September	EACC 15 <sup>th</sup> Coprolite Run
9 <sup>th</sup> September	EACC Club Stand at the Edenbridge Motor Show
11 <sup>th</sup> November	EACC Kneel’s Remembrance Wheels and EACC AGM

# News

Heard of GPDR?.....no, well you have now. It stands for General Data Protection Regulations. This regulation, as opposed to a directive came into force on 25<sup>th</sup> May 2018. It requires all legitimate organisations and that can mean just about anything, to have a fully formulated policy document explaining just how the said organisation deals with and protects personal data that it may collect and electronically transfer from any person. You may note on the banner heading of the MAC the words “Not for Resale” have been added. This is in compliance with the regulation as the MAC contains personal information ie names addresses and phone numbers of various people. Andrew the club secretary has created a GPDR policy document which was agreed with at the last committee meeting. Its contents are available for all to see in the documents section on the clubs website and I would think that a copy will be sent out with membership renewals.

Club membership continues its upward trend, the club has now in excess of 800 members. Registration and dating requests are still flowing into the club at an undiminished rate, so all is good,

You will notice an increase in the costs of PayPal charges for membership and registration payments. This is not a membership increase, but an adjustment in the costs incurred by using the PayPal service for example the £6.00 postal membership using Paypal is now £6.45. The £3.00 on line membership is now £3.35 and the £10 registration fee is £10.60. If you pay in any other way, for example by cheque or cash the fees are unaltered. It must be noted that the costs for the use of Pay Pal for membership fees is still less than a second class stamp.

It was sad to hear of the death of Jordan Lucken. Some of the South East Members may remember that he rode out on a couple of our runs when we first formed The East Surrey Section. A likeable young lad, who lived and breathed anything that was powered by a petrol engine. He died as a result of an unfortunate incident that occurred whilst he was working on a car, he was only 21. Our condolences go out to his family and many friends.

The latest edition of the Icenicam magazine is devoted to roller drive Cyclemotors, hopefully this will give a further impetus to anyone preparing a Cyclemotor for the CARD Run on the 29<sup>th</sup> July. It must be pointed out most clearly that whilst this is an event for Cyclemotors and roller drive powered machines it certainly does not preclude anyone coming along with their bikes to join the Cyclemotor riders on that day. However it must be remembered that the run will be conducted at a pace suitable for Cyclemotors. Andrew and I do hope that we have a good day and whatever happens we will be back next year and the run will gain in stature over the years. It is most fitting that in the area of the birth

place of the EACC 36 years ago a run like this is held. So to this end I would ask you all to promote this by telling your friends and just about anyone else. It also goes without saying anyone from any club will be most welcome to attend.

Clive Fletcher has been out and about and devised a new run called “The 1066 Run”. This will be held on 14<sup>th</sup> July in conjunction with the Motobecane Camping weekend in Kent. The run is 71 miles no less so as he said it should be a good day in the saddle. Also by way of a change it is being held on a Saturday. All details in the calendar on the website, or contact Clive.

As we go to press the change in the MOT regulations has now come into force whereby classic vehicles that have not been substantially altered and are forty years old are now exempt from both road fund licence duty costs and the annual testing. It all seems to have gone without a hitch. For those who are still not sure if your bike falls into the exemption category, briefly your machine must be declared VHI (historic) to be exempt. To check if this has already been done consult your V5C, if it states in the taxation class “bicycle” it needs altering to “historic”. This can easily be done at your local post office and a revised V5C will be sent to you.

For those of you who have been asking for details of The East to West Adventure, It will of course be going ahead. It does not matter a jot if there are only a few who sign on with us I will provide backup and help for anyone taking part and that includes NACC members doing their version of the ride (Coast to Coast). Incidentally in the days before the event I shall be cycling the route hopefully on a traditional old roadster bicycle. Anyone who would like to cycle with me, do get in touch.....I won't hold my breath!

I thought a mention of EACC member Ken Powell was in order. He resides on the Isle of Wight and any attendance to club events takes a considerable effort. He made the long journey to the Radar Run in Suffolk and then turned up at The Merkins Cafe Run in Wiltshire. Well done Ken.

Contributions from you, the members seems to ebb and flow, and for this edition a lot of items have been received and as I never wish to shorten articles or carry parts of them over to the next edition, you will note that certain regular items have been omitted to make space. My grateful thanks as ever to all those who have bothered to take the time to contribute to the MAC.

## **Letter's**

Dear Martin,

I liked Peter Moore's piece on the chain drive Mini-Motor; here's another one. The picture is of J Stracey taking part in the 1954 ACU/BTSC Motorised Cycle Trial and was taken near Catford Greyhound Stadium. This is a more complicated machine with a clutch and driving through a single chain. There's a Sturmey-Archer three-

speed hub in the rear wheel, which gives the engine, as well as the pedals, three gears. The downside of this is that, because the hub freewheels, there's no engine braking available.

Mr Stracey's machine also appeared in Power & Pedal in 1953 so could well have been the inspiration for the one Peter wrote about.

Andrew Pattle



Hi

I am part of Leiston events group who organise Leiston's Big Weekend, this years event runs on 9th and 10th of June and its theme is through the decades.

On Sunday 10th will be our main event which hosts a parade through the town ending up at Victory Road Park. because of the theme we were wondering if you or anyone in your club would be interested in joining the parade and displaying their vehicles.

Kind Regards

Sandie

Hi.

I have just renewed my on line subscription.

The club magazine is a good one and having been down to Norfolk recently and met a few of the other members, Dave, Matthew and Clive in particular, I think you have a friendly helpful club on the go.

Regards.

Peter Hansen.

# The man who invented the Mobylette

Our editor has used Mobylette adverts on the front covers of the February and April editions of The MAC; the eagle-eyed among you will have noticed the word ‘Kaptein’ on both of these. Kaptein was the Dutch version of the Mobylette, making versions of the machines that were customised to appeal to the Dutch market. Raleigh did the same in Britain, GAC in Spain, Bianchi in Italy, Beldesan in Turkey... However, there is one big difference between Kaptein and all these others—**because Willem Kaptein was the man who invented the Mobylette!**

Before the Second World War, Motobécane had introduced an autocycle called the Poney. This was 63cc capacity but new legislation in France during the war introduced a new under-50cc category for ‘bicyclettes à moteur de secours’ (later called cyclomoteurs) so, after the war, the Poney’s engine was reduced to 49cc to fall in the new category. The Poney was styled like a small motor cycle with a separate two-speed gearbox.

The need for small, cheap, simple motorised transport in post-war conditions had been recognised even before the war had ended and Motobécane had clandestinely experimented with a bicycle engine during the German occupation of France. Designated AV2, this was a horizontal engine that mounted alongside the rear wheel of a bicycle; its position and transmission were similar to the VAP cyclemotors except that the AV2 had a two-speed gear. The experimental engine was fitted to a Motobécane BNX bicycle. The BNX was a woman’s (and, in France, clergyman’s) bicycle developed in the 1930s; its stylish outline was created by Géo Ham by using twin curved top tubes. However, its

*Motobécane’s  
prototype  
AV2 cyclemotor*



light weight and stylish appearance were no match for the forces exerted by fitting an engine alongside the wheel, so the AV2 project was abandoned.



Before the war, Willem Kaptein was a major importer of Motobécane in the Netherlands; after the war he set up a factory to manufacture Motobécane motor cycles under licence, because importing complete machines from France to the Netherlands would attract prohibitive import duties. In 1946, he was visiting the Motobécane factory and saw the AV2 during his visit. Willem could see that a machine like this would sell well in the Netherlands.

The French and Dutch ideas of what constituted a ‘good’ bicycle were quite different; to the French, the ideal bicycle was elegant and as light as possible, while the Dutch appreciated a bicycle that was strong enough to carry a full milk churn. So Willem was keen to sell something like the AV2 with the frame beefed up to withstand the extra



*Motobécane  
BNX bicycle*

forces imposed by the engine. Between them, Willem Kaptein and the engineers at

Motobécane came up with a strengthened frame that reflected the outline of the BNX with the top tubes extended to the rear drop-outs. Instead of the AV2 engine, a Poney engine was fitted in front of the bottom bracket. It was single speed, so no need for the Poney’s gearbox, but it still needed a two-stage transmission to get the necessary reduction. This was achieved by using a V-belt primary drive to a pulley on the pedal axle, thence a chain drove the rear wheel. Designated AV3, this would be the first Mobylette.

It is fair to say that Mobylette’s designers were not impressed with the result, they were happy to help Willem Kaptein develop it for the Dutch market but considered it had the lightness and elegance of a railway engine and nicknamed it the ‘locomotive’. It was in the summer of 1949 that Willem’s son Jan went to Paris and brought the prototype back to the Netherlands by train. The finishing touches—a coat of black paint and ‘Kaptein’ transfers—were applied and the moped was exhibited at the Utrecht Jaarbeurs from 6 to 15 September. This was, presumably, a late booking because Kaptein’s stand at the show was among the agricultural exhibits rather than with the other cycle and motor cycle

stands. Nevertheless, by the end of the show, Kaptein had taken around 3,000 orders for the machine

*Kaptein's  
prototype AV3*



.Back in France, although Motobécane's sales department wasn't much in favour of this moped, Kaptein's success in Utrecht persuaded them to put one at the back of the Motobécane stand at the October 1949 Paris motor cycle show—and, as we now know, they'd end up selling millions of Mobylettes

## **BRASS MONKEY MOPED FRIENDLY RUN EASTER** **WEEKEND 31ST-1ST APRIL**

'VIC BIKERS PUB 'COALVILLE by Paul Newton Lancashire Slow Riders.

Myself and a few other 'Lancashire Slow Riders discussed a weekend somewhere over Easter weekend, we don't do commercial camp sites, so a suggestion was put forward for a weekend at 'the Vic bikers pub' in Coalville, just an informal gathering.

This turned out to be an event and it was decided to invite all EACC members as it was quite central to England so maybe appeal to a wider range and a chance to meet up with members from different area section's, with camping and accommodation available for anyone travelling a long distance.

After some discussion with Dave who gave me plenty of help and advice along the way , we decided on 2 ride outs as there was so much to see in the area, we couldn't fit it

all in one day.

I must make a special mention to Dave all his help in the planning and to Clive for taking the responsibility for route planning.

Day 1, it was decided to start at 12.00pm to allow time for people attending for the day to get there in time. Nick Payne said he was coming and we waited until 12.00pm, unfortunately Nick arrived just after 12.00pm and we had already set off, in the opposite direction from what Nick was travelling, or we would have met him .Sods law.

Rained quite heavily during the night, but the rain eased off by midday and although the roads were wet we had a virtually dry ride.

Five bikes , Myself (Paul Newton), Dave Watson, Clive & Ann Fletcher, Nev Hutton and Steve Taylor.

Route planning was given to Clive and Dave, and an excellent job they did.

We set off and i became quite apprehensive after a few miles, one long uphill ride to start was not really what i expected , the express made it , just, Dave made it on the easy rider as well so a sigh of relief when we reached the top, then, about 1 1/2 mile descent ,a very steep downward road, the express was bouncing between 35 and 40mph it was so steep, i thought to myself we got to get back sometime during the day, but no thank god , some expert route planning from Clive took us round back to base later without any steep climbs..

First stop was the QUORN Railway, and a bonus for our group was that there was a steam show on. I was nominated to persuade the show steward to allow us entry (free) and we would take part and exhibit our bikes along with the other classic and vintage vehicles etc.

We were allowed into the show and spent a hour or so there, lots of steam engines etc on display and this was an added bonus for us all.

Clive led us on some great roads and very little traffic, we rode through Ashby de la Zouch , some picturesque villages and visited Moira furnace, then a tea break and fuel stop at Morrisons.

Back to the Vic biker's pub for around 4.00PM, We arranged to meet up for tea later and a short stroll into the town centre to a Wetherspoon's pub, excellent food and service.

Dave was staying in a hotel a few miles away but still joined us and came back to the Vic pub for a Coke and a chat in the evening as well.

Day 2. It was decided to have an earlier start, so 10.00am was agreed upon, No rain today and was a reasonably dry and bright start, Bosworth area was our destination today.

What a marvelous area for moped riding, nice quiet lanes virtually car free.

Visited the Bosworth battlefields and railway line, we were early enough to see the steam train getting ready for it's journeys just before the crowds arrived.

More great lanes and pleasant riding, we wanted to visit Bosworth water park , for future reference .

Took us quite a while to find the water park and we had virtually given up, even though we had passed it earlier within 300yards, it was very poorly signposted. Another really nice place, and even though it was cooling down by this time Dave Watson managed an ice cream, Dave must have a sweet tooth, as each time we stopped somewhere he had a scone as well as a drink ha ha, and now even an ice cream.

This was a brilliant weekend spent with excellent company and great ride outs, plenty of banter and lots of laughs, no bike issues except underestimating how much fuel the express tank holds and which way reserve is .

I would highly recommend the Vic bikers pub as a stop over, very basic and not 5 star, but an ideal base for any future ride outs around this area, there is a lot to see and do and some great back roads and lanes.

All who came this weekend said they would like to do it again, maybe in the late summer or even add it the calendar for next Easter weekend.

Thanks to everyone who made the effort to come along and join us, and to Nick so sorry we missed you.

## **Bikes for sale**

In future editions of the MAC I would like to devote the rear page of the MAC to club members bikes that are for sale. To start there is one advertised in this edition hopefully we'll graduate to a couple of bikes per edition and see where that leads us. If that is successful, then who knows, maybe more. Of course there is no charge to club members for this service



David Stevenson has recently completed an epic ride on his 1950's Rudge framed Trojan Mini Motor. His journey was from Lands End to John O' Groats all this was done in aid of an Alzheimers Research charity. This is a long journey by any stretch of the imagination, but to do it on a cyclemotor takes quite a considerable amount of determination. So very well done David, whilst conceiving the idea of the journey and on route David kept a blog of his day to day activity which is very well presented and an absorbing read. [www.raleighrudginit.wordpress.com](http://www.raleighrudginit.wordpress.com) If you follow this link you can read all about it and also you can click on another link in the blog and you can make a donation if you so wish to his chosen charity. The charity link will remain active for three months following the completion of David's ride





Nice to see two Velo Solex's at The East Anglian Run



A Power Pack Cyclemotor basking in the early summer sunshine.



**The Slow Riders bikes that took part in the St Georges Day Run a report will follow in the next edition of the MAC**



**The Slow Riders appear to be a shy bunch!**





**Riders waiting to depart at the Merkins Cafe.**



**Pretty little Gilera Trial 50 seen at The Merkins Cafe Run**



## **HONDA PC 50 K1 BROKEN RING** by Paul Newton

I've had this little moped a few years, but I hardly use it,, my girlfriend uses it at the steam rallies as an exhibit and the rare short road run afterwards, the brakes are not very efficient though , as most aren't .

I do start the bike every few months, it always starts with no problem, but this time oil started pouring out, fearing the worst, I thought the barrel to casing gasket had gone. Oil was pouring out of somewhere from the top, after a bit of research it pointed to pressure in the crankcase, so maybe a broken piston ring after reading about someone else's experience.

I removed head and barrel and sure enough the top ring was broken, luckily i managed to find all the bits so none had gone into the engine, I noticed the piston was badly scored, but no damage to the barrel, thank god.

A lot easier fix than splitting crankcases, but I ordered a full gasket set, as I had a couple of polished casing from Lionel Rimmer a while ago so thought now was the chance to swap them. The gasket set they sent me was for an over head cam model, mine was the over head valve.

A local garage found a genuine Honda top end set and also a gudgeon pin, piston and rings in his vast array of parts collected over 30 years, all genuine Honda as well.

The rings he had were 1st oversize and the piston standard, but he gapped them for me and refitted the piston in the barrel while he was there, great guy and old school mechanic, Les Lamotto in Wigan, even though he is recovering from a major operation and not done any mechanical work for anyone since last year, he helped me out .

I put the rest of the engine back together, but didn't end up swapping the casings as didn't have the bottom end set, I fitted the engine back today and it started after a fair bit of peddling ha ha, but then ran perfectly with a lot more power than it had before , probably do 23mph now instead of nearly 20mph, with me on it 18st.

Feeling pleased with myself i stood back to admire my work and no left over nuts. bolts or washers, then my heart sank when i found a spare Bolt in the tub i had put all the parts in when dismantling the engine, yes only one this time, scratched my head all day looked all round the engine and couldn't find were it was supposed to be....., then I posted a picture on the Slow Riders facebook page of the engine in bits..... and ,yes there was the bolt, in the barrel, Les had put it in temporarily to keep the barrel in place when he had fitted the piston and rings just until I fitted the rest of the engine/head .

So come mid May when the PC becomes tax/mot exempt I hope to do a road run on it, which will please Paul Morgan as he won't be the slowest rider on the run.

## SPOTTED AT STAFFORD 21 APRIL 2018

By Peter Moore

Sitting in the sunlight amongst other, rusty, mopeds was this delightful pastel green item.



It must be French. It oozes Frenchness. The word on the frame downtube is "Capebie", the colour is typically French, the rear lamp is typically French, the centre-pull calliper front brake must be French, and although the motor is an Itom 48cc unit, it's a French licence-built version.

I estimate it to date from 1957, but annoyingly, I forgot to look for a head-tube badge or to take a photo.

It was for sale by a dealer from "dahn sarf" who appeared to have brought a van-load of machines from France and unloaded them into the Staffordshire daylight. I didn't get into conversation as I was distracted and pulled away by someone (no names, Frank) but no doubt someone knowledgeable seeing this will be able to enlighten me!





## **Where does the future of the moped in the UK lie?**

By M. C. R. (aka Marty Hopkirk)

Right back in the dawn of time when the internal combustion engine was first developed someone somewhere thought - you know what would be a good idea, why don't we lash one of those there engines into a velocipede frame? And thus the first motorised bicycle was born.

The motorised bicycle evolution went two distinct ways - there were those that craved speed and those that wanted a bicycle with an engine, something to get you from A to B a bit faster than pedaling alone but wouldn't leave you pushing it back home if the petrol ran out. And so there was the motorbike and there was the autocycle & cyclemotor and later moped.

The motorbike had its own history, splintering as we know into sports bikes, tourers, trikes, off road bikes and then scooters... And somewhere along the way the bike manufacturers decided that people who rode mopeds wanted really to ride scooters and the designs slowly evolved to look more and more like the traditional scooter with footboards and leg shields. Pedals no longer a legal requisite for a bike to be called a moped were lost and the ability to move the bike under its own steam was lost to the mists of time. That said the "moped" though now sporting a few more horses than the Autocycle / Cyclemotor before it now sported a LOT more lard with many such bikes weighing more than the average 6 foot Rugby player, so the factoring in of pedals to move them would be a waste of time.



Spool forward and we are in an age where closer scrutiny is being paid to vehicle emissions, the roads are more clogged and air quality in built up areas with a busy road infrastructure is poor. Not quite pea soup smogs of the 1950's poor, but poor enough to cause concerns over the health of people living and working in these areas. 2 Stroke engine sales of new bikes have already stopped in the UK, most new 4 stroke machines now come with catalysts as standard and in some countries there is a distinct move towards battery powered machines.

For several years ( between the early 2000's and just this year) in Shanghai all scooters had to be LPG powered, most having a large LPG tank under the seat where the petrol tank or helmet storage would have been. One manufacturer harkened back to the traditional design of moped offering a pedalled bike with a LPG engine powered by disposable propane cartridges the type of which are used in small camping stoves. The bike had a top speed of 25 MPH and a range of 13 or so miles per cartridge - not a huge range but with the average commute being 6 miles each way enough for a daily commute, and at least the 40kg machine could be pedalled if you ran out of gas.

Personally, whilst I like the idea of an LPG powered machine the use of disposable cartridges rubs against me the wrong way. Whilst they can be recycled they can and would still end up in landfill or use more energy than they give out to be recycled. A better idea would be a rechargeable propane canister such as Coleman offer in the USA for use in gas stoves. Slightly larger than the disposable canister they hold more gas and can be recharged easily from a larger size propane cylinder ( such as one you might have for your BBQ, or if like me you have a caravan one you use for this purpose).

Of course many people get twitchy about the use of LPG and particularly filling a canister - but in reality it is no more dangerous than petrol and how many of us have jerry cans of that hanging around the garage or workshop? And I have to say in a crash I'd rather have a tank of LPG than petrol spilling out as petrol hangs around and rolls along the floor where as LPG zips away into the atmosphere pretty quickly.



So is LPG the answer? Maybe. maybe not. What could do with happening is a shift from large scooter like 50cc bikes to lighter slimmer machines similar to the Autocycle /

moped of old. Something that takes up less space, weighs less, can be moved by the rider using their own motive force and something that doesn't contribute as much to the general pollution as a car driver does travelling the 6 or 7 miles to work in his MPV. On my commute, most of the cars that zip past me contain just one solitary driver. Now of course I'm a realist and understand that in this damp country for many days of the year and for many people giving up that warm cocoon for something leaving you exposed to the elements is unthinkable, and yet if we made PTW transport as cheap as walking it might, just might convince people to leave their cars at home and take a motorised velocipede to the shops or work. Currently there are a plethora of kits from China that will add a 2 stroke engine to a push bike - perhaps if someone was to simply develop this and re-invent the original moped or autocycle there might just be a whole new generation of people take up PTW ownership.



There have been other experiments - a Puch Maxi was kitted out with two high pressure air tanks and modified to run on compressed air - the range was just 12 miles and the top speed about 20mph - its quite energy intensive with the amount of  $v$ =compressed air needed and energy expended to fill the tanks being more than the output, it was also ungainly with the tanks being large and moving away from the compact powered velocipede model of moped ownership. Battery power seems the logical next step if we are to shy away from hydrocarbon use and there is no immediate alternative such as hydrogen cell power.



### **Jem Stansfield & His Compressed Air Moped (Image from Google)**

Currently electrical transport is being touted as the “green” way to go. This is, of course debatable with the amount of energy taken to produce a battery powered car and the pollution that it generates as it is made never being offset fully during its expected lifetime. Same with eBikes and battery powered motorbikes. Another issue with battery bikes is that many are just too slow for many people to consider ( particularly bikers having ridden anything above 50cc). I think the law should be adjusted to allow higher powered eBikes to be used subject to licence and other requirements that you would have with a moped or motorbike. Whilst Tesla have made giant strides with their battery technology we still seem to be a long way off having a battery that is compact and lightweight yet with a range that would rival a 5 litre tank of petrol. So for now we are back at petrol. The other downside of course is refuelling. A matter of minutes on a petrol bike, but hours on an eBike.

Honda used 4 stroke engines in their small mopeds, they were reliable and cleaner than the 2 strokes- sure they were not as powerful, but with regards the petrol engine we have come a long way since the 1960's and 70's. Smaller units, with turbochargers and / or superchargers give out more power whilst still being economical. They may be highly strained and the jury is out at the moment on whether or not they would last as long as older less stressed engines but it is all the proof we need that a small engine can be made that delivers sufficient power whilst being economical and fairly environmentally friendly - at least as far as is technologically possible at the moment. So I wonder why Honda or other manufacturers are not taking advantage of this and producing small, light bicycle



type bikes that would be a boon in the local commute / pop to the shops / pop to college brigade with even lower capacity engines than the standard 50cc moped. I'm sure it is possible to produce a 25 or 30cc engine that puts out as much power as a 50cc engine, reducing both weight and fuel use. Coupled with a catalyst the emissions could be brought right down yet provide cheap and reliable transport for many commuters.



**The Delfast (above) claims to have a range of 200 miles on a charge and sports lights, indicators and moped style forks. It has yet to go on sale but has an anticipated price tag of \$3000**

Another step would be to relax current licensing laws - if 14 year olds could ride (subject to insurance and a CBT) then it might promote a new generation of PTW enthusiasts - people who realise that not only is it cheap ( compared with a car) but fun, and a great way to gain some freedom. If the speed limit on eBikes were brought into line with current mopeds (again whilst looking at the provision of lights, audible warning and rider training, safety equipment and insurance) younger riders may be more inclined to buy a bike and stick with one, certainly in light of the increase cost of learning to drive at 17 years old coupled with spiralling insurance costs.

For now though, it's up to us, older moped enthusiasts to buy, maintain and enjoy proper mopeds. One day people will realise that they have been missing out, but until then let's just enjoy what we have.





**About the author:** I'm a biker through and through. I belong to a breed of biker who really doesn't give a monkey what I ride or anyone else, as long as they are enjoying it and safe. I'm a nurse and part time blood biker

## EACC Regalia

Garments embroidered with the club logo are now available through Ark Trading at their website [arktrading.com](http://arktrading.com) and may be ordered on line or by telephone on 01732 742569. The simplified range of garments, a fleece, a sweatshirt and a polo shirt, can be seen in the CLUB SITE and are illustrated in the MAC. The garments are in maroon with silver embroidery similar to the club machine badge. Members without internet access may telephone their orders directly to Ark Trading once they have selected the size they require. Members with internet connection may order them online through the CLUB SITE section of the website and have the option of selecting from a much wider colour, garment, logo and price range. Just Follow the online prompts with your selections. All prices are excluding VAT and P&P is £5

The existing range of sew on patches, enamel pin badges, T-shirts and machine badges are still available from the regalia officer, Clive Fletcher [clann67@tiscali.co.uk](mailto:clann67@tiscali.co.uk) or call 01622 678011. Address 11 Buckland Lane, Maidstone, Kent, ME16 0BJ. Payment may be by cheque or we can arrange to send you a paypal invoice.

### East Anglia Cyclemotor Club Sweatshirt

Uneek UC203 300gsm 50/50 poly/cotton, reactive dyed, set in sleeve, lycra ribbed cuffs, welts & neck in maroon embroidered with EACC logo on left hand breast, available in extra small (36/38"), small (38/40"), medium (40/42"), large (42-44"), XL (44/46"), XXL (46"/48"), 3XL(50-52" +15%), 4XL( 52/54" +15%).

**£15.08**

(ex. VAT)



### East Anglia Cyclemotor Club Fleece

Uneek UC604 fleece in maroon embroidered with EACC logo on left hand breast. 100% polyester 300gsm super anti pill fleece, twin needle stitching, elasticated cuffs, full self coloured zip, 2 self coloured covered zipped pockets, elasticated pull cord and toggles. Available in extra small (36-38"), small (38-40"), medium (40-42"), large (42-44"), XL (44-46"), XXL (46-48"), 3XL (50-52" +10%), 4XL (52-54"+10%).

**£21.45**

(ex. VAT)



### East Anglia Cyclemotor Club polo shirt

Uneek UC102 250gsm 50/50 poly/cotton reactive dyed polo shirt in maroon with knitted raised collar raised cuffs, taped neck, taped side vents with extended back, 3 button placket. Embroidered with EACC logo on left hand breast in sizes XS (36"), small (38"), medium (40"), large (42-44"), XL (46"), XXL (48"). 3XL( 50-52" +20%), 4XL( 54")+20%).

**£14.15**



**Easter weekend riders in Lancashire prepare for a wet ride out.**



**Paul Newton had a spot of piston bother with his Honda PC 50 read all about it on page 17.**



## For Sale.



**1957 manufactured restyled New Hudson Autocycle. Registered 02.05.1958 with V5C (non transferable registration) . This bike is a runner and with little work could see it back on the road. It needs a correct front wheel with a hub brake and a new silencer. Some panels included. Reasonably priced for sale at £600. Contact Chris Aust on 0796 6393442 Chatham Kent.**

