

The M·A·C

The Newsletter of the EACC

No: Forty Seven (Not for Resale) August 2018



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Lancashire Slow Rider Neville Hutton first place at the Woodvale Rally.



Some of the bikes on display at the Woodvale Rally



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.

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E-mail: 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.
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Club Regalia

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

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

Sections

Essex: Contact Paul Efreme 01277 657106 or 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 07891 251118 Richard Woodbridge 01793 770862

Rotherham Roamers: John Bann 01709 961434

The cover picture for this edition of the MAC is a 1954 advert for the ubiquitous Velo Solex. Future editions will feature David Evans's collection of NSU advertising post cards.

Quick Glance 2018 Calendar.

12 th August	EACC Periwinkle Run
19 th August	EACC Bluebell Run
5 th September	(Wed) EACC Owlers Run
9 th September	EACC 15 th Coprolite Run
9 th September	EACC Club Stand at the Edenbridge Motor Show
13 th September	(Thurs) EACC The Steeple Morden Run
7 th October	EACC Club Stand at the 27 th Copdock Bike Show
11 th November	EACC Kneel's Remembrance Wheels and EACC AGM

News

As we wend our way through what has become a long hot summer there have been numerous events and runs taking place. Too numerous, to fully report on in these pages. My thanks go to those who have sent reports in. I must single out the Lancashire Slow Riders, a section that exudes a lot of activity and certainly good reporting back to me, thanks guys.

Clive Fletcher reports that riders and indeed drivers of bikes and vehicles manufactured before January 1st 1973 and drivers of any vehicle that has an “historic” vehicle tax class will be exempt from the new ultra low emissions zone daily fees that are proposed in London and other major cities. This is a bit of a bonus for us as the fee is expected to be £12 plus per day.

David Evans has kindly supplied the editor with a fair selection of NSU Quickly advertising promotion post cards from the 1950's. They will be copied and in future months they will adorn the front cover of the MAC. If any readers have any of these types of picture, please do send them in. Of course they will be returned once used. Many thanks David.

I have had no interest regarding advertising your bikes for sale, just a small wanted ad, so I guess advertising in a bi monthly newsletter doesn't have the appeal of the instant action, internet auction sites. Do remember however there are no fees for those who choose to advertise in the MAC

As I constantly am contacted by potential and indeed club members who declare that nothing happens in their part of the country, I am currently trying to get the Section Notes going again as this keeps local club members informed as to what has been going on in their own particular area. For this I have had a fair response. Please do understand that not everyone peruses the club website on a regular basis, not because they can't, it's just their choice. Also the Facebook Few must understand that there are over 800 club members and the social media contingent represents just a small percentage of the club membership.

From now on can all contributions to the MAC be in by the 15th of the month preceding publication. So for example the 15th September is the deadline for the October /November edition.

Section Notes

Suffolk Section.

20th May 37th East Anglian Run – A moderate turnout of about 20 riders, which in many areas would probably be considered a good showing, but for our region, seems a little light for a Jumble supported event.

Still, a good ride to Fair Green at Diss, where the highly rated chip-shop was a popular first call, followed by a cool bevy on the green while everyone watched as I worked through a roadtest, photoshoot and took notes on a Suzuki Love scooter for some future IcenICAM article. Just about the point it was finished, everyone was mounting-up for the return leg – so that was my missed lunch!

27th May Essex Section Reservoir Dogs Run – Went with Martin Gates on his NVT Sport, while I rode the Elswick Hopper Lynx, and we were joined by other Suffolk Section members Paul & Pauline Nelmes on their Honda Inova. Some 15 riders, and after the halfway stop for refreshment, we dropped in at the Colne Valley Railway to support a classic event there.

8th July Peninsularis Run – One of the ‘big five’ in the Suffolk Section calendar. The latest edition-46 of IcenicAM Magazine, a large Mopedjumble and full facilities at Bucklesham Village Hall always attracts a strong turnout, and busy as usual on a hot and sunny day. Around 50 riders took the tour to the Maybush at Waldringfield riverfront.

Next up will be new Essex Section Battlesbridge Run on 22nd July, but many of our usual Suffolk Section riders will be away at the Military War & Peace event, so our support may be a little light.

29th July will be the Cyclemotor and Rollerdrive CARD Run at Stowmarket, which promises to be different and interesting. Hopefully it will attract out some cyclemotors that are rarely seen at events these days.

Suffolk Section will be hoping to get some support for other ‘out of region’ events, at the Periwinkle Run on 12th August, and Bluebell Run on 19th August, before our next big-five regional event of Coprolite Run & Mopedjumble with IcenicAM edition-47 at Bucklesham VH on 9th Sept. See you on the road – Danny.

Lancashire Slow Riders.

We meet at the Farmers Arms on the 2nd Wednesday of each month

During the summer months we attend steam and vintage displays with our bikes

Some weekend rides plans for those not attending the steam rallies, keep checking our facebook page as some of these runs can be at short notice.

We also meet up on a Tuesday evening at the Delph watersports centre, Ecclestone, when the weather permits. So as you see there is quite a lot going on at the moment.

For any further information please contact Paul Morgan (details in information section)

South East Moped Enthusiasts.

13th June The East of Eden Run. Our mid week runs continue to attract a growing number of riders, weather conditions were just great for this one, many enjoyed the run led by Mike Follows.

23rd-24th June The East to West Adventure, they don’t get much better than this, weather perfect, perhaps a little too hot! Numbers were down on last year from both

clubs, but that didn't matter a jot, kind of made it better we thought. Lots of fun, lots of news, lots of gossip, lots of FRIENDS made and it still is. A great adventure.

14th July The 1066 Run. This 73 mile run added up to a very enjoyable day out. Excellent route planned out carefully by Clive Fletcher. There was a lot to see and lots to enjoy. It's just a shame the guys from the Mobylette Forum who were there camping chose not to join us for no sensible reasontheir loss.

18th July The Pevensey levels run saw a record turnout for a mid week run and that was even after some of our regulars couldn't make it. A difficult run for Sharon to lead and navigate, with some riders going astray from time to time. But we all made it to the pub and we all got back home safely.

Looking forward to the Bluebell in August and the Romney Marsh Owlers run in early September. This one being our only Cyclemotor friendly run, so get those bicycles ready to go!

Wiltshire Section

On the Sunday 20th May, the Wiltshire section ran its first 'open' event from Merkins café near Bath. Blessed by great weather, together with the fantastic West Country scenery and attracting attendance from as far away as the Isle of Wight, the day proved to be a great success. Plans are now already in motion for at least three EACC run events in 2019, building on what has already been achieved this year.

Letter's

Dear Sir,

Having recently registered my Mosquito cyclemotor, I was surprised at all the legal requirements, e.g. that it had to be: registered, display number plates, taxed, insured and the rider be licensed.

When it comes to electric cyclemotors, I expect the same rules apply?

But then I found there is a concession by the DVLA for what is called an **Electrically Assisted Pedal Cycle (EAPC)**.

As far as I can see all of the above requirements are waived if:

- a) The max. speed is limited to 25kph/15.5mp
- b) The motor is max. 250watts
- c) There is a cut-out on the brake
- d) There is a crank sensor to ensure the motor only assists *if the pedals are going round.*

So I was somewhat surprised to read that your member who wrote the recent article on making one of these said he had not fitted the crank sensor? Also he did not

mention the brake cut-out? As far as I can see, both are clearly required for it to be legally allowed on the road without registration, insurance, tax or licence? Or have I got it wrong?

Regards, Richard Rowsell

The electric bicycle kit is supplied with every item that you may require to complete the build in accordance with the current UK /EU law. This includes new brake levers with cut out switches which incidentally were fitted. How you choose to build and operate such a machine is down to the owner. Once the owner has exceeded 16mph and failed to operate the pedals to achieve this alarmingly dangerous speed, he should immediately report to the nearest Police Station and hand himself in and let the due course of law punish him severely!

(This is a joke,please don't get outraged) Ed.

LANCASHIRE SLOW RIDERS ST GEORGES DAY CHALLENGE By Peter Moore

Whittingham Psychiatric Hospital, 7 miles North East of Preston, was opened in 1873 as The Fourth Lancashire County Asylum "for pauper lunatics". By 1939, there were 3533 patients, making it the largest mental hospital in Britain. There was an Anglican church, a Catholic chapel, a large farm, and the hospital's own cemetery within the grounds. In the early post-war years, the first experiments with electroencephalograph treatment were carried out here after two employees at the site had made experimental equipment from war-surplus materials costing £2. 10s. 0d. Those unregulated experiments do not bear thinking about. The hospital closed in 1995, after a long decline following cruelty, abuse, corruption, fraud and embezzlement scandals and enquiries.

Paul Newton thought this an appropriate place from which to start our day out!

By the 12 noon departure time, 7 machines were lined up and ready to go. Maureen and Fozzie, (part of the invading Yorkshire contingent) had brought 2 Yamaha Passolos - one red, one yellow. One was a runner, but wouldn't, the other was a spare and did, but then didn't. So they went back in the van. As did Edward, Paul M's personal Starter. Some have kick start, some electric. Paul has a personal Starter, whom he has named Edward - there to be called upon at every planned stop to restart Paul's Tomos Colibri. I rode my CM125 from home - it's a Honda, so no more need be said. Steve Taylor rode his venerable Honda Cub 50 "Frankenstein", which proves to be remarkably nippy for a 50! Paul N rode his C90, recently acquired and (almost) sorted. Sean Sowley appeared from South Yorkshire via North Wales with a Honda MT50 and "ragged the a**e" (I believe that's the technical term) off it, but with a delightful smell from the exhaust. "Is that R, Sean?" "Don't know. I've not put any oil in since I got it. Should check the tank!" Simon Judd rode his ever-shiny Peugeot 103 SP and proudly displayed his new LED headlamp all day.

And last-minute arrival Graham Leech from Blackburn cruised round on his immaculate Kawasaki 400.

First stop was Rawcliffe Hall. There has been a mansion house on this site at Out Rawcliffe on the North bank of the River Wyre since 1154 AD. The site and the building survived the passing of Oliver Cromwell's army on its march North in 1648 following his rout of the Royalists at Walton le Dale in the Battle of Preston, on his way to Lancaster for his next engagement. He crossed the Wyre at the ford just outside the gates to Rawcliffe Hall, but missed the monastic establishment there hidden behind a screen of trees. We celebrated the survival of Rawcliffe Hall by demolishing the entire stock of pork pies from the shop.

Paul M's rear tyre was seen here to be in some distress - after almost 30 years of idleness it had begun to protest about being made to work. A little deflated, however, it completed the day without complete collapse.

A ride along the North bank of the Wyre brought us to Knott End where we lined up on the slipway for a photoshoot, and were impressed by the appearance of the Fleetwood - Knott End Ferry. This set off at some speed from Fleetwood on the far bank of the estuary before turning to face and do battle with the treacherously strong flow of the ebb tide. The ferry triumphed, as it always does, and docked on our side; it was good to see the passengers making use of this service which has only just recently survived (for the present) the Council's need to scrape through the bottom of the barrel when looking to cut discretionary expenditure.

Edward's taxi was nowhere to be seen. We set off. Later we learned that the van had arrived in Knott End, and, the published notes having stated that Knott End was to be the lunch stop, its occupants had a good lunch at the cafe. Since no-one amongst the riders had a copy of the route notes, plan, or map, we were making up as we went along. Gorged on Rawcliffe pork pie, we were not hungry, so continued to Glasson Dock, where Bikers congregate, and there is a Burger Van!

The dock and harbour were opened at Glasson in 1787, and the port developed to relieve Lancaster as the estuary and the tidal Lune up to the weir at Skerton silted up, and ships became ever larger leading to the demise of Lancaster as a port city. At its height Glasson was the largest port in the Northwest of England importing cotton, sugar, spices, and slaves, from Africa and the Indies. The straight branch from the harbour to the Lancaster canal enabled speedy (for the time) distribution of cargoes to Lancaster, Kendal, Preston. and onwards.

We, however, appreciated it for the sunshine, coffee, burgers, and the photo opportunity with the harbour as a backdrop.

The ride back to Whittingham via Conder Green, Thurnham, Cockerham, Cabus, Churchtown (!) and Broughton was interrupted only by Paul N's Honda's refusal to pass a certain Texaco filling station without saying hello to its favourite pump - for the 2nd time in a week! We arrived at Whittingham after a 60 mile round trip, just in time to avoid the only rain shower of the day. Now that's timing!

4 riders left for home, leaving Paul N, Steve, Sean and the delightfully nick-named Mrs. Sowley, to the evening delights of the MAG St. Georges Day Rock Knight, with the Led Zeppelin-inspired Satan's Slaves. It appears they survived, and made off with raffle prizes too!

So, a day book-ended by lunatics and slaves. I will leave each of the riders to decide where in this human story they fit.

Northern camping weekend. By John Bann

First of all I would like to thank the following people for attending this rally Terry (Durham) Dave Watson (Norfolk) George and Eric (Crowle in Linc's) Ray (Northampton) Clive /Anne (Kent) Martin/Allan (Wirral Wobblers Cheshire) John (Yorkshire) Derrick (Yorkshire) Peter (Wales) Rod &Sue (North Yorkshire) Dunc &Margaret (Lancashire) and Paul (Walsall Midlands). Well, most people arrived on Friday. In the afternoon we decided to go for a local run, some 6 bikes set off but Georges sp93 decided not to play ball (carb trouble) then after about 2 miles into the run Rays beloved AV42 packed up (points problem.. So the 4 that decided to continue made it to a local watering hole where we had a nice refreshing pint due to the hot weather. and it worked out cheaper for me as well as I normally buy all riders a customary pint or a drink of their choice (close one there lol). When we finished our drink, we took a short cut back to the site where Ray and George were still tinkering with their bikes but soon Ray's beloved AV42 was back on song. I suggested that we go for a drink later that evening but most preferred to stay on site and have a drink there so Ray, Dunc, Margaret and I decided to go to our local miners welfare club for the night. Margaret loved the place and enjoyed the rest of the evening spending Dunc's money and playing darts.. On Saturday there was a local car/bike show in Rotherham town centre, so we set off and attended this event and created quite a lot of interest from the public, then the heavens opened up and we sought shelter in the doorway of our local church, after about an hour. the rain abated. So we set off again, poor old Rod's Solex didn't like the hills we encountered, but he managed to conquer them with some hard (pedal assistance) true grit that Rod. Then we made our way back to the campsite, and the weather returned to being very hot and sunny. As the evening progressed I sparked up the BBQ. and Martin (Wirral Wobbler) decided he would be Jamie Oliver for the evening (lol) this food was provided as I stated in the rally event. f.o.c. after we all had our fill of sausages, burgers and French fries, we all decided to have a social drink around the gazebo. Slowly everyone except Martin and I decided to retire to bed so us and George stayed up a little longer 1-30ish. I got up next morning and made myself a welcoming cuppa, when Dave Watson and Allan Griffith's told me that their bikes had been stolen. I reported this asap to the police and site owner Charlie who was enraged that this had happened and put out local word to try and find the culprits. I was down in the dumps for a while

until Dave and Allan came to me and said not your fault, John, these type of people are opportunists. So after a while it was decided that we would still go on the second run. So I lent Dave my Peugeot bb1s and Rod my AV33 Moby and I took old jess out. All riders got to the local heritage centre safe and sound. and I just let people wander round while I watched over the bikes. After about an hour, they all returned and we set off back to the campsite. But it was such a nice afternoon so we stopped at a local village pub where once again they created quite a bit of interest from the public. Once we had finished our drinks, we all mounted back up and had a good safe ride back to the campsite. Then it was time to say our goodbyes to each other, and all said that they would like to attend. again even though 2 of the attendees bikes had been stolen, so hopefully this event will go ahead again next year.(I would also personally like to thank Rod's wife for driving the support vehicle on the run's thanks again Sue, and also to Dunc for recovering Ray's. Bike) but once again thanks to all for making this a great event, best regards to all John Bann EACC section Rotherham roamers South Yorkshire

A Mosquito Powered Cyclemotor Restoration.

By Richard Rowsell

About 25 years ago a colleague at work gave me a basket of bits he said was a cyclemotor that had belonged to his Dad. He said it was a Mosquito made in Italy.

As my son and I were into stationary engines then, he said I might like to try and re-build it?

I duly researched it and found enough information, including an exploded diagram, and set about cleaning up all the parts.

Everything seemed to be there, but all 3 rings broke trying to free them from the piston. Luckily I found someone in Haverhill who was able to get hold of spares.

The engine is very well made and a clever design to fit in the 3.5inches between the pedal cranks.

I did not know much about the magneto or how to test it, so hoped for the best as it sits inside the grooved drive wheel.

The other problem was that the wire that runs from the points to the magneto passes through a channel in the alloy casting and had corroded solid! It took many evenings to poke/drill this out enough to thread through a replacement!

I exhibited this for a while with the stationary engines asking if anyone had more information, but never did anything with it.

Eventually, after failing to find any temporary way of testing if it would run, I recently mounted it on an old 1980s bike I had in the shed.

As I could get no spark from the magneto, I used a battery and coil, and I was amazed when it worked first time. So I decided to find a period bike to put it on with a view to getting it registered as a Historic Vehicle with an age-related number.

I joined your club and put an advert in for a 1950's bike, not being sure how you could know how old a bike was!

I was pleased to get a reply from Keith Ashby in Holt in Norfolk who not only had a suitable bike but offered to give it to me FOC! What a great guy!

We drove up there in freezing weather in January, just before the big snowstorms! Keith has an interesting series of sheds and workshops, with at least 3 Austin A30 cars and a boat in the garden, plus several old bikes and a moped.

We were made most welcome and he showed me a bike in amazingly good original condition. He got it from a 90-year-old man so he reckons it is pretty old. He even found me a vintage tubular rear carry rack!

When I got it home, I found transfers that led me to identify the make as a TILDESLEY, made in Witton in Birmingham. The model is a STAG TOURER.

The 3-speed Sturmey Archer gear was dated 85 7 which was disappointing, but the front Dynohub said 7 54 which I understand to be July 1954? Not bad as the Mosquito is 1953! The pedal sprocket has the word PLANET as the Tildesley address was Planet Works.

It has other hallmarks of a 50's bike including a chrome fin on the front mudguard, Monitor "Sheerline" brakes, (also made in Birmingham), a Middlemore saddle from Coventry with saddlebag lugs and a quadrant change for the 3-speed SA gears mounted on the crossbar.

This was enough for a Club dating certificate to describe it to the DVLA as being "of an appropriate age".



Richard's Rowsell Mosquito Cyclemotor



The stand Richard fabricated & an exceptionally sturdy engine mounting.





A hot day for the Peninsularis Run, riders and bikes assemble.



And they are off.



Riders on the Peninsularis



An interestingly prepared AV32 in a rather subtle shade of ferrous oxide!



Happy times on a blisteringly hot East to West / C to C.



I put the engine on, and refurbished the rear carrier to house the petrol tank which I had from an old Atco motor mower. This also gave room for a wooden box to be made for the small Japanese-made 12volt battery that I bought new off Ebay. All was sprayed black until I spilt petrol on it and the paint was stripped off! So all was rubbed down again and re-painted, with the addition of several coats of oil and petrol-resistant lacquer.

As I said earlier the bike was in very good original condition and just needed a clean-up. I was fortunate to find a tin of Hammerite Smooth Dark Green in my workshop which is an exact match and allowed me to do a bit of touching up!

The rear wheel had probably suffered most corrosion to the chrome, but still looks OK as I want to keep it as original as possible. Even the tyres are OK, but the rear one might wear quickly with the drive roller?

However, my main problem was to find a sufficiently robust stand for it.

Most prop stands and two-leg stands fix between the pedals, but that space is taken up by the motor!

The bike alone was very light, but is surprisingly heavy with the motor fitted, even though it is only 38cc. So any stand has to be quite strong, and most I found were not.

Fixing a prop stand near the rear wheel on the chain stay seems more common now, but are *always* shown on ATB's with fat and oval tubes!

I did not think this would work with the Tildesley which has circular stays of a very small diameter.

I did see one stand that fixed to both the chain stay and the seat stay, but again thought the tubes were probably too small?

Eventually I found a James bike fitted with a Mosquito advertised on Ebay, with a picture showing just the kind of stand I wanted. The photo showed the trade name ATLAS but I cannot find any current reference to it.

So after hours and hours of work I have now made my own version by copying from the photo! I would not want to make another, BUT it is a joy to be able to park the bike safely, rear wheel off the ground!

Now I can safely transport it to an event in my trailer and keep it upright!

I cast around for insurance quotes and Hagerty seemed the best bet at a very reasonable £71.

I have now received the log book (V5) with the number 336 XVB, so now all I have to do is display a number plate and get myself a decent helmet!.

I have also found it difficult to find out exactly how the law applies to vintage cyclemotors? They seem to be treated as motorcycles, and I was surprised to find that you have to take a test if you got your driving licence after 2001! Luckily I have had mine since the 1960s, so I can ride up to 50cc on my driving licence.

It seems obvious you have to wear a helmet, but what about such matters as a brake light?

Perhaps any of you “*in the know*” about such matters could consider writing a general article about petrol cyclemotors just to help newcomers such as me?

Having read the article on electric cyclemotors in the latest newsletter, the idea of a cut-out switch activated by the brakes seems an excellent safety feature. I have now bought a small “momentary” push switch (from RS Components) which I have mounted at the actual brake calliper and wired it to short the coil to earth when I touch the front brake lever.

It has made controlling the bike much easier as approaching a roundabout or junction; you can cut the engine and let it brake you, then it runs again when you let go if you don’t actually have to come to a standstill!

(On U-Tube there are several videos from New Zealand where they use a magnetic proximity switch on the brake lever. This is much more robust and easy to fit, but I just can’t find an end-fitting one on-line; they are mostly for doors which sense side-by-side which is not very helpful. They are very cheap items to buy, but I know there are some that are made specifically for some makes of electric bike for £30 or so! Anyone know where one can be got for a more reasonable price)

STOP PRESS: My Mosquito made its maiden flight last weekend. About 3 miles round our estate with no problem.

The Appeal of Going Slowly. By Martin Richardson

The Lancashire element of the EACC is called appropriately the “Slow Riders”. Not everyone who is part of the group has a 50cc, and not everyone has only moped entitlement. Many like me have a full licence and ride larger bikes, some with their 90cc and some with bigger capacity bikes. However the emphasis is on “slow” not, I like to think, because of the moped or autocycle contingent but because it’s nice to take a change of pace and slow down a touch to take in ones surroundings.

But for many I imagine their first venture into personal transport was like me, at 16 with my moped licence and scouring the Loot or local ads papers for a second, third, fourth or even tenth hand moped to get them out and about without having to rely on dad’s taxi or the bus or bicycle.

For me, I was luckier than most – at the time I worked for Woolworths and they, for a brief while at least until the warranty claims started piling up, sold Tomos mopeds in the larger branches. At the time they were imported from Yugoslavia by a firm in Manchester and then distributed through a network of dealers and also sold via the Kays catalogue. Store number 2 – Woolworths Preston branch was one such store and for a little while at the back of the shop they had a couple of Tomos machines on display and you were able to order one for delivery. They were assembled at the store, registered and taxed at the DVLC on Guildhall Street in Preston and then you had to nip to Halfords on Friargate to have your number plate made up. As I worked for Woolies (albeit in their Lytham branch) I could get the bikes at trade price. This was almost as cheap as buying a 10th hand battered Honda Express – not quite, but almost – and certainly cheaper than buying a “sports moped” S50 or Fizzy. The added appeal of having a new registration bike on a prefix plate as well as thinking “its new, it will be so much more reliable than a second or tenth hand bike” made me forget the fact that it was a Tomos. The “Lada” of the moped world.



Now prior to bike ownership I travelled the world on the local buses. I knew various timetables better than the back of my hand – if it wasn't too far and wasn't honking it down then I biked it on my Dawes Lightning racer (a present when I was 13 or 14 I think one Christmas and a bike that had been used a LOT to take me far and wide under my own power. But now I was no longer afraid of the wind and the rain – nor was I at the mercy of bus routes. Suddenly I could go wherever I pleased (as long as I had enough four star and a bottle of two stroke). Not only that, but speeds that were previously only attainable going down a very steep hill were possible on the flat, not so much uphill, but on the flat certainly.

Of course – at 16 the romance didn't last long. Chain adjustment on the factory Tomos chain was something that happened weekly. Lightbulbs lasted only a matter of weeks before going pop – punctures on the bicycle like tyres and inner tubes regular (but harder to repair than the Dawes push bike) and niggly things like the speedometer packing up, the steering lock key snapping and front brake cables snapping under enthusiastic braking, coupled with the near impossible way that Woolies dealt with warranty claims (batting you to the importer who in turn wanted you to take the bike to them) meant that once the 6 month warranty was up the relationship became a sort of love / hate thing. In fairness the engine and gearbox never let me down and once decent sundry items had been purchased and fixed to the bike neither did many of the parts. Build quality was acceptable, but not great – the bike showed signs of rust well within the 6 month warranty period, but rust wasn't covered unless it led to perforation or failing of any components or the frame. The desire for more speed led to air box modifications, fitting a larger carb (didn't work) and a modifying the exhaust – fitting front sprockets larger by more than one tooth wasn't possible unless you were prepared to take a grinder to the case, and I wasn't. So on a good day with a following wind the bike might top out at an indicated optimistic 40 (when the speedo was actually working).

That said, the bike took me all over the North West. It was my daily commute, it took me to the shops, it took me to my mates, it took me to college, Venture Scouts, on trips out with the Ventures it occasionally got lobbed in the back of the Transit minibus and used as a camp runabout, and on one memorable occasion I rode from my home village of Freckleton to Pooley Bridge - 80 odd bum numbing miles taking close on 4 hours with me, a rucksack full of clothes and a tent, stove and food bungee corded to the rear rack. 30 mph on that trip was optimistic let alone 40 mph.

All too quickly my 17th Birthday came, I bought a car, took my test and was pleased that not only did I no longer get wet in the rain, but I could travel faster than a plodding pace. And that pretty much was it for many years. I left Woolies, trained to become a nurse, moved to Manchester and lived for a few years in hospital digs. I had no need for a moped for many years.

Then a change of job location and family meant looking at a cheap viable means of transport again, I was still young (23 ish) and laughed in the face of cold, damp mornings. Another moped was purchased at this point – a Honda Sky. I persevered for 6 months, but 25 MPH flat out was dangerous on some of the roads I used so I elected to buy a bigger bike, don L plates and become in my eyes at least, a “proper biker!”. An RXS 100 was purchased and was brilliant, for a while, followed by three Plag 90 Cubs, a Maurauder 125 then, prompted more by what looked like an impending change in the motorcycle L plate laws than the desire to ride a “big bike” I took my test and leapt onto a first onto Kwak 500 and then a succession of ever bigger and

faster bikes – the speed bug had bitten me. Life just galloped by, as it so often does with no real time to stop and look at anything – a never ending circle of work, home, kids, work again.



In recent years however I have ventured back into 50cc ownership. Much to the disbelief of friends, who continue to own bigger faster bikes. I've learned to slow things down a little to enjoy a gentler pace of life and that in turn reflects on the bike, and to a lesser degree the car too (I drive a greenhouse on wheels MPV with lovely comfy seats).



In the last 30 years roads have grown busier, tempers fray at the drop of a hat it seems as everyone seems to be in a rush to get from A to B and back again. The internet, mobile phones and technology in general whilst making life easier, seems to dominate our spare time and the need for everything to arrive instantly seems to have become the norm.

And so I like to plod. I recently bought another Tomos. Rose tinted spectacles were firmly affixed when I purchased it I'm afraid to say. It's nice to plan a route away from main roads, away from the bustle of life and to go for a ride simply because we can. It's nice to take the bike into town to the shops and not worry about parking. It's nice to set off earlier for work and bumble at a more relaxed pace enjoying things that I overlook whilst driving the car.

It's good to enjoy the actual *journey*, not just the arriving. The other key thing I enjoy is the "twist and go" nature of riding a moped. Sure there are geared mopeds, but the majority are automatic – something that, in recent years has spilled over into the bigger bike market in a bigger way than the Hondamatic 400's of old. I had a lovely X9-500 maxi scooter – possibly the most relaxed and comfortable bike I have ever ridden. I can't imagine why if touring or commuting you would want to scrunch yourself up onto a sports bike and faff about with all that clutch-toe- clutch malarkey. But then variety makes the world go round.



I find, with an open face lid and the flies in my teeth that I venture off the beaten track, I see a lot more of things and places that I perhaps wouldn't if I took the car, or a bigger bike. That said there are still times when I feel 30MPH is too slow for the traffic, but I have touched upon that in a previous monologue. Though perhaps much of that is down to the attitudes of other drivers, and the rush that everyone seems to be in rather than the actual speed of the bike. 7 years and I get to retire from the NHS, at least full time. I doubt I'll ever totally leave its clutches and I want to spend some time at least Blood Biking, though not on a 50cc I will concede. But I'm looking forward to spending more time plodding the roads of the North West on a small machine. Enjoy life more – Ride Slow!

2018 Calendar.

Sunday 12th August 2015

North Hertfordshire Section's Periwinkle Run: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am and we anticipate an 11:00am start.

The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at *Three Tuns* in Great Hormead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. If you require any particular Item can you let Danny know in advance of the day as his stock is too vast to bring it all along. In 2014 we did not hold a raffle as usual and we were asked by many members why so, the following year, we brought it back. If any members want to donate a prize could they please bring it along on the day where it would be greatly appreciated.

For more details contact Andy Cousins on **01462 643564** or **07969 369062**.

ajcdirect@googlemail.com

Sunday 19th August 2018

South East Moped Enthusiasts, **The Bluebell Run**. Meet at Horsted Keynes station car park, Station Approach, Horsted Keynes, RH17 7BB; enjoy 38 miles of Sussex countryside skirting the South downs with a lunch stop at The Sportsman at Goddards Green. For more details, contact Martin or Sharon on 01883 626853 or 07774 562085.

Wednesday 5th September 2018

South East Moped Enthusiasts—Romney Marsh 'Owlers' Run.

Meet 10:30 for 11.00am start from Dungeness Old Lighthouse / RHDR station car park, TN27 9NA. Railway cafe open—a chance to see one of the beautifully kept miniature locomotives. First train 10:30 for 10:40am departure (hope it is not a diesel!) A 37-mile route around the marsh on quiet flat roads. This is the only completely flat route we ride on 'our patch'! Lunch stop at a village pub on the way. Further details, Mike Follows [01732 700280](tel:01732700280) or [07887 950921](tel:07887950921).

Sunday 9th September 2018

Fifteenth Coprolite Run & Mopedjumble from Bucklesham Village Hall to Felixstowe *Ferry Boat Inn*. E-

mail danny@mopedland.ukfsn.org or telephone Mark Daniels on [01473 659607](tel:01473659607).

Full reception facilities and free refreshments on arrival. A fully marked and classic local course to Felixstowe Ferry, and twin to the Radar Run. Riders who completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the *Ferry Boat Inn* lunch stop—and the pub will be offering a 'Fish & Chips Special' for our visit. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... Why is it called the Coprolite Run? The explanation is in the course notes. The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

All the route information for this run can be downloaded from the website documents page.

Sunday 9th September 2018

South East Moped Enthusiasts stand, 10am to 4pm at **The Edenbridge Motor Show**, Gabriel's Showground, Mill Hill, Edenbridge, TN8 5PL. Open to the public 10am to 4pm.

We have had 20 to 25 bikes on display in previous years and have created lots of interest, so we need your support, exhibitors get free entry. Lots to see and do for all the family. The local chamber of commerce's way of putting something back into local charities. A lovely relaxed day family day out.

If you would like to display a machine(s) or for more details please contact Mike Follows on [01732 700280](tel:01732700280) or [07887 950921](tel:07887950921).

Thursday 13th September 2018

Steeple Morden Run: basically the same format as last year, starting and finishing at *The Fox & Duck* in Arlesey Road, Stotfold, Hitchin, Herts, SG5 4HE. The route runs through three counties and is around 33 miles. Mostly country lanes a bit of B-road and an unavoidable stretch of the A507. A bit hilly but rideable with LPA. Route may be modified from last year due to a long term road

closure. A convenient stopping off point is at the 355th USAF Memorial at Steeple Morden, to adjust route sheets, plugs, etc. Meet from 10:00 am, departure at 11:00am, return around 1:30pm in time for lunch or whatever. Info from [David Osborn](#).

Sunday 7th October 2018

Club stand at the 27th Copdock Bike Show, Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on [01473 659607](tel:01473 659607) if you'd like to help or supply machines for the stand.

Sunday 11th November 2018

Kneel's Remembrance Wheels and the **EACC AGM** at Great Blakenham village hall (IP6 0NJ).

The last mopedjumble of the season combined with a ride to explore the Wild West side of the A14. The lunch stop will be the same as in previous years: at *Claydon Crown*.

This day is the one hundredth anniversary of the armistice that ended World War I; as usual, we will be having a two minute silence at 11 o'clock. Our route takes us past several churches that may be taking part in 'Ringing Remembers': Offton, Elmsett, and Bramford in particular have excellent sets of bells.

Great Blakenham is on the B1113. Leave the A14 at junction 52 and turn west towards Great Blakenham. Take the right-hand lane, which will lead you to the first turning on the right. When you get to some Give Way signs, bear left toward Needham Market, then take the first right: Mill Lane. The village hall is along this road on the right.

Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on [01473 743587](tel:01473 743587)).

All the route information for this run can be downloaded from [our documents page](#).

Wanted

A decent rear wheel suitable for a VeloSolex S3800 (19" rim) Contact Reg Palmer, on 07516 867071 or reg.palmer@yahoo.com

The Woodvale Rally. by Paul Newton

This is a show I've been going to for many many years, first with a Toyota import car club and now as The Lancashire Slow Riders section of the EACC..

Originally the show venue was the old RAF base at Woodvale airfield near Southport, but then moved to Victoria park Southport, and due to the downsizing in the venue space, the rally lost a lot of exhibitors. The Toyota club included, so everyone thought that was the end of our Woodvale show days/weekends, and we missed the next 4 years as the new venue was fully booked and no space for camping

Then around 4 years ago the event vehicle club organiser contacted myself and asked could I get some motorcycles along to exhibit at the rally, and so the 'Lancashire slow riders' which includes quite a few ex Toyota owners who used to go to the old venue and show some 20 years + ago welcomed the opportunity to attend again.

The first year we attended as 'Lancashire riders' I think we had 10 bikes attended, last year around 15, but this year we had up to 30 bikes/mopeds displayed on our LSR / EACC stand over the weekend.

What a great show it turned out to be, we had some funding from headquarters, which we used to provide trophies and rosettes for our members, the voting was done by way of a public vote so was totally impartial,.

The public chose 1ST place Nev Huttons 1964 Honda S90, 2nd place Carl Berry's Mobylette, 3rd Clive Mucklowe Velosolex, 4th Maureen Foster BSA Ariel 3 and 5th Phil Parkers Lamberetta.

Also Stephen Taylor won best 'working ' bike with his 1972 Honda C50.

The public Vote was then followed up by the WOODVALE organisers show vote that includes all bikes entered in the show, and once again Nev Huttons proved popular as he walked away with the 'Woodvale best bike' award.

On behalf of all the 'slow riders' I would like to say thank you to the EACC for all their help in funding our section stand and helping make this year's show a great success.

So now the Lancashire Slow riders section of the EACC are established at all future Woodvale Rallies.

If anyone wishes to exhibit on our stand next year, please contact the Lancashire Section leader Paul Morgan for details.



Carl Berry's very smart Mobylette



The line of bikes showing Maureen Foster's forth placed Ariel 3



Clive Mucklowe's award winning VeloSolex.