

The M·A·C

The Newsletter of the EACC

Number Fifty One


April 2019



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1939 HEC Powercycle

Thanks to a post on the club forum where a member advertised this rare Autocycle for sale. A trip to Bristol and this came home with me.

1954 Cyclemaster in Mercury Bicycle.

A random search on eBay and this came home with me from Peterborough.



Club Information

The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts everywhere. Membership is just £8.00 a year for UK residents (and its £12.00 for the rest of Europe, & £18.00 for the rest of the world). The membership forms are available from our website... or just ask and we'll send you one.

Secretary & Web Master.

Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS. Phone: 01449 673943

E-mail: membership@autocycle.org.uk

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

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.

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: in February, April, June, August, October and December.

Deadline for copy to be sent in is 15th of preceding month.

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.

Website: www.autocycle.org.uk

Forum: 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>

Note from the Treasurer

Many of our members still make payments by cheque. Could I please ask that these are checked over before sending? We have had several that have been made out to the wrong person or unsigned. All cheques should be made payable to – EACC (East Anglia Autocycle Club)

Many thanks, *Sharon Wikner* (Treasurer)

Sections

We have several regional sections that organise events in their areas:

Essex: Paul Efreme 01277 657106 subopef@aol.com

Hertfordshire: Andy Cousins 01462 643564

Lancashire Slow Riders: Paul Morgan 07709 914134
lancashireslowriders@gmail.com

Leicestershire: Jim Lee 018568 461386

Mid Shires: Ray Paice 07799 662203 raypaice@aol.com

Norfolk: Dave Watson 01493 748249 07483 210625
david.watson9416@yahoo.co.uk

North East: Ron Paterson ronpaterson21@gmail.com

South East Moped Enthusiasts: Martin & Sharon Wikner 01883 626853 or 07774 562085 mwikner61@gmail.com

Suffolk: Neil Morley neil.morley@btinternet.com
or Mark Daniels, 01473 659607 danny@mopedland.ukfsn.org

West Anglian: Alex Lees 01480 219333

Wiltshire: Steve Hoffman 07891 251118 shffm@sky.com

Yorkshire (The Rotherham Roamers): 01709 961434 mobymagic@gmail.com

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

I would just like to say how impressed I have been with the certificate of age service provided by Mark Daniels and Andrew Pattle. I handed the form and payment to Mark on Tuesday night, emailed Mark the photos and promptly received my certificate on the Friday post. Very impressive service. So thank-you both. So I may soon be one of the slower riders if the DVLA accept my application and register my Velosolex.

I would also like to thank the committee and members for organising and participating in the runs that I have always found very enjoyable.

Nick Perry

Section meetings.

Suffolk Section Every Tuesday

EACC and FMCC meeting at the Half Moon, Walton, Felixstowe, 9:30pm ... or later.

Norfolk Section Meetings 2nd Wednesday of the month.

A pub somewhere in Norfolk! Wed 10th April, Village Inn, West Runton to ride out to the Wheatsheaf, West Beckham.

Dave Watson 07483 210625 david.watson9416@yahoo.co.uk to confirm.

The **Mid-Shires** section meets on the last Wednesday of each month at the [Aviator Hotel in Sywell](#) (as long as there are no conflicting functions on at the hotel). Please e-mail [Ray Paice](mailto:Ray.Paice) or call 07799 662203 to confirm.

The **South East Moped Enthusiasts** have regular meetings at the Horseshoe, Farleigh Road, Warlingham, CR6 9EG from 8pm on the last Wednesday of each month.

Contact Martin or Sharon Wikner on 01883 626853 or 07774562085 or mwikner61@gmail.com for details.

Events

Saturday 6th April 2019

The start of The South East Moped Enthusiasts riding season makes for a busy weekend.:

The EACC South East Moped Enthusiasts Club stand at **The Heritage Transport Show** at the Kent County Agricultural Society Showground, Detling, Maidstone, Kent, ME14 3JF; 10:00am–4:00pm. This has become our biggest show event of the year. Our allocated club area will be in the main hall and all owners of officially entered bikes receive two complimentary entrance tickets. So being indoors with excellent facilities, inclement weather doesn't matter. This is an excellent event so don't miss out. For further details and entry forms contact Clive Fletcher on 01622 678011 or clann67@tiscali.co.uk. Or contact the show's organisers at www.kentshowground.co.uk/heritage-transport-show.

Sunday 7th April 2019

South East Moped Enthusiasts **North Downs Run**. Meet at the Edenbridge Leisure Centre car park, Wellingtonia Way, Edenbridge, TN8 5LU. Run starts at 11.00am. Enjoy 38 miles of the Kent and Surrey countryside and a pleasant lunch stop at the Star Inn at Lingfield. For more details call Martin or Sharon on 01883 626853 or 07774 562085.

Sunday 14th April 2019

The **16th Radar Run and Mopedjumble** starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual **free** pitches for jumble stands - call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome. The Radar Run has an alternative, shorter route suitable for cyclemotors.

Sunday 28th April 2019 (FBHVC Drive it Day)

The first Norfolk Coast & Broad Run. Starting at the Village Hall, Repps with Bastwick, NR29 4RB.

Situated just South of Potter Heigham on the A149 Yarmouth to Cromer road and just 5 miles from the A47 at Acle. This is a village hall based event; there will be tea, coffee, bickies, and toilet facilities before and after the run. Plenty of parking for vans, cars, and trailers. The hall will be open from 9:30. It is hoped Danny from Mopedland will be there with a small selection of his vast stock. Any other stalls or jumble welcome. The ride leaves at 11:00am. Lunch stop at the Pleasure Boat Inn, Hickling. It's about a 29 mile run *via* the coast road.

Dave Watson 07483 210625 or david.watson9416@yahoo.co.uk.

Wednesday 1st May 2019

South East Moped Enthusiasts '**Mole Valley' run.** Meet in Haroldslea Drive at the junction with Balcombe Road (B2036), Horley, Surrey, RH6 9DT. Limited on-street parking. 10:30 for 11am start. 38 miles of pleasantly rural and gently undulating Surrey and West Sussex lanes, lunch at a hamlet pub on the way. Further details from Mike Follows: 01732 700280 or 07887 950921.

Weekend 4th & 5th May 2019

Lancashire Slow Riders Camping Weekend, incorporating two ride-outs, on Saturday and Sunday over the early May bank holiday. There is a beer and sausage festival over the weekend at Whittingham and Goosnargh Social Club, near Preston, some of us will be camping over the weekend, but anyone is welcome to join just for the rides on either, or both, days. Camping needs to be booked direct with the club for the beer festival, there is limited availability and camping spaces usually go by the end of January. There are more details on [the Slow Riders Facebook page](#), in the events section.

Sunday 5th May 2019

South East Moped Enthusiasts **South Downs Run.** Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11.00am. Enjoy 34 miles of Sussex

countryside with a great lunch stop at Six Bells biker-friendly pub. For more details call Martin or Sharon on 01883 626853 or 07774 562085

Sunday 12th May 2019

Mid-Shires Inaugural Run (incorporating the Duloe Daffodil Dash) from the Harbour View Café at Grafham Water. The Duloe Daffodil Dash usually took place in March but, as the village hall has been demolished, a new start & finish location was required. We have selected Grafham Water car park and adjusted the route so the Mid-Shires section's inaugural ride will now take place on 12 May 2019. A 40-mile ride stopping for lunch at the Fox and Hounds in Riseley, the event will follow the Duloe format and be a relaxed and easy-going event albeit slightly later in the year with (we hope) more clement weather.

If you want full details, a route plan, and a map, just e-mail Ray at raypaice@aol.com.

Sunday 19th May 2019

The 38th **East Anglian Run** starts at Lord Thurlow Village Hall, Great Ashfield (IP31 6HN).

This is the oldest-established event in our calendar: [the first East Anglian run](#) in 1982 was the very first event staged by the EACC. The Village Hall will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:15 on a route of around 30 miles through lovely country lanes and villages. The lunch stop will be at Fair Green in Diss, where there's a pub, a café, and a chip shop ... or you can picnic on the green. Everyone welcome. This year we'll be using the 'anticlockwise' route.

Sunday 19th May 2019

Wiltshire Section **The Merkins Café Run** from Merkins Café, Merkins Farm, Bradford Leigh, BA15 2RW.

Arrival time is normally around 09:30am, departure on the run around 10am, the distance is about 34 miles and, as the name implies, has a very nice cafe on-site that serves everything anyone might want.

For further information contact Steve Hoffmann on 07891 251118 or shffm@sky.com.

Friday 7th to Sunday 9th June 2019

The third EACC **Northern Camping Weekend** in the **Rotherham**, South Yorkshire, area.

More details later; please feel free to contact John Bann: 01709 961434 or mobymagic@gmail.com.

Weekend 22nd & 23rd June 2019

The third 'East to West Side Adventure'.

This will be the final run in this particular series of adventures, although we may well be back at some point in the future. The start point for this event will be from near Crimdon Pony World, Crimdon Dene, Hartlepool, Durham, TS27 4BL.

We shall be setting off on this adventure at around 10:30am; we will then make our way across the country to the overnight halt at Alston. The following morning we will set off on the journey to Whitehaven in Cumbria. Those who want to follow our route should note our route instructions are up-to-date and have a more traffic-friendly ride into Whitehaven. So come and join us on this event, meet up with friends both old and new, it's more than a run, it's an adventure in some very scenic parts of the country.

For more details please contact Martin & Sharon on 01883 626853 or 07774 562085 or mwikner61@gmail.com.

Wednesday 3rd July 2019

South East Moped Enthusiasts 'Royal' run.

Wednesday 7th August 2019

South East Moped Enthusiasts 'Marsh Owlers' run.

Sunday 11th August 2019

North Hertfordshire Section's Peter Smith Memorial Periwinkle Run:

Sunday 14th July 2019

17th Peninsularis Run and Mopedjumble from Bucklesham Village Hall.

Sunday 21st July 2019

The Reservoir Dogs Run

Sunday 28th July 2019

The second CARD Run

Weekend 17th & 18th August 2019

Lancashire Slow Riders, CARD ride weekend.

Sunday 18th August 2019

South East Moped Enthusiasts, The Bluebell Run.

Sunday 8th September 2019

South East Moped Enthusiasts stand at The Edenbridge Motor Show

Thursday 12th September 2019

Steeple Morden Run:

Sunday 22nd September 2019

The second Norfolk Broads Run

Wednesday 2nd October 2019

South East Moped Enthusiasts 'River Valleys' run.

Sunday 6th October 2019

Club stand at the 28th Copdock Bike Show,

Section News

Essex Chapter Chatter

Our first club event of 2019, the Mince Pie run, was held on 6/1/19. The weather was kind to us and of the 51 members signing on 5 came from our chapter. These were Tony Chapman (FS1E) G. Doubleday (CB125S) Barrie Holland (MS50D) Richard Morley (Kawasaki 2200) and yours truly on board my faithful AV89.

I recently requested a list of Essex Chapter members from Andrew Pattle, there are 59 of us. It would be nice if a few more of us attended some of the club events during the year.

Thank you very much David Evans for organising the Mince Pie, hope you are able to continue this for years to come.

Paul Effrene

[The above was received in the post after the Feb dead line! I did say "must try harder" but it may not have been Paul's fault as my post code was wrongly printed in Dec MAC and was also wrong on some information sheets. Should be NR29 4PN (not 28).]

The **Mid Shires** section of the EACC was created at the end of 2018 and was immediately asked to take over the organisation of the ever popular Duloe Daffodil Dash. For various reasons the previous organisers could not continue and the start point using the Duloe Village hall was a non-starter as it was demolished for safety reasons. Dave Osborn was keen to help as he had been trying to keep it going on his own so welcomed the news of our new section. The traditional March date was a bit too early for us to get everything in place especially as we are still sorting out our own section.. One of our members Matt had ridden the event before so dug out the old route and set off to look for alternatives.

To overcome the lack of a start point with refreshments he recalculated the route by moving the start to Grafham Water's large car park and Harbour View café (pictured). The route he created is very similar at just over 40 miles. There are also 'shortcuts' should some of the slower bikes need them. Their very large car park is chargeable though at about £3.50 a day and you can start the ride with a good breakfast. Maybe the families

could walk and enjoy all Grafham has to offer while we are out on the ride. So we have a “40 mile dash” even if it’s a bit later on 12 th May. Maybe better weather too.

We will publish a rider’s pack which will have all the information for the day, the route and map, and how to book food at the lunch stop. We did rename the event to “The Midshires Inaugural Run” as it no longer goes through the village of Duloe although our route plan does tip its hat to the popular “Dash” by saying it is incorporated into it. Rider packs can be obtained from raypaice@aol.com The Mid Shires section are also planning a ride in September as well as some evening rides from our meeting point at Sywell airfield. More on this soon.

Ray Paice

SoutEastMoped Enthusiasts

Our idea of long distance London based ride out has rather hit the buffers before we even got to the planning stage. It was to have loosely followed the 100 mile "Ride London" route but the impositions of ULEZ as from 8th April have now consigned all ideas of this event to the bin. The reason to abandon is that a great many of our regular riders, whilst using older bikes, most do not fall into the exemption category of over forty years old. Anyway we will have to move on and think of something else at some point.

We look forward to the start of our sections season with the Heritage Transport Show and The North Downs Run on the 6th & 7th April respectively. Looking further ahead, our first Wednesday event the Mole Valley Run takes place on 1st May. So if you do happen to be coming along to the Transport Show at Detling do come and say hello. See you all out on the road.

Sharon Wikner

Norfolk We have had 3 regular 2nd Wednesday of the month meetings at the Cross Keys pub Dilham now. These have all gone down well; we normally average 11 attendees and it was good to have had some new faces join in the meetings this winter. We decide the venue of our next meetings by consensus of those attending and for 10th April it was decided to meet at the car park of the Village Inn pub at West Runton (if it is wet we could just meet in there!) we will ride out to the Wheatsheaf, West Beckham. We will set off at 7:00; it will be dark for the short 5 mile return so please be prepared with working lights. More notice this time and hopefully a better weather forecast for what will hopefully become 1 of 2 regular hall based events for the club, Sunday 29th April for The 1st Norfolk Coast and Broad run. Starting from the Village Hall, Repps with Bastwick we will be riding up the coast road to Happisburgh and returning for a lunch stop via the Pleasure Boat Inn, Hickling. The 2nd Norfolk Broads run will also be on again 22nd September and it is hoped we will be attending a few other events. There is a small Facebook Group just for Norfolk members where up to date details will be posted.

Dave Watson

Suffolk section notes

Dave Evans evergreen Mince pie run seems like an age ago now, all has been a bit quiet in Suffolk's leafy lanes for a couple of months but the silence was broken on Sunday March 10th by Alex Gibb leading an assortment of two wheelers on a 26 mile jaunt from Bruisyard to Yoxford Griffin for food and drinks to celebrate his 20th birthday (we have held a run every year since he turned 13, first under run under the NACC and for a second year now under the EACC umbrella). I had hoped that all avenues were covered ready for Alex's birthday run; I had not counted on breaking my collar bone two weeks beforehand. Luckily Alex stepped up to lead the run (definitely the slowest his newly acquired Honda XBR500 has covered 26 miles) and Carl volunteered to be 'tail end Charlie'. The Sunday morning began with pouring rain followed by a bit of brightness, followed by more rain ... this was to be the routine all day. A good few brave souls turned up regardless of the downpours though a few apologies were received from those with more sense. The only mechanical problems encountered were a Velosolex fuel tank trying to escape and water ingress on Geoff Daw's Puch Maxi, ultimately everyone reached the Yoxford Griffin pub for lunch (my better half rescuing Geoff from a lunch of digestives at the village hall). The Solex was trailered to the lunch stop but was resurrected and ridden back after the meal Good man. After a feed and a jar many riders dispersed for home to change out of wet gear leaving a small number of us to head back for tea and cake at Bruisyard. Big thanks to birthday boy Alex, my better half Sharron, my parents for driving the sweeper vehicle, my youngest Ryan for distributing cake and John Mckie for the loan of the village hall. Great to see a good number out despite the weather, hopefully I will be back on two wheels for next month.

Hope to see everyone at Bromeswell on April 14th for the Radar run.

Danny is still working hard getting everything in place after his recent house move; hopefully he will be able to stop to catch his breath soon.

Mark Gibb

WANTED: For early 1960s Kerry Capitano Moped

Petrol tank, front mudguard, front and rear lights. I have just acquired a later Automatic version but I gather all the chassis stuff is the same as the 2- and 3-speed versions?

I appreciate that it may be difficult to get exact matches but it is possible parts from other mopeds might work? I would be interested to hear from other Capitano owners about parts availability, and particularly about re-bonding brake linings? Richard Rowsell, Wickford, Essex 01268 769463/ 07951 702293

I have just acquired an **Alcyon/Vimer**, I know nothing about it other than the little I have managed on the internet. Developed in Paris during 1941 during the German occupation and put into production after the war's end. The Alcyon bicycle is of quite heavy construction and I think probably made for the purpose of having an engine fitted. Note the heel operated drum brake in the rear wheel. Do you know anything about these machines? *John Lee*

The **Vimer** was made by **Éts DF**, 119 avenue Paul-Vaillant-Couturier, Gentilly (Val-de-Marne) from 1948 to 1957. 45cc at first, it was increased to 48cc in 1954 by increasing the bore from 38mm to 39.5mm. The name comes from the surnames of its designers: Villard & MERcier. It was sold as a 'moteur adaptable' that could be attached to any bicycle - like cyclemotors in the UK. Cyclemotors were popular in the UK because buying the engine and bicycle separately did not attract Purchase Tax. In France, that didn't apply, so complete mopeds were made by most manufacturers. Alcyon (Éts Gentil & Cie) brought out its first moped, the Vélomotrix, on 7/10/1948; this was powered by a Serwa engine. Later models were called Alcyonette and were made with either VAP or Zurcher engines. I can find no reference to any Alcyons with the Vimer engine. So, unusually for a French machine, this must be an Alcyon bicycle made to take a cyclemotor engine, bought separately. *Andrew Pattle*

SPOTTED

...in a driveway near me, this **BMG Garelli Mosquito** 38b moped from 1954. We can be sure of the date, since there is an FMI Registro Storico plate bolted to the right-hand rear luggage carrier support. It's a gorgeous machine, another example of the many Italian makes in the mid 20th century using the Casalini frame and fork set. It's been comprehensively (and expensively) restored and painted and lined-out as an advertising display for Bartolini e Mauri. A Google search revealed that they are Insurance Brokers with branches and agents throughout Italy, and Google Translate tells us that they offer "temporary death case" cover, amongst their many policies. Enterprising and innovative, if it were true! Accidental death cover would be a more accurate translation!

A few things about this machine confirmed that it has never been ridden since restoration, and so also confirmed its intended role as a display item. There's some lovely detail, including the tipping seat to gain access to the filler cap for the fuel-in-frame tank. There's a swing-arm rear suspension working on a short compression spring hidden at the bottom of the frame downtube, and thus the rear carrier frame is supported on two telescoping chromed tubes, looking like impossibly delicate suspension units. Control cables emerge from right and left of the handlebar, the centre of which carries an oval plate with sprung wire clasps. This is clearly a holder for something, - but what? A bottle of wine held sideways? A baton loaf to eat whilst riding?

Any better ideas on a postcard, please. *Peter Moore*



The **Vimer** was made by **Éts DF** (see opposite)

BMG Garelli Mosquito Spotted by Peter Moore (see opposite and page27)





Keith Ashby's much travelled New Hudson spotted in Suffolk again.
Martin Naggs nice Trail 90, Land Rovered to the event.





Birthday boy Alex on his big bike (because he can!).
And all the way from Kent, good to see Clive and Ann.





The Girls and Miss Sox that Ted met in North France.
Oops a crashed Velosolex ??? (but not as we know them)



Miss Sox rides again...

Marie-Paule is a computer engineer, her friend Anna, a teacher of young children, nice respectable jobs. They live in Brittany, that Celtic speaking, fiercely independent region (well, as Wales is in the UK) e.g. no Autoroute tolls, located in the North West of France. However...at certain times in the year the girls let their hair down...don their padded pink Lycra suits and with their 'friend' Miss Sox go and indulge in some serious fun. Not on the dance floor, but on tarmac...for Miss Sox is a racing Velo Solex! They race 'her' at many VeloSolex events around France. |

I met the girls in June, in Amanlis, a tiny village in apple growing country, not far from the ancient town of Vitre, (dept. 35). The village was host to the five hour Velo Solex endurance race. The entrepreneurial Mayor, Monsieur Godet had organised a slick, entertaining afternoon for the local inhabitants and the Solex enthusiasts. The local roads were closed to provide a couple of kilometres of twisty race track. The pits/paddock, start and finish were all in the village square.

First, perhaps a bit of background would be useful.

Post WW2 France needed cheap, simple transport. The famous 2CV for motorists and for two wheel users, its equivalent, the ½ bhp Velo Solex. A bicycle with a 49cc, 2stroke engine driving the front wheel via a carburettor roller. Max speed...with a tail wind, might be 30km.p.h (18mph). And now these same single speed, 49cc machines are used for racing! I understand from Marie-Paule there are five Categories, plus electric! (Don't you just love those fiendish French regulations?)

The first two, 'Origine' and 'origine ameliore' allow certain modifications to the original engine; cylinder porting, stronger piston and flywheel (the three webs on the standard ones just shear off). This gives 2 to 3 bhp and a top speed of about 65km/40mph!

The next three, 'Promotion' & 'prototyp' & 'super prototyp' go somewhat quicker...up to 120km/70mph!

No idea of power output (as Rolls Royce used to say....sufficient!) pretty well anything goes. Water-cooled cylinders/heads, disc or reed valves, exotic carburettors, elaborate exhausts, fancy electronic ignition, double disc brakes on front wheel, special tyres, steel ribbed roller etc. As far as I could ascertain, the only original Solex part required is the headstock/downtube. All the rest can be changed. Walking around the pits I was impressed with the level of engineering ingenuity...they may only be 49cc single 'gear' machines but they would not look out of place in any big race meeting. Some bikes sported on board cameras for goodness sake! (I found out why when I watched the event on YouTube, when I returned home). Enough... the race starts with the old Le Mans style run across the road, mount the bike and pedal off, fast and slow bikes weaving in and out to get a good line into the first corner. Awesome sound...things are looking promising! The event organisers

allow spectator's to walk all around the course, helpful marshals controlling the crossing points. I was able to tour the whole circuit. Racing was close but there seemed a gentleman's agreement, the slower 'originale' not getting in the way of the 'super stocks', their disc brakes squealing as they dived into the corners, engines popping on overrun, then yowling away down the straights. Regular, slick rider changes took place in the paddock.

Unfortunately four hours into the event the clouds grew black, rain fell and corners became treacherous. Eventually the inevitable happened, two bikes went down, the ambulance came out and all riders were pulled back to the paddock. Fortunately no serious injuries, however the bikes were not so lucky, seriously bent front forks etc.

The ½ hour or so break was used to make some quick adjustments or repairs. Miss Sox had problems with brakes. The girls quickly changed brake blocks and tweaked the adjustable mixture screw...perhaps balancing the air/fuel ratio to suit the damp air? Racing started again, I did another tour of the circuit, speeds increasing as the rain stopped and the track dried out. A few bikes were showing the strain, riders pushing them back to the pits to retire. 5 pm came, the flag went out and the final lap saw the girls come a very credible 3 rd in their class, brave ladies, they rode like demons! Later I asked them why they did it...."We do it for fun....we learn about mechanics....with a little help from husband"! (Their English being lot better than my French!)

For those interested in VeloSolex races, they have about 30 events a year around France. Plus two 24 hour races. Regional championships are also held, including these 5 hr events, Oh, and a weekend 'Rock and Solex' (a mix of Racing and a music, a la 'Glastonbury' & party/racing time in Rennes, Brittany, usually around May).

All rather complicated....but hey, football supporters regularly travel around the country and these guys are really serious about their racing. Can you imagine, a UK village closing a couple of miles of road and allowing bikes to race around... for five hours....all credit to Monsieur Godet and the Amanlis village elders (oh....and with 5 hrs of noise, to sympathetic residents!)

If you want to see more, just put 'VeloSolex races Amanlis' into YouTube....you won't be disappointed!

Ted Bemand. Wirral.

Wanted

I'm after the pedal crank and pulley assembly for a Raleigh RM1 and a seat cover for a Norman Nippy ,the rubberised one that stretches over a metal hoop frame, any condition considered contact me at shedbuilt204@gmail.com Many thanks Dave.

Peugeot 103 centre stand spring and bolt wanted phone 07941045161 Billy Warren.

The Dark Art of rebuilding motorcycle wheels

Let me begin by explaining that I'm by no means a professional wheel builder, motorcycle or otherwise, so what follows is simply an overview of what I do and how I do it.

There's nothing difficult or complicated about replacing spokes, but a methodical approach is essential. The best way to understand how a wheel is "laced" is to "unlace" one, instead of attacking the old spokes with an angle grinder. This will demonstrate that there is a specific order that the new spokes have to be fitted to the bare hub. Spokes (typically 32 or 36 per wheel) may be arranged in a number of recognised patterns, but from my experience are always in groups of two pairs. One pair is laced with the nipple on the outside of the hub, so naturally the other pair is laced with the nipple on the inside. The pair with the nipple on the outside must always be fitted first; otherwise the spokes with the nipple on the inside will be in their way. Partially building and stripping an incorrectly laced wheel several times will reinforce this simple principle!



Once you have a rim, a hub and a set of appropriate spokes & nipples you're ready to start. Firstly have a close look at the spokes; are they all the same? The end with the nipple can have different angles of "crank", as seen here. The set with the right-angle crank (top in the picture) is fitted with the nipple on the inside, which allows the spoke to exit the hub at an appropriate angle to be fitted to the rim without bending.



Lay everything out on a clean, flat surface with plenty of room to move all around the rim. If your spokes aren't all identical split them into groups, so they don't get mixed-up. Put all the nipples in a shallow container so they don't end up being kicked around the floor- again, hours spent looking for lost nipples will reinforce this practice!



Now the fun begins; remembering that the first pair has to be fitted with the nipples on the outside, fit the spokes in the hub and orient them correctly. This is where a reference picture, or ideally an identical wheel to refer to is very useful. If of course you unlaced this wheel to start with, you'll have made notes and taken reference photos, won't you?

Look carefully at the rim; the holes are punched for the spokes to face in different directions, so ensure that the spokes are fitted in the appropriate holes.



I find it useful to use the valve hole as a datum point. Here you can see that the first spoke is fitted to the punched hole immediately to the left of the valve hole.



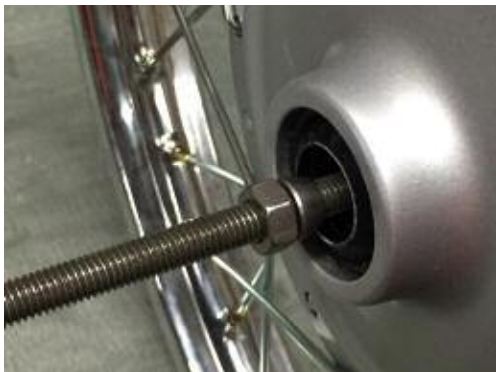
The second pair of spokes has now been fitted, again with the nipples on the outside of the hub. Knowing which hole to start with on the second side of the hub is dictated by the lacing pattern that's to be used. Those valuable notes and pictures you made earlier will save an enormous amount of time and frustration, and yes, I do speak from painful experience!



The third of four sets has now been fitted. With the nipples on the inside of the hub this time, the spokes with the right-angle crank have been used. By passing the spoke through the hub from the inside, none of the other spokes already fitted get in its way. If you only need to replace one spoke with the nipple on the outside, you may have to temporarily remove several adjacent spokes to make room to fit it.

All 36 spokes have now been fitted, and you can now see the familiar “two pairs” pattern. Keep referring to your notes and reference pictures, because there’s more than one lacing pattern used by manufacturers, and different length spokes will be used for each one.

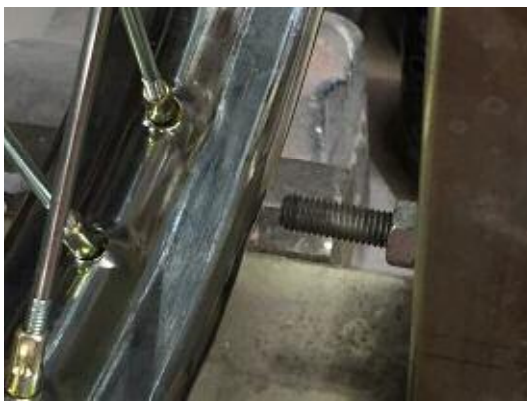




Fitting the spokes was the easy part!! What comes next is what seems to get people in a muddle. If the hub has bearings fitted I'll transfer the loosely fitted-up wheel to a homemade jig, using a length of studding, the "cones" from shear-bolts and extra nuts & bolts.

Mounting in a jig gives a steady platform for the final operations to be carried out.

Each spoke must be tightened very gradually, so that each one comes up to the same tension at the same time. This can be very time consuming, but it will pay dividends later. By tightening all the spokes by the same small amount will keep the rim concentric to the hub.



A bolt on the side of the jig is set to establish the correct offset (the left & right position of the rim relative to the hub) which of course you noted before unlacing the old rim! It's also used to check that the rim is running "true" without any kinks or buckles.

So, once in the jig and the spokes have been methodically tightened little by little, thing should be taking shape.

Spinning the wheel will tell you if you're on the right track. The rim should be relatively "true", but it's more important to make sure that it's concentric with the hub. If it moves up and down while it's spinning you'll end up with a wheel that will only look at home on a clown's bicycle, and its back to loosening every spoke and trying again. If there's only a small amount of up & down movement, you can tighten the spokes on the side that's high, remembering to loosen the corresponding spokes on the other side of the rim at the same time.

Repeat this operation as often as necessary, and when you're happy things are correct in this plane, check the offset. This is how far left or right the rim is, in relation to the hub. Remember your notes from earlier? If it's too far left, loosen the spokes that run to the left hand side of the hub and tighten those that run to the right by a similar amount.

The next operation is to check that there's no run-out and the rim is true. This should be a fairly quick and straight-forward operation, because you've done most of the work when setting the offset. Check the tension on every spoke by tapping it with the handle of a screwdriver and make sure that it "rings". A dull thud means a loose spoke. Tighten as necessary then check for run-out left and right, and up and down. If you're struggling to remove a "kink" and the spokes that run to side of the hub you're trying to move the rim to are already very tight, you need to loosen the spokes that run to the other side of the hub. Keep repeating this process until you've got a wheel that's true, with all the spokes at the same tension. Don't expect perfection- the manufacturing process of modern rims often leaves small differences in the width of the rim, that seem to present as a buckle. No amount of adjustment will ever resolve this, although you should be able to achieve a run-out of around +/-1mm with practice.

Rebuilding wheels although time consuming can be very rewarding, and can be completed with a few basic hand tools, pen & paper and the all-important digital camera. Even if you're confident you've got things right, it's essential that you get your newly rebuilt wheel checked by an expert before refitting, just to make sure it's safe to use.

Neil Bowen



[Sorry Neil, I just had to add this!]

CYCLOMOTORS - JOHN MUCKLE

No, that isn't a misprint. It's the title of a small book which came my way recently. And the spelling is possibly because this book is not principally about cyclemotors. And that, also, is probably why I, and perhaps you, have not come across the book before. It's a fictional tale about a teenager, Geoff Stanway; his disreputable father; long-Suffering mother; and other characters in the family's orbit. It is set in 1952, South of the Thames, and is very recognisably set in early post-war hard times.

A paragraph on the book's back cover summarises it thus "A fourteen-year-old boy is keeping a scrapbook about cyclo-motors: small motorised attachments reputed to transform ordinary bicycles into celestial chariots. He works on the river, reads his mother's diary, endures his last days at school, and dreams of objects that have the power to change his world. Cycломotors is a fairy-tale of modernisation, a tissue of stories woven around a boy's scrapbook found amongst the rubble of a demolished block of flats"; the scrapbook is a collection of newspaper cuttings, - adverts and articles about cycломotors, with which young Geoff Stanway is obsessed. The cuttings appear throughout the book, and are (perhaps intentionally) poor reproductions of contemporary press photos etc. The 1951 Wembley Stadium Motor-Assisted Cycle Demonstration Trial features several times, and the learned Professor A M Low is featured sitting at his trestle table hunched over the horn of his famous Noise-O-Meter. (I am still wondering about the identity of the car behind him - if anyone with little else to do is able to identify it for me, I shall be obliged!). Unsurprisingly, the photos have all been seen before, but the illustrations and the thread of the story around cycломotors is the focus of interest for us. Geoff's particular favourite is the Bantamoto, perhaps the least successful of the (nominally) British units, and which was in production for just two years - 1951-1952. Paul Hornby's article about the Bantamoto, originally published in December 1995 in Buzzing, the magazine of the National Autocycle and Cycломotor Club, is still available to those who search for it. Toward the end of the tale, tiring of dreaming his young life away, and gathering up his savings, Geoff Stanway mounts his pre-war Raleigh bicycle, crosses the River, and cycles North to East Acton London W3, the home of Lettington Engineering Ltd., makers of the Bantamoto. He finds the premises to be a bicycle shop on Brunel Road, and within, at the back of the shop, an old man - Mr. Alf Lettington. Who proceeds to sell to Geoff, in remarkably short order, for eight guineas (precisely the amount of Geoff's savings, and calculated to cover the standard deposit and the first two monthly payments of 18/6d) a Bantamoto Mk.II. Mr. Lettington fitted the unit to Geoff's Raleigh at the kerbside outside the shop, evidently in a matter of minutes, gave the machine a short test ride, in which the motor fired-up immediately, handed the cycломotor back to Geoff, who, with a short lesson in the controls, rode away "as though he's released himself into the air"!

Well! Perhaps not all the details in the story are strictly accurate, but haven't we all felt Geoff's euphoria? Okay, maybe not. But the local details ring true, and so they should since the author was born in Kingston upon Thames, grew up in Surrey, and, being born in 1954, most probably recognised the times and the milieu in which the story is based.

Cyclomotors was written in 1997, is still available at very modest cost via online booksellers, and was published by Festival Books. East Anglian connections exist, in that Festival Books of Colchester is an imprint of the Essex Festival, and a copy of the book is held by Norfolk County Council Library and Information Service.

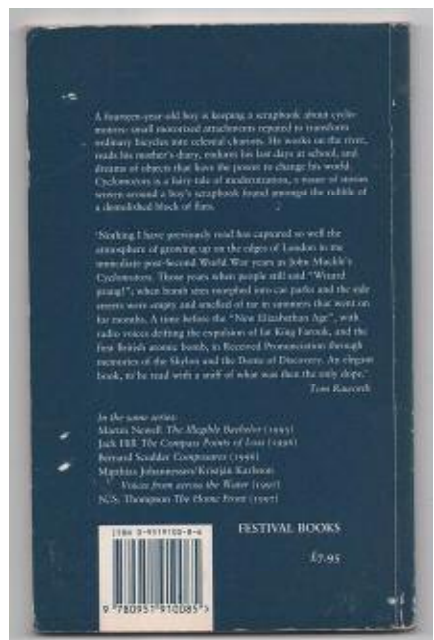
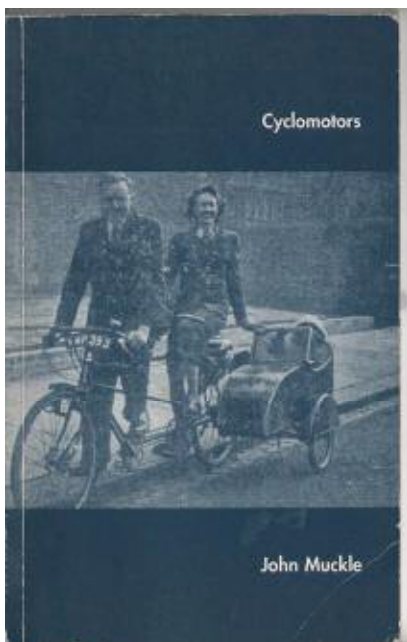
I enjoyed this little book and can recommend it to those of a certain age! My copy is in circulation, out on loan currently.

Cyclomotors - John Muckle. Festival Books. 1997. ISBN 0 9518100 8 6. 62 pp plus endpapers. Cover price £7.95.

NB I can't resist including the following assemblage of words, having no discernible coherence or sense of meaning! It's the review of the book by The Edinburgh Review, printed on the inside front cover of *Cyclomotors*:

"The stories offer a series of analyses of how the materials of the urban industrial present and past provide their user-uses with a gorgeous and ambiguous set of metaphors for the interpretation of the world and a person's place in it. A sort of post-modern representation of the glamour of wreckage which hovers between a love affair and a critique".

Peter Moore



For Sale

1955 Power Pak Synchro: The one with a clutch model, fitted onto 50's Triumph Gents Bicycle with 3 speed Sturmey Archer Dynamo Hub in stainless rims and spokes. No Doc's but has club dating certificate c/w stand for shows. I have to admit I am too knackered to use it. £675.00

Dave Cartwright Member No7686 Wirral (Merseyside) 01516 520404



My name is Doug Cory [Note: Bike is in Newquay, Wales]

I am writing to you in connection with a cyclemotor that was a project of my late brother in law, Nigel Hinton. Since his untimely demise the Norman autocycle / cyclemotor has laid in a shed, and now his widow, Lydia would like to sell it to someone who would take on the project which Nigel started. I wonder if your organisation knows of anyone who might be interested. I attach a few photos of the machine which may help.

My contact details are;-Doug Cory - Phone 01626 879960 Mobile 07836 537899





The **BMG Garelli Mosquito** Spotted by Peter Moore (see page 12)





Pre run scene before the car park got full for last year's **Radar** run.
The Norfolk Massive! This year's run is **Sunday 14th April**

