

The M·A·C

The Newsletter of the EACC

Number Fifty Two

June 2019



The **NEW**  **GREY WOLF**

"I HOPE it will not be long before some of our own factories announce new introductions. In case anybody has forgotten about it, there are still many customers eager to buy British." - MOTOR CYCLE & CYCLE TRADER - 15.12.55

Hercules
ACCEPT THE CHALLENGE
with an
ALL-BRITISH MO-PED
(2 SPEED)
ON MODERN UP-TO-THE-MINUTE LINES!

- ★ The "Grey Wolf" is distinctive and eminently functional.
- ★ Clutch and 2-speed Gear runs at engine speeds, as in car practice, and in consequence is smaller and lighter than the usual half-speed motor cycle gearbox.
- ★ Location of power Unit below the road-wheel centres, and between the pedal cranks, ensures exceptionally good riding stability, yet with ample ground clearance.

All specifications and prices are subject to alteration without notice.



South East Moped Enthusiasts.



Our bike display at the Heritage Transport Show.

Steve Clark's award winning Mobylette AV32.



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 Efrema 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 N other Section: Anybody interested in starting a new section in their area.
Contact Mr Secretary

Having just got my 1945 James Autocycle on the road, I'm looking for possible club runs for the summer - and hopefully for future summers. There seems to be very limited small machine activity in **Derbyshire** so in the next magazine issue could you please ask if anyone in the Derbyshire area is interested in club runs and meetings and if so for them to contact me on d.romaine@btinternet.com.

Regards

David Romaine

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!

Wednesday 12th June 2019 Meet 7:00 at the [Cross Keys pub in Dilham](#) for a ride out.

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](#) 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

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. Meet at Goldsmith Leisure Centre, main car park, off Eridge Road (A26), Crowborough, E Sussex, TN6 2TN. 10:30 for 11am start. 30 miles of East Sussex lanes and passing around Tunbridge Wells, lunch at a village pub or café on the way. Further details from Mike Follows: 01732 700280 or 07887 950921.

Sunday 14th July 2019

17th Peninsularis Run and Mopedjumble from Bucklesham Village Hall.

A busy and atmospheric day that is one of the major events on the cyclemotoring calendar; it features full reception facilities and free refreshments on arrival. The route is a superb and fully marked course through the quiet countryside of the Felixstowe peninsula, including a super riders’ section between Nacton and Levington, a classic drag down a ‘passing place’ road to Trimley, lanes through to Falkenham, Kirton, the greenhouse village of Newbourne, then more lanes on to Waldringfield Maybush, an idyllic spot for lunch and ale in the sunshine. The jumble is supported by both the larger trade stands and the smaller pitches of club members. Please call us if you’d like to book a jumble spot in the hall or the car park (mark.daniels975@btinternet.com or tel: 01473-659607). The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

The route sheets and GPX tracks for this run are available on [our documents page](#).

All welcome - free Day Membership if you’re not an EACC member.

Sunday 21st July 2019

The Reservoir Dogs Run has a new look this year.

As normal, we will head out from the Marks Tey Diner at 11:00, but this year’s run will take a different route. We’ll be crossing the reservoir as usual but the lunch stop will be at the Colne Light lightship, moored at Hythe Quay, Colchester. The Sea Cadets will be have the lightship open for a look around plus tea, coffee, and the best sausage and bacon rolls for miles around. The local car group, Roman Roadsters (mostly classic cars and the occasional old motor bike), has a meeting on the same day, so it should be a fun day for all. The return route is not fully decided yet but will most likely cross another reservoir. The distance will be the usual 20ish miles out and 15ish return.

The probable routes are: out: goo.gl/maps/t4PbgtRcVvA2,
return: goo.gl/maps/U9KYJxfaSEk
reservoir.dogs@cloudbase.biz.

Sunday 28th July 2019

The second CARD Run starts at Iliffe Way, Stowmarket.

CARD = Cyclemotors And Roller Drive.

This will be a short, gently paced ride for the slower machines: cyclemotors, VéloSoleXes, etc. The shorter route will total 20 miles so will also be well within the range of most electric bikes. We'll meet in the Iliffe Way car park (there is a toilet block nearby ... and a Costa if anyone's desperate for a coffee). The run sets off at 11:00. An extended 25-mile route is available for keener riders. There will be a drink stop at the Five Bells in Rattlesden. Then we return to Stowmarket and the Osier Café at the Museum of East Anglian Life.

All welcome - free Day Membership if you're not an EACC member.

Wednesday 7th August 2019

South East Moped Enthusiasts 'Marsh Owlers' run.

Sunday 11th August 2019

North Hertfordshire Section's Peter Smith Memorial Periwinkle 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

Sunday 8th September 2019

Sixteenth Coprolite Run & Mopedjumble from Bucklesham Village Hall

Thursday 12th September 2019

Steeple Morden Run

Sunday 22nd September 2019

The second Norfolk Broads Run,

Section News

South East Moped Enthusiasts

It's been a busy couple of months for the SEME section of the club. The Heritage Transport Show was well attended by club members and 19 bikes were displayed on what proved to be a miserable cold and damp day for those outside but as usual our display was in the main hall so it mattered little to us. The following day we were out and about on our bikes on the North Downs Run in better weather I might add. We then had our first midweek Mole Valley Run organised by Mike Follows and then to the North Downs Run. At the time of writing this we hope to be popping down to Wiltshire for the Merkins Cafe run, which incidentally was held in beautiful weather last year, let's hope we are just as lucky this time.

I'm looking forward to the East to West Adventure on the 22nd and 23rd June a particular favourite of mine. We have had several calls from eager participants. This will be the last of our adventures up country for a while; however we may be back at some point. As usual I will be riding and Martin will be providing back up for just about anyone needing help in any way. He will also be taking a well earned rest after taking on a huge cycling challenge in and around Scotland in the weeks prior to the Adventure.

Looking forward to seeing you all out on the road.

Sharon Wilner

Norfolk Section

2 meetings and a run (more about that elsewhere) since the last magazine. For the 2nd Wed of April 6 riders and Matthew straight from work in his car, Ian came with Jamie in the van, met in a cold but dry car park of the Village Inn, West Runton for a short'ish (especially for Jon who went home to get another bike) run to the Wheatsheaf, West Beckham. Bob met us there and it wasn't long before Jon arrived on his second bike of the evening. The pub was busy with early diners when we arrived but soon cleared and we all sat together for food a quiz and mini eggs courtesy of Matthew. A cold ride back in the dark to The Village Inn, we were going in for a coffee but the sign on the door simply said Closed.

2nd Wed of May and we had agreed that we would meet at The Grange, Ormesby for a ride out and back to the pub for eats etc. It had rained all day as per the forecast. I had been working on my AV89 and the rain stopped just a half hour before we were due to set off, Matthew followed me to the Grange where we were met by Chris E, Ian McD, Jon and Jamie, the bike was soon loaded into Matthew's car and we adjourned to the pub. Local boy Ian M did arrive later on his bike and whopped us all with his quiz answers.

Next meeting will Wed 12th Jun when we will assemble at the winter haunt of the Cross Keys, Dilham departing 7:00 sharp for a ride out (probably up to the coast at Walcott unless somebody has a better plan) returning to the pub at 8ish for the rest of the evening.

All welcome either for the ride or just for the meet in the pub.

July will be decided by those present at the June meeting details will be on the Website, Facebook (EACC Norfolk Section) and the Forum or phone 07483 210625

Dave Watson

Lancashire Slow Riders

RIP JEAN TAYLOR partner of Paul Newton.

Jean passed away on Monday morning 12th May after her battle with Cancer.

Jean will be remembered for her involvement with the Lancashire slow riders, organising events etc at the shows, and riding her mopeds ,starting off with a DI BLASI that she ended up pushing more often than not, then moving onto a Honda express but finally deciding that a Honda PC50 was her ideal moped and most reliable.

Apart from riding her moped she would dress up in her steam punk attire, and once pulled a wheelie with the front wheel landing on top of a Harley Davidson back wheel that was stopped in front of her, best of all she was dressed in full steam punk attire with dress and boots on her DI BLASI of all things.

She will be sadly missed by all who knew her.



Suffolk Section Notes

Many thanks to Mark Gibb for stepping into the breach for the last Suffolk Section notes. As many will have gathered we've sort of moved, and the new address/phone details are already appearing in IcenicAM contacts. Mopedland however will still continue operating from its old address for a while longer yet, as the new place will be something of an ongoing building site for some time as we prepare facilities for transfer. We'll post a formal notification when everything finally moves across. Paul Nelmes **Radar Run** on 14 th April attracted another very healthy turnout again this year, starting from a ram-packed car park, with vehicles overflowing up the lane from Bromeswell Village Hall, and leaving in a long snaking formation along the road on the 1st leg route to the first stop at Shingle Street. About 60 vehicles were on the run to the halfway stop at Ramsholt Arms, beside the river Deben, and a pleasant enough day for many to sit outside for lunch and refreshments, taking in the views, while an EACC committee meeting was convened on an adjacent table. Dawn in the back-up van had already acquired some 'customers' by this point, so had no more available capacity for the second half of the route, so people completing the full circuit to Bawdsey ferry had to hope they made it the rest of the way, while the van returned to base with its broken down cargo. There were several moped jumble pitches supporting the event, so the venue was busy and buzzing with interest. Officially declared a good day by many attendees and many thanks to PN for arranging the event, while latest edition of IcenicAM Magazine came out the same day, and featured a picture of the 2018 Radar Run at the Ramsholt Arms as its masthead. Year on year the ever popular Radar Run continues to be one of the biggest attended events on the national cyclemotoring calendar, with people coming from quite away across the country from several directions.

Next event was outside the Suffolk Section area as we went up to Norfolk with a supporting moped jumble for Dave Watson's **Coast & Broad Run**. It would seem like Dave is making real progress in developing the Norfolk Section, with a record turnout of 21-bikes on the run, and it proved most fortuitous that Dawn was on hand driving the back-up van, since two breakdown casualties were salvaged on the outward leg.

Leaving these section notes to the last minute just about allows time to squeeze in a few notes on today's 37th **East Anglian Run & Mopedjumble**, as 25-bikes started from Great Ashfield Village Hall, with a 26th machine joining us along the way to Fair Green (just outside Diss). The EA Run is one of the longest established events on the cyclemotoring calendar, and has been run over several different courses over its many years. It often throws up some unexpected flash-mob attendances, which this time was four 2F New Hudson autocycles (it's even had a fleet of Bown's in the past!). The current route to Fair Green has become regionally popular due to its scenic country circuit and the legendary fish & chip stop at Fair Green.

With the bikes lined up on the traditional village green, there are further choices around the green, of a café for lunch, or the Cock Inn for ale. It's certainly a social place for a stop, and many often end up chatting on the green among the bikes. The return leg found some unpredicted spots of rain, but not enough to dampen anybody's enthusiasm, and Carl Harper's back-up Landrover returned with no customers.

Forthcoming events in this area to look forward to will be Peninsularis Run and Mopedjumble from Bucklesham Village Hall on 14th July, and following a familiar course to the Waldringfield Maybush lunch stop on the bank of the river Deben – a very popular event! This is followed by the Essex Chapter Reservoir Dogs Run from the Bungalow Diner at Marks Tay on 21st July, then the Suffolk Section CARD (Cyclemotor and Roller Drive) Run from Iliffe Way car park in Stowmarket on 28th July (hopefully a little drier than last year's drenching). Looks like July is going to be a busy month in the East Anglian area.

See you on the road ... *Danny*.

Event Reports

LANCASHIRE SLOW RIDERS

FYLDE COAST/BRIDGE TOO FAR RUNS 4th and 5th May 2019

This two-day LSR event was combined with a beer festival and camping for the weekend at Whittingham and Goosnargh Social Club, near Preston, base for last year's St. George's Day Rideout. Myself and Steve Taylor camped over and made this our base for the rides. Roy Livingstone, Peter Moore, and Paul Morgan joined us for the Saturday ride, with Paul's family support providing a support car and crew. On Saturday we rode up around the **Fylde Coast** and stopped at Rawcliffe Hall, and Knott End, and then we rode on to Glasson Dock. This was a moped-friendly run around 70 miles in total, along nice slow flat roads, with all but one of the machines being 50cc, so speed was naturally suited to the machines. About 10 miles into the ride, I had a slight problem on the C90; I'd had a few fuel issues recently and was finding it hard to keep up with the mopeds, pulled over and found my rear brake was badly binding and smoke bellowing from it. After it cooled down, Peter Moore donned his gloves and wound off the adjuster and away we went again with no further issues. Roy Livingstone's baffle decided to exit his exhaust somewhere along the route, this was retrieved but we carried on without replacing it. Roy took his hearing aid out, and following riders held well back! Steve Taylor was taking a bend and noticed some wet stuff on the road, which turned out to be hydraulic oil from a tractor that had just driven up the lane. After moves which would have graced an ice-skater, Steve regained control of the Puch and took the escape road off the crown of the bend, unhurt and with no damage we carried on again.

Weather was dry but slightly cool, but a great day's riding.

Bridge Too Far Run.

Sunday was an earlier start for Steve Taylor's run; this was not really a moped friendly route as it involved some inclines, so 3 C90's and Peter on a CM125, so an all-Honda day. The select group comprised Steve, Don Cole, Peter Moore, and me.

We rode up around the fells and the Trough of Bowland and up into Gisburn Forest which is home to some great mountain bike trails, then on through the Ribbles Valley area, Slaidburn, Dunsop Bridge (centre of England, as they never stop reminding you!), the idea being to take in as many bridges as possible with the last bridge crossed close to our base, and hopefully not too far. Some fantastic scenery and great roads with very little traffic. The long, twisting downhill ride into Slaidburn gave Don the chance to relive his youth - we saw him speeding away in to the bends in the distance, banking into the bends, using all the road, and grinning at the end of it! I counted 102 bridges but Peter said it was 103, so age and knowledge took priority and we agreed on 103. (continued on page 17)

The first Norfolk Coast and Broad Run, The weather forecast didn't look promising with showers predicted, as it turned out the only rain was as people were arriving. It was good to have Danny and Dawn along with his vast selection of stock filling all but one of the available tables. He was kept busy with inquiries and hopefully some sales. 21 riders mustered for the start, we hadn't got very far when Dawn who kindly volunteered for sweeper duties had her first customer, the soldered joint on the petrol pipe of Chris W's Excelsior deciding it no longer wanted to attach fitting to pipe. We had a regroup at Somerton, where the 2 Solex's attending set off first up the coast road, we soon reeled them in and stopped for another regroup as we turned off at Sea Palling and along very minor roads before rejoining the coast road again and a comfort break at Happisburgh. The Solex's set off first again but Dawn had another casualty as the starting clutch cable on Jon's NVT Easyride decided it no longer wanted to have the soldered nipple attached to it. The Solex's missed a turning and doubled back and arrived at a junction just before Hickling from a different direction at the same time as the rest of us. The pub was expecting us, putting a board up and letting us park right next to the entrance, Chris E realised John was missing and went back to look for him, whereupon John +1 and family found the pub but Chris was still out there somewhere! I think all enjoyed their food ranging from sandwiches, selections from the menu or Sunday roasts, the sun even came out and some of us dined al fresco. A few departed early than the main group, assuming they got to their destinations the rest of us arrived back at the hall with no further issues where Danny had a member waiting for him to return.

Thanks to all who attended, 21 riders on a vast selection of machines was very encouraging and hopefully we will do it all again next year but before that we will be having The Broads run on September 22nd.

Dave Watson



Norfolk Coast & Broad run (2nd regroup) and Hickling Broad for lunch.





Inside the hall and at the Ramshot Arms.
On Paul “I don’t do reports” Nelmes, **Radar Run.**





Base camp for the **LSR, FYLDE COAST/BRIDGE TOO FAR** runs.
1 of the 103 Bridges !!!



Mid Shires Inaugural Ride -Grafham Water



Norfolk's leg end Keith Ashby chats with Cheshire's leg end John Burgess.
Captain Ray doing what captains do.



Mid Shires Inaugural Ride -Grafham Water

We couldn't of wished for better weather of a nice base for our start beside the beautiful flat calm Grafham Water. Twenty four signed on and we were all champing at the bit to get started but our erstwhile colleague John Bann was sitting at the other car park on the north shore having mistaken car parks after his long drive from Rotherham. Riders came from far and wide to support us for which we were very grateful. George drove from Scunthorpe, John from Rotherham, Clive and Ann from Kent but the star has to be Keith who spent 9 hours on Saturday riding his well used New Hudson from Holt in Norfolk. Sensibly he was booked in for another night in his b&b before attempting the 9 hours going back. He may be a bit slower on the return journey if the size of his Sunday lunch was anything to go by. Matt's route which took in part of the old Duloe run was well received as it was mostly flat and without too many pot holes! The climb back to the start was a bit tough on my Mobylette but we all got there with the two aforementioned exceptions. George, John and myself came across Rob peddling a dead Mobylette SP50 trying to get it to fire as he seemed to think he had some fuel contamination. He finally got it going but it was not quick so we decided to stay with him rather than emulate Clarkson, Hammond and May and leave him to his own devices. George and I had gone slightly ahead to check the next route waypoint when Rob failed to appear. George went to check and found John's bike was the casualty due to the missing jet. Rob carried on but soon succumbed to a broken belt. Both riders phoned Bob who was acting as backup vehicle for help. (Thanks Bob) Dave was also available but for some reason we didn't circulate his mobile number, mind you its difficult to get a bike into his MX5! We finally, caught up the others at the pub where the usual discussions about what work was needed or had been done to each bike, whilst of course the odd beverage was enjoyed. Bod had bought one of his collection of folding mopeds which he rode around the car park only. A nice and rare machine which would easily have made today's run but I think Rob and John were glad he decided to stick to being the back up vehicle. It was encouraging to see 6 non EACC members join us today and hopefully they will decide to join at some point.

Ray Paice

(cont from page 12) Total mileage around 73 miles, and again weather was very kind to us, dry and cool and ideal riding conditions. It's a route we could well use again - if Steve can remember it - and it would be just as good, but totally different, in reverse. Okay, run the other way round! Big thanks to Stephen Taylor who spent many hours and covered plenty of miles planning this ride. And a thank you to those that did support us . We didn't have many bikes/mopeds turn out for either ride, a lot of our members were away at Llandudno, show so this was understandable to some extent, but what a great weekend was had by those that did turn out. We will certainly do another weekend event like this maybe next year and during the summer months hoping we can encourage a few more along.

Paal Newton.

Let Us Spray....

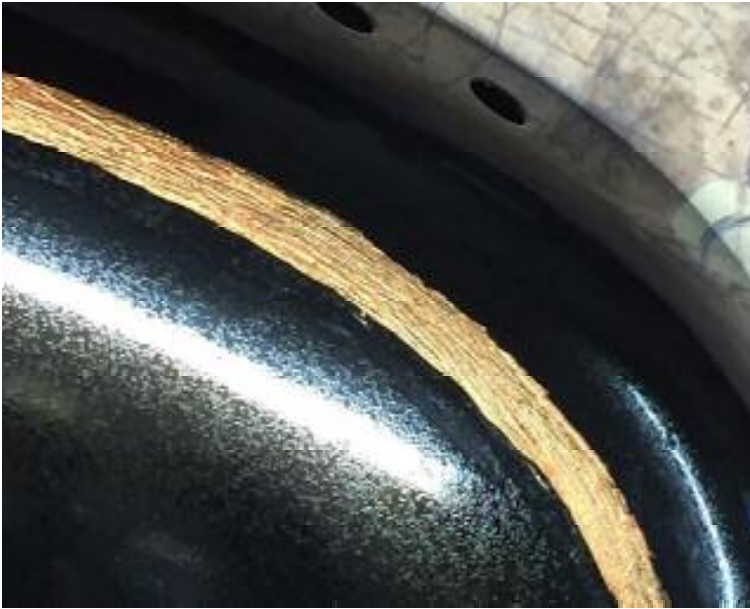
We are gathered here to have a look at the cosmetic repair and refurbishment of the mag cover from a Berini Pluvier moped. With one possible exception all of the following processes can be carried out at home, using basic hand tools and easily & cheaply available materials. Time, practice and patience dear reader are up to you.



This is our subject for this instalment. Apparently the left hand pedal was bent during transit, resulting in it hitting the cover when the bike was started. But as is so often the case, there were previous repairs lurking under the surface.



Step one is always to measure the size and position of any text or graphics that will need to be replaced. Digital pictures are an excellent way to keep an accurate record.



The pinstripe will also need to be replicated (hopefully a bit better than this!) so width, shape and position were recorded by making a stencil with tracing paper.



With the old paint and filler removed we can really see what's what. Because there were no bearings or delicate components to worry about, I used a media blasting cabinet. Paint stripper, soft blowlamp flame, abrasive paper etc can all be used to

achieve a similar result. This is the picture I took after panel beating the dents that were hiding under old filler repairs. I'm fortunate enough to have a selection of hammers and dollies, but any reasonable weight hammer with a smooth / undamaged head can be used

with suitable support on the underside of the dent. Have a look around the shed and I'm sure you'll find something suitable- another hammer held in the vice works a treat. Take your time and gently work from the outside of the dent towards the centre in a circular motion. Time spent removing dents will save an enormous amount of time by not having to use as much filler, and will inevitably provide a better quality, permanent repair.



With a thin skim of fine filler applied and smoothed to shape, etch primer and high build primer (available in aerosol) were applied and finished with 800 grit wet & dry paper used wet. Even coats of gold were applied next, and allowed to fully dry. Once you've

messed up a few paint jobs you'll learn to be patient!



A 3mm wide plastic fine line tape is now applied over the gold, replicating the size and position of the original pinstripe. If this sequence of events is a little baffling, all will become clear...



The whole panel has now been painted black and allowed to dry. The white paper is a wide sheet of masking paper, and the blue sheet in the centre is a stencil for the “Pluvier” text. This is the only step you’re going to need external help with- have a

signwriter, who I’m sure will happy to make you a stencil for a few pounds, or even a packet of biscuits. I’m lucky enough to have a vinyl cutter, so the longest part of this process was to get an exact match to the original decal. In this case I had to start with the nearest font commercially available, and “tweak” each letter individually. Over the top? Very possibly, but if I’m charging for a job I want to get it as close to the original as possible.



With the masking paper and stencil removed (once fully dry of course!) we’re on the home straight.



Now that the green fine line tape has been removed the gold pinstripe has revealed itself, and everything now makes sense. A gold pinstripe tape could have been used over the top of the black paint, but the adhesive can be very aggressive to fresh paint,

and it will leave a noticeable step.



Clear lacquer has now been applied, and once fully cured (yes, there is a lot of waiting during paint repairs!) the whole panel has been flatted with 1500 grit wet & dry paper used wet, then buffed to a shine with an appropriate polishing compound.

Don't use T-Cut or other old fashioned colour restoring products, because they can be very



harsh and tend to contain ammonia, which will make your lovely fresh lacquer "bloom", leaving a milky haze on the surface.

Halfords sell the Farecla range of compounds that make a good investment, and a small bottle will last for a very long time. It's important to resist the temptation to apply a wax or polish to protect your lovely shiny project, but wait for at least four weeks, to

eliminate the possibility of getting a latent reaction- having come this far you don't want to have to start again now, do you?

Hopefully you've found this brief review interesting and informative- if you'd like to see future articles looking at a specific aspect of paint repairs in more detail, please contact the editor, or leave a comment on the Club Facebook page- it's tricky to edit such a project to a length suitable for this publication, which is why this is very much an overview of the whole process.

Neil (Walton Works) Bowen

For Sale

I have the following spares for New Hudson autocycles,

1. Pattern handlebars and stem. New
 2. Pair of inverted brake levers, pattern, new.
 3. Used exhaust and silencer. Vgc
 4. Villiers 2f crankcases.
 5. Flywheels.
 6. Clutch.
 7. Cyl barrel vgc, +030"
 8. 2 original rims, painted in good condition.
 9. rear wheel, sprocket/hub.
 10. Rear brake plate. Vgc
- Some Raleigh RM5 and Mobylette spares.

Contact Harry Sales at

harryjsales@gmail.com

One of my hobbies has been old vehicles for years; I've owned various classic cars since I was 16. Last year I decided that I fancied another project, an old moped was what I fancied as I had little space and another car from the two I own wasn't an option. (I'd also got into old push-bikes, and own 6 as present) My Uncle is a serial bike collector and I remember that a year before he'd mentioned that one COULD be up for sale. I asked and he agreed to sell it to me, thing is I'd not seen it or had any idea what exactly it was hence a trip 20 miles south to view it. It was a 1978 Mobylette 50V in red/white, it had just over 3,000 miles from new and had been sitting covered up in my Uncles garage since 2013. ACL 851S was purchased from WJ Cobb & Son St Nicholas Street, Diss and registered on 27th June 1978 . A farmer at Rushall had it until it changed hands in 1981 to a chap at Shelton, Norfolk. It came off the road in 1983 and sat in a shed until my Uncle happened to come across it and took it home, it then sat until I brought it home to Norwich, until then it's had spent its life in South Norfolk. £150 was what I paid; the bike was largely original though it had some former chrome panels hand painted silver to hide corrosion as well as some areas of red. Once home the job of getting it running started. A clean up of the plug and a splash of fuel was all it needed, 35 years since it last ran. As was expected areas needed work to make it reliable and safe, the carburettor leaked worse than a sieve and after trying to stem the leak from the float bowl I gave up and purchased a brand new one. The plug and lead, drive belt and front tyre were renewed due to the age & condition of the originals. After that it was MOT'd and used over the summer. During this time I tidied up its appearance with replacement chrome tank and side-panels and a repaint of the tank and rear rack. Issues did arise: the speedo cable broke, the drive chain which was already maxed out on its adjustment was still baggy, then the front brake got stuck on due to one of the friction shoes coming unstuck. That was the decision to get it off the road and sort out these problems, the front brake, sprockets and drive chain were renewed but the speedo cable just caused grief. Renewing it still saw the speedo dead, the drive was inspected and the once square drive inside was oval! Hmm, not good, so it was renewed and ... nothing. I then went to the speedo itself and found it locked solid, ah, that'd be the issue. That had seized, locking and snapping the cable and in turn eating out the drive. Cleaned, oiled and all now working perfectly. So now that the better weather is on the horizon I'm going to be back bumbling around Norfolk. The Mobylette may not be fast but its a great moped to ride and gets a lot of attention when riding or parked up.

Jason Himpson

Mokuli Type 200 Restoration

As some of you may recall, I have previously restored a Mokuli Type 130 from 1957, which was featured in this magazine. At the time I bought the 130, I also bought a Type 200 from the same vendor, also totally dismantled. Having restored the 130 it was time to start on the 200.

The first thing I did was take the rear wheel apart, ditch the badly corroded rim and spokes, and shot blast the hub, whereupon it was repainted in the correct silver. This was sent off to have a new 19" rim and stainless spokes fitted, while I shot blasted the brake shoes, re-lined them and purchased all the bearings and seals ready for fitting up. With new tube and tyre fitted, one part done! Next, I dismantled the front hubs and suspension arms, I burnt out the rubber suspension units, and the whole lot once again went off for shot blasting. New rubbers pressed in, new king pins and bushes machined up by a local engineering works and fitted, new bearings and seals, and the whole assembly painted in the correct satin black. This was followed by the track rod arms, which although look similar to the KR200 type, they are actually a different length. As a point of interest, the front suspension arms are slightly different to the KR200; having cupped discs welded to the tops with TG500 bump stops also. Next I had to tackle the front mudguards, these had been battered over the years, no doubt people just dumped boxes and such on the top, and there were numerous dents and dings. I contemplated straightening these but decided an easier and much quicker option was to just make new tops. Next the main frame, actually in two parts, front and rear, unlike the 130 which is all one piece. Fritz Fend had no part in the design of the 200, if you compare it with the 130, the latter has a more delicate design, and the former is over engineered and somewhat bulky, with of course, added weight. The two parts of the frame were shot blasted. When I collected them, I noticed the front frame was bent. It appears someone in the distant past had crashed into something fairly sturdy, as the frame was about ½" out of true. This was an easy fix, just bolted to a jig at my local body shop and 5 minutes later it was back to original, you would never know it had been wacked. In primer, and the start of a dry fitting to ensure everything would fit, and that I had all the correct pieces. The rear mudguard was badly beaten up, this took a lot of work to get it straight again, about a week in total. Lots of tin bashing, welding up splits, grinding, more bashing, copious amounts of swearing and in the end I'd had enough. I got to the stage that all I was doing was trying to improve further but not actually getting any better, so left it as was. I made up new mudguard stays as the originals were missing. The chain guard was also in a bad way, but was used as a pattern to make a new one. The rear light bracket was bent and broken. A couple of hours with a hammer, mig welder and grinder, and this part was also saved. I remember someone saying to me years ago, you don't need to be good at welding, but it pays to be good at grinding! I was missing the rear frame parts from the load bed. I thought this was going to be fairly simple to make new ones, but the main problem was getting the tube bent to the correct radius, as it turns out, a radius of 82.5mm. I found a tube bending company in Perivale, they normally quote £175 just to install the dyes in the machine, but agreed to a much lesser sum as long as I waited for a suitable similar job, they expected no more than 4 weeks wait. Well after 9 weeks I had lost patience, and found another company in Dagenham that had the tubes bent in only a week. This was of course, just the start. I then had to cut the tube to the correct length, crimp the ends and drill the holes and make an upright to suit. This took most of a weekend with help from a colleague.

The main parts were dry fitted, all appeared to be OK, so dismantled once more and off to the same paint shop that had sprayed my last Mokuli. There were a few standard colours offered by the factory, these were white, yellow, light blue, red, grey and turquoise. Special colours were also available as a 25DM option. I quite fancied grey at first but decided that it would look too much like primer, so opted for Ford Spruce Green, my father owned a Ford Corsair in that colour and I think it suits the Mokuli well. The parts were sent off to the local paint shop bit by bit. First, the two parts of the frame, then the front mudguards, tank and rear frame parts and finally the rear mudguard and stays. Putting together is the best bit, the two parts of the frame first, then the front suspension and steering, brake cables and front mudguards and then the rear frame tubes. New cables were made for throttle, clutch, gear change and rear brake. This took quite a while as the manufacturer was busy, fitting however only took about 15 minutes. I wanted a slightly sportier engine on this Mokuli, so sorted a larger crank version of the motor from Germany. This was totally rebuilt by the same chap who built my last engine and now gives a heady 4.6 hp over the original 2.5. The few small parts that needed chroming were chromed and fitted, including a nice period clock and TG500 type mirror which was an original fitment. I was lucky to find a pair of new old stock headlamp rims, lenses and reflectors which set the Mokuli off nicely. My good friend Alan once again made up a new wiring loom from scratch without a wiring diagram no less, and fitted it neatly to the machine. I had an original light switch which is far superior quality to any reproduction unit and Alan struggled for some time to make it all fit and work. It was then time to fire the engine up for the first time. I poured about a litre or so of two stroke mix into the freshly sign written tank, and after a short churn the engine burst into noisy life, running without a silencer at first. All lights were working as was the horn so job done! Next came the new original twist grip rubbers to match the new rubber saddle, it was beginning to really look finished. After the usual adjustments to the steering and brake cables I fitted the new load bed, having first made up a cardboard template to aid cutting around the frame tubes. Unfortunately, the exhaust comes with a standard exhaust manifold pipe, and is only manufactured in two sizes. Both were too short and didn't clear the bottom frame so were de chromed before an 80mm extension was welded in before being sent off for re chroming. As this Mokuli had no documents, I had to get a dating letter and the Messerschmitt Club assisted with the form filling and submitted my application for a registration document. After two weeks, a refusal! Turns out I had accidentally included a photo copy of the dating letter and not the original. I sent the documents back, with the correct and original dating letter and less than a week later my V5 arrived. A period correct silver on black number plate was ordered and this again arrived in less than a week. With number plate fitted, a first ride along our lane and into the village. First impressions are its more stable than the Type 130 and with increased engine power it really feels a lot quicker. Handling is still pretty awful but good fun nevertheless.

JULIAN HARAIDA



Before and after pictures of Julian's **Mokuli Type 200**





“Flash-mob attendances, this time was four 2F New Hudson Autocycles”
and Jeff’s Velosolex on Fair Green for the 38th East Anglian Run.

