

The M·A·C

The Newsletter of the EACC


Number Fifty Four

October 2019



RIDE IN STYLE FOR A 1/4^p PER MILE!

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Motobecane 50 “something?”

Spotted on the **Peter Smith Memorial Perewinkle Run**

A super rare James Commodore



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

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 9th October: The Bluebell, Bacton Rd, North Walsham NR28 0RA

Wednesday 13th November: The Two Lifeboats, 2 High St, Sheringham NR26 8JR

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.

Kneel's Wheels and the AGM

The club's AGM takes place on 24th November at Great Blakenham village hall (IP6 0NJ) immediately after we all get back from the Kneel's Wheels ride. While the prospect of sitting through an AGM may not sound all that enticing, it is your opportunity to make sure your committee is running the club the way you want it. We try to make our club as democratic as possible and the AGM is an essential part of keeping it that way. We need at least 25 of you there to hold the meeting, so please don't just slope off home after the run—stay just a little longer and come to the AGM. Generally, our AGMs aren't long-winded affairs; last year's only took 45 minutes.

I expect the subject of membership fees will come up, because it usually does, but as far as I know there will be no controversial matters; less than an hour of your time is all it takes to keep your club running smoothly.

Andrew

Events

Wednesday 2nd October 2019

South East Moped Enthusiasts 'River Valleys' run. Meet at Edenbridge Leisure Centre car park, off Wellingtonia Way, Edenbridge, Kent, TN8 5LU. (The car park now has a 2.1 m height barrier at its entrance.) 10:30 for 11am start. 42-mile run following the rivers Eden and Medway. One steep hill may require LPA or a short walk, sorry. Lunch on the way at a village pub beside a mill stream. Further details from Mike Follows: 01732 700280 or 07887 950921.

Sunday 6th October 2019

Club stand at the 28th Copdock Bike Show, Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607 if you'd like to help or supply machines for the stand.

Sunday 13th October 2019

Club stand at the Suffolk Aviation Heritage Group's Autumn Vintage Vehicle Day, The Old Communications Site, Foxhall Road, Ipswich, IP10 0AH. 9:30 to 16:00
Contact Martin Gates on 01394 823016.

Sunday 24th November 2019

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

Section Notes

Norfolk Section

August: To say that our meetings are feted would be a typographical error. Despite rain and dampness 11 of us met together in the pub where Sir Arthur Conan Doyle wrote "The dancing men". Ian de O, Ian de S, Greg, Dave, Paul, Mel, John, Chris, Jamie +1 and I sat in the back room almost overlooking the sea and enjoyed good food, excellent company and good beer, some of which was brewed on the premises. Topics of conversation I was involved in, or over heard included clubman motorsport, care of the elderly, coachbuilt motor homes, Citroen vehicles, autocycles, current projects and much more. Sadly none of us had ridden to the event, save in a motor vehicle with a roof, however Ian de O had arrived to meet the Martham massive in his 1966 Reliant Regal saloon which is a joy to behold. Dave and Chris had made a last minute decision not to ride when there was a short break in the cloud, just as well because 15 minutes later they would have been like fruitcake, a bit moist. Having chatted, supped and dined we made slow progress to leave the hostelry and drove home in through more rain. In September we'll meet again, do know where do know when but I'll keep you guessing... NR28.

September: 75% of attendees turned up on two wheels; not bad for a night with no ride organised. The September meeting got off to a good start with so many bikes arriving. Well done to all the riders. Dr Watson rode about 35 miles round trip on a 1951 Bown, including 17 miles in the dark. Both Ians, John, Will and Chris were the other riders. Bob arrived by car & Mother Hen was back up in the Niss-van for the homeward journey of Ian de O, Will and David. The conversations were the usual wide ranging topics from Panther Motorcycles, via Benelli, Mobylette, Rudge, Norman and New Hudson to cyclemotors. Amongst other topics were MkIII Ford Escorts, motorcycle trials, stealth bombers the price of beer and engine numbers. Two stalwarts were missed from amongst us but we hope Paul & Greg will join us next month to enjoy the good food and beer at the Bluebell. Our first time at The Bluebell in North Walsham was such a success that we will be back there in October. Unusually for us we decided to plan ahead a little and we've got the rest of the year mapped out for Norfolk Section meetings. The November meeting will be at The Two Lifeboats in Sheringham. The Grand Christmas Meeting and festivities will be at the Kings Arms in Martham. We have to plan that one in advance in order to be able to book a table.

If you haven't seen us for a while or if you are hiding somewhere in Norfolk and have never met us all, "Come yew orn t'gether".

Matthew Hodder

Suffolk Section Notes

Following the Peninsularis Run on 14th July, I failed to make the Essex Chapter Reservoir Dogs Run from the Bungalow Diner at Marks Tey on 21st July. Sorry guys, but just too much work to do at the new Mopedland Rushmere site, so no idea what went on at The Dogs. Andrew's Suffolk Section CARD (Cyclemotor and Roller Drive) Run from Illfe Way car park in Stowmarket on 28th July indeed proved much better weather than last years drenching, and I rode the course on Tomos S1, built in Holland to the miserable Dutch 25kmh/18mph Snorfiets specification, but fortunately a little derestricted, so it managed to keep up with the small selection of cyclemotors ok. Terry Keeble's Honda P50 motorwheel failed to make it much beyond the car park, though he did manage to sort the problem to join the group later at the lunch stop. Andrew's Lohmann had its chain come off, then ran out of fuel, but actually went faster under pedal power!

11th August we travelled to the Hertford Section Pete Smith Memorial Periwinkle Run and managed an "edited highlights" supporting Mopedjumble at Cottered VH. It's a bit of a squeeze getting stock in with a James 2F Superlux autocycle and BTM 'Skeletor' scooter, but we crammed in what we could. There was a good 20+ bikes turned out for the Periwinkle Run, so the Hertfordshire team got a good showing on a nice summer day, which was a great ride. This was Skeletor's first shakedown run, and while it got round ok, there were some annoying development bugs to iron out for its next showing the following week down at the SEME Bluebell Run at Horsted Keynes on 18th August. Following about a 2-hour drive down, we arrived to an unforecast downpour, and the start was delayed a little to set off after the rain had stopped, with 15 bikes in convoy. Skeletor proved to be much more likeable to ride following its heavier variator roller conversion to drop the revs, but another problem came to light as the rear wheel chucked water and mud past the rear guard, then onto the electrics and carb, so it had some temperamental moments, but still completed the course ok. More development seems to be required....

Our own Suffolk Section Coprolite Run and Mopedjumble from Bucklesham Village Hall on 8th September pulled in a good attendance on a nice day for 36 bikes taking the ever popular ride down to Felixstowe Ferry. Following some requests to extend the outward course, we tried the addition of a new 5.½-mile 'Foxhall loop', which generated some positive feedback, so it'll probably be retained for the next CopRun. Cyclemotors and an electric bike followed the shorter 'standard route' to arrive at the Ferry slightly before the main group. The usual free-for-all-sprint down the golf-links road happened on cue again, and everyone arrived in good spirits for lunch at the Ferryboat Inn. Just Barrie Holland's Capitano retired with a broken gear selector cable, which stuck the bike in top, but the back-up trailer picked him up. Thanks to all who supported on the day.

We're expecting to be attending Dave Watson's 2nd Norfolk Broads Run on 22nd September, but the Jumble will only be 'edited highlights' because we'll have 2 or 3 bikes aboard too.

Our next main event will be getting together the joint EACC/IceniCAM stand at Copdock Show on Sunday 6th October. Building our stand is always an epic effort, and our last years winning display will be a tough act to follow. The team usually works all day Saturday to set up our double pitch, and we're hoping to be displaying some 35 bikes in a 3D set. Drop in and see us at the stand on the day – all callers welcome,

This years EACC AGM is set for Kneels Wheels Run and Mopedjumble on Sunday 24th November, and that's going to be another busy day! Jumble opens 8.30am, and there's always a big turnout for the run which sets off 11am, with a lunch stop at the Claydon Crown, before the AGM at 2.15pm.

See you on the road ... *Darry.*

Run Reports

Rotherham event 8/9/19.

This event went really well. Five riders turned up. We had a ride to the local transport museum. Lads really enjoyed this visit and picked up one or two useful items. Plenty of interest shown as usual by the public. Then we mounted our trusty steeds and headed for Clifton Park where once again the bikes drew plenty of interest and questions from the public even more, than I would say, than the big boy's toys that were on display.

I watched over the bikes whilst the rest of the guys went for a look round the event. One guy came over to me and said he had an old Moby for sale. So my ears pricked up. I listened with great interest to what he told me, it sounds like an old AV3 he wanted £300 at the start of the negotiations finished at the princely sum of £150 and the beauty of it he only lives a couple of miles away from me (Happy days) so going to pick it up in the next couple of days. Anyway back to the report, being blessed with such beautiful weather at about 3 o'clock it was decided to head back to mine so people could load their bikes up and head for home. OK only short rides but everyone enjoyed the day and we have discussed the probability of more Northern EACC venues next year besides the camping weekend. (Ho bonus no breakdowns) I would personally like to thank the following people for attending and making it such a great day George/Eric (Raleighs) North Lincs, Dunc Lancashire (Raleigh), Derrick Yorkshire (New Hudson) and myself (1954 AV32) Yorkshire.

Regards *John Barn.* EACC Rotherham Roamers

S.E.M.E 'Marsh Owlers Run' Wednesday 7th August 2019

Despite the remoteness of Dungeness, we had sixteen riders for our trip around the quiet lanes of the Romney Marsh.

The morning run started off bright, but we soon encountered several sharp showers on the way.

A good lunch was had in the remote Ship Inn, during which time there was a torrential downpour which lasted at least forty five minutes.

The afternoon ride was completed in brilliant sunshine, but accompanied by a stiff breeze which made it challenging for the cyclemotors.

All in all a good day out! *Mike Follows*

Periwinkle Run

I would like to thank everyone who came to Peter's Memorial Run on the 12th of August on behalf of Peter's family and myself.

We could not have had a better day: the weather was ideal; the run was one of the best I have been on. I would like to thank Jim for the raffle prizes he brings every year and for the support of everyone on the day. There will be another run next year - date will follow.

Andy Cousins

S.E.M.E the Bluebell Run

Sunday August 18th 2019

Fifteen runners and riders met in the Horsted Keynes Bluebell Railway car park, it was good to see Mark Daniels who came all the way from Suffolk to join us and new comer Dave Thornton on his Velosolex.

Despite the BBC weather app, we were greeted by a downpour 15 minutes before our proposed start time of 11am. Keith Parkes 'Moby' decided it didn't like the weather, so was reluctantly loaded back into the car.

After a delayed start we made our way through lanes running with water but rapidly drying in the welcome sunshine.

Lunch was enjoyed at the Sportsman P.H. at Goddards Green. Good to meet up with Chris and Ann King. Hope the leg heals soon Chris and you are riding with us again.

An enjoyable day out.

Mike Follows

S.E.M.E. Edenbridge Motor and Music Show Sunday 8th September

We had a selection of the type of machines our group collects, restores and rides, nineteen in total, on display at the fourth annual show organised by the Edenbridge Chamber of Commerce. Our machines provided a lot of nostalgic interest from many of the visitors to the show. Motorcycles are in the minority at the show, but there were many beautiful and interesting cars on show. The musical element of the show has been increasing over the years with good local bands performing live on stage. The weather was sunny and warm which was a bonus.

A great day out in good company, with all profit helping local good causes.

Mike Follows

Sorry I didn't make it to the CARD run this year I thought I was ready for all eventualities but I was proved wrong.

I planned to bring the Atlas if the weather was fine and the Cairns if it rained. Although the Atlas has got me home (looking like a drowned rat) in two downpours, I worry about the front-mounted magneto getting drowned. Preparation of this bike simply entailed lubrication, the exposed primary and magneto chains, which I do pretty regularly anyway.

The Cairns needed a bit more work. Firstly the 2BA screw that holds the front mudguard to the fork crown had snapped, so I had to carefully drill it out and re-tap, I found cracks in the front mud-guard around the rivets for the upper stay-bridge, so I had to drill the rivets out and fit two 2BA screws and nuts with big washers. Then whilst I was cleaning it I found an oily mess around the cylinder head joint. One of the studs was pulling out of the alloy barrel (lousy quality casting) so I had to make a longer stud and drill and tap deeper (this is the second stud to pull out this year!) Next I found a lot of play in the clevis pin for the rod that connects the engine to the friction damper (to prevent the engine and roller bouncing off the tyre.) When I took this off I found that I had to 1/ Make a new clevis pin 2/ bush the hole and 3/ build up the rod where it had worn badly at the point where it goes through the damper plate.

As the forecast wasn't good, I loaded the Cairns onto the trailer and put the trailer away in my lock-up half a mile from my house. At precisely 6 AM I was putting the trailer onto the back of the car and feeling pleased that it wasn't actually raining. I was just putting plastic bags over the seat and engine – just in case - when I felt like someone had tipped a bucket of water over me. I slammed the car boot and dived into the driver's seat, which was already soaked as I'd left the door open.

For an hour and a quarter I sat in the car. The rain beat a tattoo on the roof and the yard looked like a boiling lake! I couldn't drive off as the keys were in the boot, and I couldn't have opened the boot without everything in it getting saturated. At 7:15 the rain finally slowed to just an ordinary downpour, so I did a quick dash to retrieve the keys and drive home

Back home, I had to change all my clothes even though I'd only been outside a matter of minutes. It's now 8:53 and still raining hard. Perhaps we should think about wearing a snorkel rather than a crash hat?

Derek Langdon



Long distance awards (if we had them!) on the **EA CARD Run** would of went to Alison and John Maquade all the way from Sunderland.





Cyclemaster in Mercury frame visiting Lytham 40's weekend
LSR CARD Run (Saturday)
Runners (CM is again after a seizure) and riders at Preston Warf





Steve's nice Bianchi unfortunately didn't reach Southport
Power- Pak did (just) **LSR CARD Run** (Sunday)





Organiser Chris Gornall on the Derek Ashworth restored Bown
LSR CARD Run

Paul Morgan TEC, Saturday / Leader, Sunday.



The transfer window is open

The focus of my article this time is something anybody can try at home, using nothing more than a computer, colour printer, scissors, aerosol clear lacquer and warm water. I'm confident that all of members will either have, or at least be on good terms with someone who does have all of these items!

Waterslide decals have been used by motorcycle manufactures for an age, and were used to identify and decorate their machines years before the advent of vinyl decals and thermal printing came to the fore. Whilst it's true that vinyl cutters ("plotters") have come down in price to a very affordable level, it's still a cost that's difficult to justify for occasional or hobby use.

But now there's a practical and very affordable alternative- waterslide transfer paper. It's readily available on eBay and no doubt other online suppliers, craft shops etc. It's available with a clear or white background and suitable for either inkjet or laser printers, you just have to decide which is most applicable to the job and hand, and the type of printer you have access to. A typical price is only £12 for four A4 sheets.

If you're in doubt as to what waterslide transfers are, cast your mind back to the finishing touches of the scale model Supermarine Spitfire you laboured over for hours; cutting out the separate parts, wondering how they fitted together, ruining mother's best tablecloth with polystyrene cement, then eventually painting everything in the right colour ready for, yes you've guessed it, the waterslide transfers you soaked in a saucer of water and slid onto the wings and fuselage of your new prized model. Seems like a lot of effort to go to, just to stuff it with gun caps and shoot it in the back garden with an air rifle!

So, armed with the requisite equipment you can set about reproducing original style decals, or something completely custom, then apply them to any non-porous surface. You really can have some fun with a little imagination, and with ten A4 sheets to fill you can practice and perfect this invaluable skill.

Step one then is choosing your graphic. All you have to do is get a clean, printable image on the computer. This can be gleaned from the internet (be careful not to infringe any copyrights and gain permission from

the owner of the intellectual rights if appropriate), scanned from a document such as an old service / instruction manual or even a clean photograph at a push.



For this example I've used a James logo which I've been able to reproduce with the kind permission of Marcia Derrick, from Classic Transfers. It's a nice simple image, and doesn't need any further cleaning-up with photoshop or similar software.



Save the image somewhere you'll be able to find it easily for the next stage, which is importing it into the program you use for printing images. It makes sense to use the full width of the page to make "spares", reducing waste and giving you a second chance if things don't

go according to plan later.

All printers are different so you may need to experiment with print resolutions and the type of media you're telling the printer you're using. My Epson works best with the standard setting for "Matte" paper. Once you've established the optimum settings make a note of them, and keep that note with the paper!



Before committing to print your images on the waterslide paper do a test print on plain paper. This will give you the opportunity to adjust sizes, position on the paper, colour balance and so on- better to get things right at this stage than waste any of the more expensive paper. Here we have a test print on the top, and full resolution below.

Inkjet ink is water soluble so if you try soaking the paper at this stage things are going to end badly! The solution is to apply light coats of aerosol clear lacquer, in accordance with the paper manufacturer's instructions, having let the ink dry fully first. Once the lacquer has been applied wait for it to dry fully- overnight is ideal. No one said this was going to be an instant process! If you're lucky enough to have access to a laser printer the lacquer stage can be skipped, remembering of course that you need a waterslide paper suitable for that type of printer. From my own experience the colour saturation and depth of colour is considerably better with an inkjet printer, so it's worth going to the extra effort. I've also experimented with "universal" paper suitable for both types of printer, but the image quality is still best with the inkjet printer.



Any good quality clear lacquer is fine for this stage, but applied sparingly- thick coats will cause issues later.



If you're using a clear backing paper you can cut around the image quite roughly. If it's a white background paper you'll have to be much more accurate, not to leave a white "halo" around the image.



Dunk the paper into clean, tepid water. It's quite normal for the paper to curl up at this stage, so don't panic! If you've applied the clear lacquer too thickly it's possible that it'll crack at this stage, and it'll be back to square one.



Allow it to uncurl, and after a couple of minutes see if the image is ready to GENTLY slide away from the backing paper. If it's not ready wait a couple of minutes. Partially slide the image off the backing paper, and you're ready to apply it to your project, which of course you've made sure is scrupulously clean!



Lay down the overhanging edge of the image, and then gently slide away the remainder of the backing paper. If you wet the surface of your project you'll find it easier to slide and reposition the image. Gently push any air bubbles and water from under the image, starting at the centre and working towards the edges- I've found a cotton wool pad best.



The finished article. Because of the lacquer you applied earlier the image will be quite resilient, and totally waterproof if undamaged, but further clear coats will further improve its appearance and longevity.

Given time and a little practice this really is an easy and very effective way to make your own decals that may otherwise not be available for rarer or exotic machines, but that dear reader is only the tip of the iceberg!

If you're not confident enough to try making your own decals, or need something with metallic gold or silver in the image (which of course you can't reproduce with a normal printer) you are strongly urged to contact **Classic Transfers** (Robert Derrick Ltd). They have an extremely comprehensive library of waterslide and vinyl decals, offer a very fast service and are an absolute joy to deal with. They could easily be my favourite supplier, after Mopedland of course!

They can be reached;

Website www.classictransfers.co.uk

Email service@classictransfers.co.uk

Telephone 01454 260596 Monday to Friday 9:00 to 1:00

As always dear reader, if you enjoy this sort of content tell the Editor. If you don't like this sort of content tell the Editor. If there's something specific you'd like to see tell the Editor. It can be a lonely and thankless job for our poor old Ed, so show him some love and give him stories, pictures, articles but above all give him something to put in our humble publication!

Neil Bowen

I've pulled out of my shed a **Motoconfort**, ? De-luxe model !

I among others thought it was a 1951 but looking at the engine number, it would suggest October 1962? But the engine looks to be an older AV3? I purchased it from Yorkshire in 2013 and put it in the shed with others (as you do) back in Sussex. Pulled it out at a show this year and played about, whilst my Mobylette AV32 was on the stand as an exhibit.



I got it running, 'sort of', until yesterday when 'boom' all is running and the Centrifugal clutch also. It was a smooth ride and ticked over lovely, however I needed to back throttle it for decompression to slow and rev again quickly, once the centrifugal clutch had disengaged, I found it quite novel that the clutch will not drive when you simply rev the engine from standstill, as you need to get the bike to about 4 mph on the back wheel for it to kick in (chain driven centrifugal clutch).



It looks to have had a repair in the past as the top and bottom yoke has been welded, I thought the straight framed models were the weakest however it would seem this has suffered a break in the past.

Some minor work needed: I've adjusted the rear break drum; need a block on the front brake, pedals need re building, and the rear freewheeling sprocket doesn't kick in to pedal. So she's a bump starter for now, maybe a sticky ball bearing?? I think the front tyre is off a VéloSoleX and will soon need changing? The hand grips have photo-degraded and need replacement, parts required if you have any?



So now to register it and road run the old girl,

Trevor Comber

My brother in law, who **lives in Germany**, sent me the attached details of two early cyclemotors from Germany. It was in response to me sending him a picture of my newly assembled Cyclemaster in a Raleigh frame. He is ex-military and is familiar with machines made in what was old East Germany. He has a collection of Royal Enfield and BMW motorcycles and owns various mopeds including NSU Quickly. Occasionally I send him links of events and interesting machines here in the UK.

These German cyclemotors detailed here have direct drives whereas we have many friction (roller) drives cyclemotors. Perhaps the more severe winter conditions in the East make the direct drive more practical. I shall see what else I can find with my families help. I have never seen a cyclemotor on the road in Germany ever.

The details and pictures make some interesting reading with German translations in red. By the way the ‘chicken fright ‘ was apparently the joking nickname for these machines, maybe they ‘screeched’ when over revved and frightened chickens! *Barrie Holland*

MAW „Hühnerschreck“ aus der DDR („Chicken fright“ cyclemotors from East Germany)

Hersteller: Manufacturer	VEB Messgeräte- und Armaturenwerk „Karl Marx“ (MAW)
Bauzeit: Production years	1954–1964 (für Fahrräder bis 1959)
Stückzahl: Number produced	rund 170.000
Vorgängermodell:	–
Nachfolgemodell:	–

Technische Daten	
Hubraum: Engine size	49,5 cm³
Leistung: Power	0,7–1,0 kW
Getriebe: Gears	ohne Schaltung (no gears)
Antrieb: Drive	1-Zylinder-Zweitakt-Ottomotor, Kette
Leergewicht: Weight	7,4 kg, ab 1957 rund 6 kg
Höchstgeschwindigkeit:	35 km/h

max speed

Tankinhalt: Fuel capacity 2,3 l

Kraftstoffverbrauch: fuel consumption 1,5–1,3 l/100 km





FM 38 (ccm) von Viktoria

FM 38, „1 Zylinder, 2 Takt
(stroke), Bohrung 35mm,

Hub 40mm, maximale
Umdrehungen (revs) 5500/min,
Verbrauch ca. 1,5 l/100 km bei
einem Gewicht von gerade
mal 6,5 kg“. (Fuel
consumption, just weighing 6.5Kg)







“SEME **Bluebell Run** at Horsted Keynes on 18th August.
Following about a 2-hour drive down, we arrived to an unforecast downpour“

