

The M·A·C

The Newsletter of the EACC

Number Fifty Five

December 2019



November 20, 1955 *MOTORCYCLING*

Steer your way to

and see the new

NORMAN *Nippy*

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FIRST TIME

STAND No 124

**LATEST SUCCESS IN THE
FAMOUS NORMAN RANGE ...**
The newest Norman Nippy, a 50 c.c. Bantam,
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THE NIPPY is a handsomely designed British-built machine incorporating a 2 speed gear with easy pedal starting in the stationary position—brilliant 15 watt built in lighting unit; the most comfortable and easy machine to ride, suitable for all ages. Finished in lustrous flame-brown red finish. See also among the latest Norman models, the exceptional TS.2 with the lively 250 c.c. unit—two ANZANI engine.

Write for fully illustrated colour brochure.
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A COMPANY OF THE CYCLES DIVISION

NORMAN CYCLES LTD., ASHFORD, KENT.



Great way to wind the rally season down at **Lytham hall**
Weather was kind to us again



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 Cyclemotor 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

Sad news is that the Suffolk Section has recently lost one of our greatest members, and a long time personal friend – **David Evans** took his last ride with us at the 2019 Peninsularis Run, before being taken ill that same evening. David was one of the first members when the EACC initially formed back in the medieval days of wooden engines on hobby-horse scoots, and long before many of the Suffolk Section of today were even involved in the pastime. Like a kindly and benevolent old Sage, David has always been there for all of us, and will be very sadly missed by everyone. Our condolences to Lorna and the family.

Danny

David Evans's funeral will be at Seven Hills Crematorium, Nacton
at 11:15 on Monday 2 December

With a reception afterwards at the Bournevale Club, Ipswich.

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.

Wednesday 11th **December**: Kings Arms, Martham NR29 4PL

Wednesday 8th **January**: The Bluebell, North Walsham NR28 0RA

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

Sunday 5th January 2020

The 37th Mince Pie Run

Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR. At 11:00 we will leave on a run to The Shipwreck Bar at Shotley.

For details and directions contact Martin Gates on 01394 823016 or 07944 058644; please phone if you can, as this helps with planning the catering.

Everyone welcome—free day membership if you're not an EACC member. The route map and GPX tracks for this run are available on [our documents page](#).

Section Notes

LANCASHIRE SLOW RIDERS

The LSR held their AGM at this year's Lytham Hall steam rally, followed by a cold buffet provided by the group who all contributed. The LSR had a good year, by way of attendance at the steam rallies, that also included ride outs when the weather permitted. We have already been invited back to have a stand and display our machines at 3 shows in 2020. The LSR is now completely self funded and able to award small prizes and mementoes to all exhibitors. We would like to thank the EACC for all their help in making this possible from the start of our venture into holding club stands at the steam rallies we attend. A big thank you to Martin and Sharon for supplying/delivering the Marquee that we use at the shows. Also a mention must go to MOTOCRAFT of Wigan who now sponsor us and donate trophies and mementoes. We plan to have some ad hoc rides now until the show season starts again next year, so please check our facebook page and events section. The LSR awarded a small gift, an engraved tankard each, to Paul and Edward Morgan for all their hard work transporting our event equipment back and forth from the shows.

Roll on 2020 *Paul Newton*

Mid Shires Sorry I have been quiet but our group has missed two monthly meets for lack of people attending although they all say they are still interested. Four of us met up today, in a pub for a bit of lunch and we are forming the nucleus of our section through the winter. We hope to arrange at least one good ride next year and will attend some fairs. Slow but things are still moving.

Regards *Ray*

Thanks to everyone who supported **S.E.M.E.** events in 2019, plans are already being considered and put in place for next year, any ideas or input would be most welcome.

Hope to see you at our section's popular Christmas Dinner, being held as usual at the 'Horseshoe' in December, details of which will have been circulated by the time you read these notes.

Regards, *Mike Follows*

Norfolk Section

October: A Dozen is a good round number and we managed that at the October meeting. We now have 3 lams, having added Ian de B to our number. Three autocycle riders in October is unprecedented but we managed that new record with Will, Dave and Chris arriving by Villiers Power. All the regulars turned up including Paul & Greg along with Jamie, and at one point Will's dear lady. Perhaps we could call that 12 ½ attendees? Jamie ate with us but had to leave for a 3 am start loading sugar beet; think of him when you put sugar on your wheatybangs. The food at the Bluebell is good with a wide selection of dishes and the beer is well kept too. They serve Chinese beer from Bury St Ed-ming. Paul did the honours by producing a natty little quiz and guess who won? Yes our eternal champion, Ian de O was top scorer with 7/10, well done that man! With 12 people chatting it is difficult to keep up with conversations but as usual the subjects were many and varied, motorcycles and their derivatives even got a mention.

November: Two Lifeboats were not required to rescue all our members safely gathered in the pub of that name in Sheringham, 9 of us braved chilly weather to meet up but none so brave as Jon on his Ariel three; he rode from the next parish into town. Sadly nobody stole it whilst we were in the pub. Sailing, motorsport, gramophones, old 78s, tyres, Panthers, zombies all of which topics interest various member of the Norfolk Section of the EACC and none of which are mopeds, autocycles or cycle motors but each was discussed at some point in the evening. As some might say locally, we had an evening of squit*, wit and shifty tales. We survived without a quiz but missed that entertaining part of our evening. I think there may be a quiz at our December meeting.

*Norfolk dialect for nonsense *Matthew*

The **Lancashire Slow Riders** will be having an **EACC/LSR** club stand at the **Manchester Bike Show** on the 28th & 29th March 2020. If you are interested in coming along with your bike please have a look at

www.manchesterbikeshow.com for more information. If you are interested please email us at.. lancashireslowriders@gmail.com

We have to book spaces early to guarantee a large enough space. Bikes can be dropped off at the event from midday Friday 27th till 20:00 and from 06:30 Saturday until 09:00 (no later) *Paul Morgan*

Suffolk Section Notes

Andrew and myself managed to attend Dave Watson's 2nd Norfolk Broads Run on 22nd September, though the Jumble could only comprise the best 'edited highlights' we could squeeze in the van, because we had also had 3 bikes aboard on the outward trip. As it worked out, the Jumble worked better than expected and most people got what they wanted on the day, with any parts we didn't have aboard getting posted out the following day, so I think we got away with that one. I ran the BTM Skeletor round the Broads course, while Andrew rode his 'Old Faithful' James Superlux 2F, and Dr Watson was rewarded with a healthy turnout on this reasonably sunny day, particularly with a good showing of autocycles, but you'll probably be able to read more on this elsewhere and in Norfolk Section notes.

The main Suffolk Section next event was getting together the annual joint EACC/IceniCAM stand at Copdock Show on Sunday 6th October. Building the stand is always an epic effort on the Saturday, and a huge amount of co-ordinated effort has to go into this to make it happen. We welded up another raised display side stand mount this year, and continuing building one of these stands every year has now accumulated over 10 raised mountings. So we can now deliver a really impressive 3-dimensional display. DW's New Hudson autocycle and PK's Fantic Chopper had great visual impact being such large machines to be displayed so high, and along with TA's Rondine racer, the latest Sur-ron electric moped with the first Winn City electric bike, and so many other great bikes, it was a cracking arrangement! Thanks to all the effort that everyone put in, and Paul's lighting display. The stand looked great – unlike the weather... The Sunday forecast was grim even before the day started, which obviously put the punters off to start with, and with the rain slashing down from early in the morning, turnout was well down, and basically – the event was a washout. Our stand though was still fairly busy, and did attract a lot of visitors (probably seeking refuge from the rain), but didn't repeat our last years winning display (everyone says you never win it 2-years running, though we have actually achieved that in the past), with best club stand going to the Triumph O/C this year.

Oh well, there's always next year.....

This year's 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 9.30am, 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.

Some sad news is that the Suffolk Section has recently lost one of our greatest members, and a long time personal friend – David Evans took his last ride with us at the 2019 Peninsularis Run, before being taken ill that same evening. David was one of the first members when the EACC initially formed back in the medieval days of wooden engines on hobby-horse scoots, and long before many of the Suffolk Section of today were even involved in the pastime. Like a kindly and benevolent old Sage, David has always been there for all of us, and will be very sadly missed by everyone. Our condolences to Lorna and the family.

Having handed the baton over to Martin Gates, David's famous Mince Pie Run will still run again on Sunday 5th January, at the same time, from the same start venue, at Orwell Yacht Club. Please see 'Events' for further details.

Further news on the local front – Mopedland is planned to be moving to its new site during the 1st week of December, so there will certainly be some disruption to the usual inept service through this phase. The new address is 144 The Street, Rushmere St.Andrew, Ipswich, Suffolk, IP5-1DH. Tel : 01473-716817. We don't know how the current e-mail addresses may transfer until the office actually moves, so the website will reflect any changes, and will shortly advise a new backup mailer which is already in place at the new site. Mopedland Workshop services will still continue at the old site, and the old phone number will still be in operation, but only if there's anyone there to pick it up....

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

FBHVC AGM and Conference 12TH October 2019

Rolls-Royce Enthusiasts Club, Paulerspury, Northamptonshire.

Andrew advised that we could send a delegate and he could not attend this year so I stepped up. Ray Paice offered a cuppa and car parking space at nearby Towcester, an Autocycle was loaded and plan would have been to arrive on the Bown, however it rained for most of the journey and the bike stayed in the car. Sign in and then tea and coffee was available.

After a short introduction the formal items were soon dealt with, the minutes of the 2018 AGM and the financial accounts were approved. The election of directors was swiftly dealt with basically because 3 were retiring (having done a total of 26 years service between them) and the 4 replacements were already in place and doing their respective jobs.

Director reports. Bob Owen gave a lengthy report on his 8 years service as **legislation**, it sounds like he has been very active with the many organisations he has dealt with, it's going to be a hard act for the 2 taking over his duties especially with the clean air acts, low emission zones and the at times difficult to communicate with DVLA etc.

Heritage Culture and Museums it was strongly emphasised it was not just about the vehicles but the wider picture of interacting with the Heritage Alliance, National Trust etc

Communication has a new director already in place and he has significantly lowered the average age of the directors, the web site has been overhauled and the first tentative step into social media has been taken.

Skills probably something most are not aware of is the work of the skills academy, already 60 apprentices have been or are in training in the block release scheme. A further unit is to be leased and a target to train 200 apprentices in 3 years. This can only be achieved with the help of the commercial partners.

Finance although a small drop in income the overall reserve is healthy, there were some exceptional expenses incurred and tribute was given to the commercial partners whose support is invaluable.

Reports on **events**, **technical** and **research** were also given and questions could be asked at the end of each presentation.

Buffet lunch was served (the plates could of been bigger!) all very nice and a chance to chat with other delegates. A nice chat with a guy from a group based in Leyland, who don't do many shows, but get out driving as much as possible and a guy who owns 3 Rovers, both know more about Autocycles now than they did.

Our main speaker for the conference, a young lady from America was delayed by a serious incident on the railway and was diverted to another station somewhere in the country other than to where she was due to be picked up from making her rather late!

A young man to most of us! Aged just 22 gave a very good presentation on the first rally he organised to get young people interested in owning, using and maintaining older cars. He hopes to build on that next year and again thanked a sponsor who helped greatly with support to enable the event to be a success.

Kate was rescued from somewhere! She gave an interesting presentation on various perceptions and realities of the interest in heritage vehicles and how different nationalities and social groups interact. Q and A followed.

The meeting closed.

Foot note: The above is just a brief report on the meeting from notes I made 2 days later then couldn't read my own notes and referring to the reports and notes supplied. Something that stood out for me was the issues with DVLA. It wasn't considered that they were deliberately being awkward but with new systems being introduced, an ambiguous email to staff and the need to increase efficiency i.e. reduce staff there seemed to be an either accept or decline regime with regard to registrations and its difficult to resolve issues. It was stressed to be vigilant in what information is supplied being correct and answering questions correctly on applications. *Dave Watson*

Run Reports

S.E.M.E. **'River Valleys Run'** Wednesday 2nd.October.

How lucky we were to find a break in the bad weather, we have been enduring for last 10 days, for our 'run'. A beautiful day beckoned and the forecasters got it 'spot on'! 16 riders set out from Edenbridge for our trip along the valleys of the River Medway and its tributary the River Eden. Like most of our local countryside, the minor roads are undulating and

twisting meaning that our lower powered machines sometimes struggle on the short sharp hills. Everyone made it to the lunch stop at the Man of Kent P.H. in the hamlet of Little Mill, without problems. Most of us took the opportunity to enjoy our lunch sat in the pub garden beside the mill stream in the beautiful autumn sunshine. An uneventful journey back to Edenbridge via the delights of the back streets of Tonbridge and the difficult climb up onto the Bidborough 'ridge' completed our final ride of 2019. *Mike Follows*

The Second **Norfolk Broads Run.**

What a difference a year makes and of course the weather, members signing on went to a second sheet this year with 16 attending including a couple of new faces. Also it was very pleasing to have 5 non-members signing on for the day. Danny and Andrew came up from Suffolk with 3 bikes and a goodly selection of spares, no other Suffolk'ites partly due to clashing with the Henham Steam Rally. Plan A was to keep everybody together, have Danny as the marker man at junctions and have a dedicated tail end charlie, it faulted when Danny and 3 others didn't get away from the start due to what Greg described as a static display by Paul's "it ran OK yesterday" Wisp. Eventually we regrouped with Pillion Paul on the back of Danny. A little leg stretch and regroup was enjoyed by the riverside at Horning and gave Ian a chance to gather up the bits that had fallen off his lovely recently restored New Hudson, out on its first run.

Lunch was enjoyed al fresco with Linconshire Jim saying I'm not coming here again it's too hot! Matthew re-joined us for lunch and Paul got a lift back. All was going well when Danny drew up and said we have lost T E C, it would be rude to say the make of bike but it has 5 letters, starts with H and was made in Japan, some didn't wait and missed the Thurne loop and didn't receive the their badges, neither did anybody else so it didn't matter anyway. Back at the hall Matthew was again on tea duty and hopefully people stocked up with parts from Danny making it worthwhile him bringing it along, eventually Ian arrived back having made up his own Thurne loop!

Thanks everybody who made it a successful event, roll on next September when we will do it all again.

Dave Watson



Rod studies the many mods to Grahams Moby

Day members on the **Norfolk Broads Run**

Chris with his recently acquired RM6 and brother Stephen's Fizzy





The club stand at **Copdock** Motorbike Show





This Motobecane followed our Chris D home from the **Copdock** jumble.

They say digital photograph makes things look better!

It does for this ratty Cyclamate Yours for only £860!





Mr Happy with his Bonhams, Stafford purchase, thanks to John Burgess
John also got himself something rather nice to follow him home



Stafford Motorcycle Show

A first for me this year was showing a bike on a club stand, a stupid o'clock start and I was in the hall with my HEC Powerbike by 07:30. Others arrived and I parked up the Berlingo on the rain sodden camping area, got a bite to eat and met a friend who provided hot water for tea and a first sighting of a Raynal Autocycle he had kindly brought along for me. At about the same time as the public were admitted we also got to look around the many outside trade and jumble stalls, a sneaky viewing of the lots in the Bonhams auction and lunch with John Burgess in the mighty camper was enjoyed. After lunch we went back into the auction hall and waited, waited and waited! They were still on the miscellaneous lots and then many bikes were sold mainly from the now closed London Motorcycle Museum. I was interested in the Excelsior 2 gear autocycle and set my price, and left it to JB to bid. I spotted our Mark Gibb come into the hall and was chatting to him as my lot went through, I see John was bidding and thought I had lost it, on returning I was pleasantly surprised when he said he had put a half bid in to the £100's and we had won it. Thanks John. Plenty of people manning the stand, so I busied myself looking around the many inside stalls and club stands and then it was 6:00 when the show closed. A meal, pleasant evening and a bottle of beer was enjoyed with JB and it was time for sleep in the adjacent Bedlingo.

Sunday dawned and it was going to be another look in the halls, Mark Gibb spotted me and a purchase of the bare bones of an early Junior engined Francis Barnett was destined to come home with me. We paid Bonhams and took the bike to the car; I was well pleased with the purchase. Excelsior, FB frame, Raynal, HEC (but not the Wisp that I had taken for an eBay to collect) and driver had to fit in there somehow! I did have some B plans but all went in with the bed cushions tightly tucked between the bikes. A last look around the stands, a chat with Mr President on the VMCC stand, a wonder down to the far end of the main hall when I spotted a rather stunning flat tanker deservedly showing it's best in show rosette, Alastair came from the opposite direction, as we were drooling, the owner came along, told us all about it and even gave us a cheeky fire up. All in a very good weekend, meeting new people and catching up with several I have had the pleasure of meeting and riding with on occasions.

Dave Watson

Tips, Tricks and Techniques

The subject of this article is Plastic Welding- a technique that once mastered can save you considerable time and money trying to source elusive parts by repairing what you already have to hand.

While specialist equipment of different types is available you can get things started with little more than a soldering iron, hand files and abrasive paper. If parts are missing you'll need a piece of sacrificial plastic of the same type to make a repair section, and to fashion filler rods.

The basic principles of plastic welding are the same as welding steel; once all areas have been cleaned of all contaminants an external heat source is introduced to bring both parts to be joined to their melting point. Once both "weld pools" are amalgamated and cooled the parts are permanently joined. In this instance the heat source can either be hot air (requiring specialist equipment, and a little heavy duty for motorcycle panels) or a heated tip, such as a soldering iron or even an old screwdriver heated with a blowtorch.

A word of caution- apart from the obvious burn hazards, molten plastic can release very toxic fumes so always work outside, or at the very least a well ventilated area with a fan blowing the fumes away from you. If the plastic starts smoking it's too hot and will burn, releasing even more toxic fumes.

The damaged parts on the bench today are from a mid '80's Yamaha RD350LC. From a lot of experimentation I now know that these parts are moulded from ABS plastic which is light, cheap, and readily available which is great. The downside is that ABS gets brittle with age and exposure to heat and direct sunlight. Not so great.



The first job is to remove decals and paint from the areas to be welded- any contamination will result in a weak joint and premature failure. At this stage it makes sense to only remove paint surrounding the damaged areas for two reasons; firstly the repair will make the panels stronger and therefore easier to work on and less vulnerable to further damage, and secondly if it transpires that a

weld repair isn't going to work you won't have spent an age stripping the remainder of the paint for no reason. Yes dear reader, you can benefit from the countless hours I've spent whistling into the wind with no tangible results!

So, the kit to be used;



This is a relatively inexpensive soldering station, with variable heat control and interchangeable tips- this will be my weapon of choice.



This by comparison is purpose made again with variable heat control, but a fixed broad "duck's foot" tip- ideal for flattening repairs.



First up is the side panel and a typical place to crack, probably when the panel is pulled off the machine with a little too much "gusto". Expect cracks in corners and around mounting points, where stress will be greatest.



Once free from paint, oil and grease start by cutting a fine stainless steel mesh reinforcement patch and gently press it down with the heated tip, so that it melts the plastic below and sinks into the panel. In an ideal world it will be exactly half way into the panel.

There again, if we lived in an ideal

world our plastic panels wouldn't crack!



Gradually work your way along the mesh patch until it's all buried below the surface. You can easily go back over any areas you're not happy with, and by heating the surface more generally start to tidy up the repair. More time spent now will save rubbing down later, assuming of course that you're aiming for something approaching an invisible repair.



A little distortion on the other side of the panel is perfectly normal and nothing to worry too much about.



Using appropriate filler rods, or a thin sliver of plastic from a scrap panel of the same type of plastic, melt the plastic either side of the crack and press the filler material firmly into the centre, working about 5mm at a time. Mix the molten filler material with the "weld pool" on the panel so that it becomes one. Simply melting filler rods on top of the crack will fail almost immediately.

Once cooled, the repair can be cleaned-up with fine files and abrasive paper, ready for a smear of fine filler (if necessary) before painting.



This repair was a little more challenging but the basic principles are the same.



With all of the cracked and damaged plastic in the bin, a repair panel was cut from a sacrificial ABS panel and tacked into place, using the same technique as the side panel. Bevelling the edges at 45° will give better penetration, and therefore a stronger repair.



Methodically work around all edges on the inside and outside, before cleaning-up and re-shaping with abrasive papers



Use a fine, flexible filler to blend the repair into the surrounding panel. A hole of the appropriate size has been drilled for the speedo cable clip, which of course introduced the weakness into the panel in the first place! Use a specific plastic primer, then prime and paint in the normal way.



By working methodically and taking your time you can achieve an invisible repair, and give panels that would have otherwise been scrapped a new lease of life.

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

Walton Works

Bowen

An interesting machine made an appearance at the recent **Vincent Run** in Stevenage in the form of a newly imported **Motem** of 195x vintage. The machine was the first model of the marque to be equipped with plunger rear suspension. At the front end the suspension is provided by conventional four link forks and handlebars attached via an expanding stem a la bicycle. The frame comprises a pressed steel beam from steering head to rear suspension and a single tube positioned through the beam to mount seat and pedal shaft at either end. Beyond that, to an extent, convention is ignored. Power is provided by a 49cc four stroke with an integral three-speed gearbox providing enough power for respectable a MPH. The unit is rubber mounted at the rear coaxially about the pedal shaft and supported in position at the front end by what appears to be a rubber damped spring between cylinder head and the frame around the area of the fork pivot. The internal gear train provides enough overall reduction for the final drive to almost have s one to one final ratio.

The item of most fascination centres around the handle bar mounted gear change linkage. Cables? No fear of that with Motem. Twist grip and combined clutch lever. That will be the way to go. A concession is made with a cable for the clutch, and from thereon it's a mechanical linkage all the way to the gearbox. We now get into the realms of a system akin to the rear brake linkage operating the rear stirrup brake on a Westwood wheeled bicycle.

The twist grip rotates to select the gears and this is connected to a shaft that emerges from the handle bar towards the centre of steering.



The bearing for the shaft is a beautifully brazed and contoured piece of art in itself. The rotary motion of the shaft is transmitted to a vertical motion just short of the steering centre. The lever on the shaft producing this up and down action is a very nicely crafted item.



The system proceeds on its way downwards via an adjustable ball jointed link to a very mundane bell crank on the frame, adjacent to the bottom steering bearing activating the final link to the lever atop the gear box. The lever on the box is no less a work of art.



Does it work? The rider reports perfection. On static inspection a full lock to lock steering movement produced not a glimmer of excitement at the gearbox end. The whole set up was chrome plated setting off some beautiful engineering. Perfection indeed. *David Osborn*

Per the request in the article "The Transfer Window is Open", I write to say that I very much enjoyed it and would like many more technical or "know-how" articles. We must not assume that just because we personally can do something that may or may be obvious to us, that it is obvious and easy to all. Best wishes and keep up the good work *Ronaldo Sallows*

Many thanks for a very interesting newsletter which I really enjoyed. I am sorry that I have no physical involvement with the club any longer but I still retain a keen interest in what goes on. AS part of what I can do I work in the Chaplaincy team at Ipswich Hospital one day a week and visit as many poorly patients as possible especially at the Oncology end. I was quite shocked to find on my visit this last Monday that a very familiar face was in bed in front of me and it brought back such memories as it was David Evans who sold me my first bike which he delivered to Needham Market all those years ago. So sad to find him in there and so poorly, a heartbreaking decline from when we last met. We did discuss bikes and the club and that he no longer tests the coils etc

Will keep in touch

KInd regards *John Daborn*

The article entitled 'the transfer window is open' was most interesting. Lots more like this please. *Keith Rutledge*. Member 543

Long time no see, my excuse being that I've neglected my biking activities for the last 18 months as I've been playing with my classic car, a 1963 Triumph Herald. However it's up for sale as I feel I've been there, seen it, done it and besides I've always preferred classics on 2 wheels rather than 4. I recently bought a bike trailer which means I can get to a lot more events next year. Hope to see you at Kneel's Wheels on Nov. 24th. Regards....*Garth*

For Sale

All the following items are from a 1951/54 James Superlux Autocycle and are very usable but not perfect.

1. Front wheel with brake and spindle £30
2. Front wheel rim only £10
3. N.O.S wheel rim only £15
4. Rusty handle bars, could be painted £5
5. Levers need straightening, could be painted £5
6. Silencer, could be painted £10
7. Rear rack, needs painting £25

Please contact me on 01933 315955 or e-mail me on

c.saunders969@btinternet.com for more information on the above items.

I first met Dave in the early 1990s when my interest in old mopeds started; I didn't know Dave at the time but soon got to know him through our shared interest. Apart from his passion for smart European mopeds - NSU, Puch, Zundapp, Garelli etc. - I knew little about him, other than he was involved in the printing business and that he was also interested in marine engines; however we soon became friends and went on to enjoy many moped runs together, including an early Coast to Coast ride where on the first day (which was VERY wet) the dye in his gloves turned his hands jet black which wouldn't come out and that was how they stayed all weekend! and of course it was always best to keep some distance behind him on a run otherwise you were likely to be bombarded by the contents of his pockets - cigarettes, lighters, tools, phone falling out of his pockets!



Dave's mechanical expertise was legendary and he was always available to help, advise and supply parts if anyone needed it.

Dave was a little man with a very big heart and he will be much missed by everyone; especially by those in the moped world.

RIP

Carl Squirrell

RIP David Evans



Sadly missed, never forgotten, by all your Moped friends



Dave's bike waiting for the start of **Mince Pie Run** 2012
The legend ready to lead 2015

