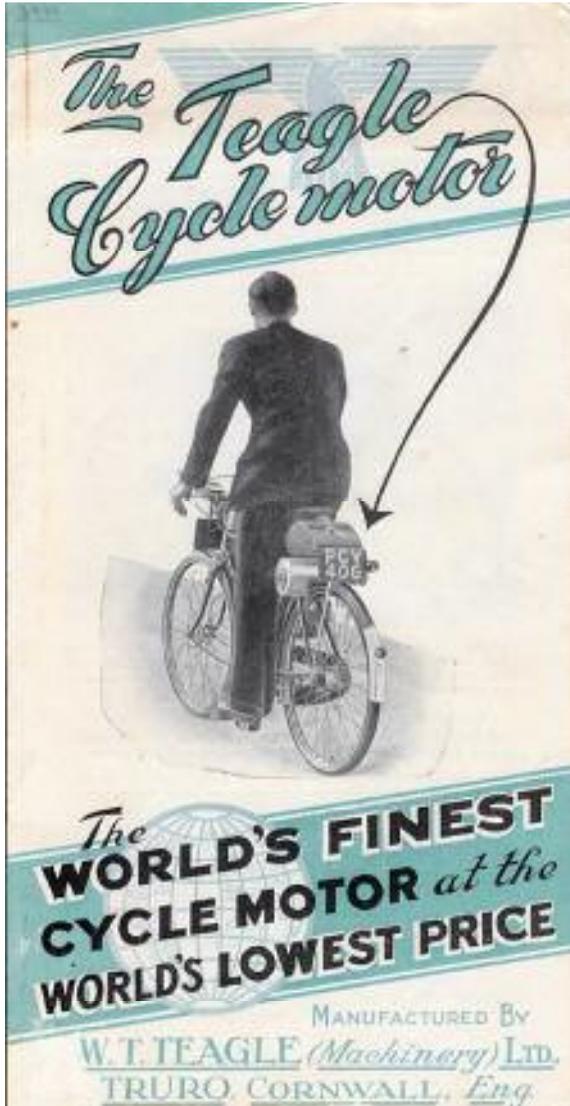


The M·A·C

The Newsletter of the EACC

Number Fifty Three

August 2019





Men and a Lady line up with the bikes at a wet and windy
Northern Camping Weekend

At the rescheduled cuppa break, Doncaster



Club Information

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

Secretary & Web Master.

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

E-mail: membership@autocycle.org.uk

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

Standing information

EACC Committee Members.

Andrew Pattle (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Alan Course, Paul Efreme, David Evans, Neil Morley, David Watson (Publicity).

Club Officers.

Editor of the MAC David Watson mac.editor.eacc@gmail.com

The club's newsletter is called The MAC and it is issued six times a year: in February, April, June, August, October and December.

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

Club Regalia

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

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

Website: www.autocycle.org.uk

Forum: eacc.freeforums.net

Facebook: <https://www.facebook.com/groups/254351421715768/>

Icenicam; <http://www.icenicam.org.uk/>

The moped archive: <http://www.users.globalnet.co.uk/~pattle/nacc/arcindex.htm>

Note from the Treasurer

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

Many thanks, *Sharon Wikner* (Treasurer)

Sections

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

Essex: Paul Efreme 01277 657106 subopef@aol.com

Hertfordshire: Andy Cousins 01462 643564

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

Leicestershire: Jim Lee 018568 461386

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

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

North East: Ron Paterson ronpaterson21@gmail.com

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

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

West Anglian: Alex Lees 01480 219333

Wiltshire: Steve Hoffman 07891 251118 shffm@sky.com

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

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

I am sure you will all like to join me in wishing all the best to one of the nicest moped men I have had the pleasure to meet! Some of us did know **Dave “Mr Mince Pie” Evans** was having treatment for a health issue! At the start of the Peninsularis Run I asked him how he was, “I can still ride is the main thing “ was the reply. Dave did the run and rode home where he then sadly suffered a stroke. I briefly spoke to him on the phone; he sounded upbeat but has very limited movement down his left side. Get well soon.

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! See updates on the club Web site/ Forum/ EACC Norfolk Section Facebook Group.

Wed 14th August Ride In to Hill House (pub), Happisburgh.

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 Calendar

Wednesday 7th August 2019

South East Moped Enthusiasts '**Marsh Owlers**' run. Meet at Dungeness Old Lighthouse & RHDR station car park, Kent, TN29 9NA. 10:30 for 11 am start. 37-mile meander on the quiet Romney Marsh roads. This is the only completely flat route that SEME ride during our season. An ideal opportunity to bring out your 'Solex, cyclemotor, or other low-powered machine. All of our runs are ridden at the speed of our slowest participant. South East Moped Enthusiasts Lunch on the way in a marsh hamlet pub. Further details from Mike Follows: 01732 700280 or 07887 950921.

Sunday 11th August 2019

North Hertfordshire Section's Peter Smith Memorial **Periwinkle Run**: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am and we anticipate an 11:00am start. The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at Three Tuns in Great Hormead for lunch and a chinwag.

Danny will be there as usual with his spares & accessories. If you require any particular item can you let Danny know in advance of the day as his stock is too vast to bring it all along. In 2014 we did not hold a raffle as usual and we were asked by many members why, so the following year, we brought it back. If any members want to donate a prize could they please bring it along on the day where it would be greatly appreciated. For more details contact Andy Cousins on 01462 643564 or 07969 369062.

ajcdirect@googlemail.com

Weekend 17th & 18th August 2019

Lancashire Slow Riders, **CARD ride weekend**. Two flat rides suitable for cyclemotor and roller-drive machines.

Sunday 18th August 2019

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

Sunday 8th September 2019

South East Moped Enthusiasts stand at **The Edenbridge Motor Show** being held on Gabriel's Showground, Mill Hill, Edenbridge, TN8 5PL. We have displayed an average of 25 machines at the three previous shows. Organised by the local chamber of commerce, profits go to local charities and good causes. A good day out! Details from Mike Follows on 01732 700280 or 07887 950921 or e-mail helen.follows@btinternet.com.

Sunday 8th September 2019

Sixteenth **Coprolite Run & Mopedjumble** from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. E-mail mark.daniels975@btinternet.com or telephone Mark Daniels on 01473 659607. Full reception facilities and free refreshments on arrival. A fully marked and classic local course to Felixstowe Ferry, and twin to the Radar Run. Riders who completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the Ferry Boat Inn lunch stop. Drink

fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... Why is it called the Coprolite Run? The explanation is in the course notes. The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns. All the route information for this run can be downloaded from [our documents page](#).

Thursday 12th September 2019

Steeple Morden Run: basically the same format as last year, starting and finishing at The Fox & Duck in Arlesey Road, Stotfold, Hitchin, Herts, SG5 4HE. The route runs through three counties and is around 33 miles. Mostly country lanes a bit of B-road and an unavoidable stretch of the A507. A bit hilly but rideable with LPA. A convenient stopping off point is at the 355th USAF Memorial at Steeple Morden, to adjust route sheets, plugs, etc. Meet from 10:00 am, departure at 11:00am, return around 1:30pm in time for lunch or whatever. Info from [David Osborn](#), 01480 450286.

Sunday 22nd September 2019

The second **Norfolk Broads Run**, a ride round the Norfolk Broads. This ride goes from the Village Hall, Repps with Bastwick, NR29 4RB. This is just South of Potter Heigham on the A149 Yarmouth to Cromer road and just 5 miles from the A47 at Acle. This is village hall based event, like the Suffolk events, where there will be tea, coffee, bickies, and toilet facilities before and after the run. Plenty of parking for bikes, vans, and trailers. The hall will be open from 9:30 (it is hoped Danny from Mopedland will be there with a small selection of his vast stock or phone him with orders to save postage. Any other stalls will be welcome. The ride leaves at 11:00am; lunch stop at The Maltsters Ranworth. It's about 29 miles circular run around the Broads. Dave Watson on 07483 210625 or david.watson9416@yahoo.co.uk.

Wednesday 2nd October 2019

South East Moped Enthusiasts 'River Valleys' run.

Sunday 6th October 2019

Club stand at the 28th **Copdock Bike Show**,

Section Notes

South East Moped Enthusiasts

Two events to report on, our third and final East to West Adventure was once again enjoyed in perfect weather conditions. As those who participate in this particular event know only too well, the weather is key to the level of enjoyment, be it the ride, the beautiful views and just about everything else. So I guess something of a record, three years and not a drop of precipitation. I was joined by Kevin Mawhinney (Trojan Minimotor) and partner Margaret from Northern Ireland, Chris King (Honda Novio) and his wife Anne up from Guildford and Sean Sowley (Honda MX50) with his wife Jean. Sean was taking a break from his usual long distance European rides on his big BMW. Ron Paterson plus his trusty Cyclemaster also joined us on the second day's ride.

We had another grand turnout on for Mike's Royal Run on 3rd July, 16 riders in all on a midweek run. We seem to be getting the same level of attendance for these ride outs as we do for weekend runs. Anyway, it was another good weather day for us with the lunch stop taken, sitting outside the pub basking in the summer sunshine. Oh dear Mike, those hills! These hills seem to get steeper every year! I managed to complete the ride on a Puch Maxi with husband giving me a push from behind whilst I pedalled vigorously up all of them.

Coming up, the SEME looks forward to the Marsh Owlers run Wednesday 7th August and the Blue Bell Run Sunday 18th August. See you out on the country lanes. *Sharon Wikner*

Suffolk Section Notes

Only event in the Suffolk area since last report was the Peninsularis Run and Moped jumble from Bucklesham Village Hall on 14th July, following its familiar course to the Waldringfield Maybush, lunchstop on the bank of the river Deben. The weather was dry though cloudy, and the run attracted a good local attendance as well as attracting people from as far afield as Yorkshire! There were also a number of visitors who turned up just to peruse the jumble, so the site and catering facilities were pretty busy in the morning session. The run started with around 35 bikes, but the Felton brothers on Puch and Gimson failed to even make it out of the village as

the Maxi spluttered to a stop with a clogged fuel tap, so the team returned to the hall with the salvaged Austrian moped and abandoned the attempt.

Barry Yallop on some anonymous 125cc Japanese 4-stroke single peeled off for Ipswich on the outward leg, and Nick B. Jones on some Brit bike slipped away as the group rode through his hometown of Nacton. A VeloSolex (not known for any sparkling performance even at the best of times), was unsurprisingly having some difficulty keeping up with the group, and fell away shortly beyond Levington, from which it progressively faded on the outward leg and escorted by Nick Perry on Simson, until the Solex was finally salvaged by Dawn in the backup van. Paul Nemes on Norman Trade Carrier autocycle left the group at Trimley St Mary to return for grandchild minding responsibilities (5 of them! Lucky Nelmo eh?). The scenic sections through Falkenham, Kirton, Newborne and Henley found around 30 bikes making it to the Waldringfield Maybush lunchstop for refreshment by the river Deben, before the return leg back via Newbourne, and the traditional fast section through Brightwell and back to Bucklesham. There are several fast straights and twisty sections hugely popular for brief quick bursts by a number of riders who really enjoy these short sprints, then gather again to reform the main group: through dips along the Peninsularis course between Nacton & Levington, the passing place road down to Trimley St. Martin, the dip & crest after Kirton, the section from Waldringfield back towards Newbourne, and the ever popular Brightwell finalé, which seems to leave everyone in high spirits when they arrive back at the hall. Lots of riders thanked us for a good run – and thanks to all that attended to make it a great day..

Forthcoming events over the next period are the Essex Chapter Reservoir Dogs Run from the Bungalow Diner at Marks Tey on 21st July, then the Suffolk Section CARD (Cyclemotor and Roller Drive) Run from Illfe Way car park in Stowmarket on 28th July (hopefully a little drier than last year's drenching). And we 'might' be pencilled in to be attending the Hertford Section Pete Smith Memorial Periwinkle Run at Cottered VH on 11th August, and possibly the SEME Bluebell Run at Horsted Keynes on 18th August. Before our own Suffolk Section Coprolite Run and Moped jumble from Bucklesham Village Hall on 8th September, with the ever popular ride down to Felixstowe Ferry. There's been some requests to extend the outward bound leg, which we might be able to accommodate by dropping in a couple of additional sections, so we'll see how that works out, while

cyclemotors and slower machines could still follow the traditional and shorter direct route. See you on the road ... *Danny*.

Norfolk Section Notes are on page 26

Event Reports

Northern Camping Weekend

Well, first of all I would like to thank the following people for making the best of the horrible weekend weather we had at the rally: Ray (Northampton), Sue & Rod (North Yorkshire), Dunc (Lancashire), Eric & George (North Lincs), Mike (Newark, Nottinghamshire), Dave (Scarborough), and Dave Watson (Norfolk) day visitor. I arrived on site about 9-am Friday. Then George and Eric turned up, and they went for a ride (lucky buggers missed the deluge). Then the rest of the gang arrived. We all set up camp, then the heavens opened up. From 11am Friday to 11am Saturday it was rain non-stop but, in the usual club spirit, we put some sides around George's gazebo and, yes—you guessed it, the beer started flowing. George was the first to start, soon followed by Ray in second place. We sheltered under Rod's awning to repair his AU59 Moby, and did a few other menial bike jobs. I went to bed early after doing a 12-hour night shift the day before, so was pretty whacked out.

Next day George was up early and soon had the bacon and sausage butties on the go. (Not that Mr Paice held back—not good for the cholesterol mate.) Once breakfast had finished, we saw a gap in the weather. So ten of us decided to have a short run; we had a few bike issues but nothing major—all were Moby-related problems. We got halfway round and decided to stop at a big local motor cycle shop where we had a welcome cuppa. The bikes drew plenty of interest. We then jumped on our trusty steeds and started our ride back to the campsite. Halfway back we hit heavy drizzle but everyone got back safely. Shortly after we returned Dunc and Dave W left but Dave only came for the day anyway (thanks for attending Dave). That left me, Sue, Rod, Mike, Eric, George, and Ray. Saturday night we had a BBQ. Chops, burgers, mushrooms, and sausages provided by me. Then, yet again, the beer started flowing, but we all agreed there was nothing we could do weather-wise. Come Sunday morning the weather was totally different. We had a quick bacon and sausage barbeque checked the bikes, fuelled them up,

and away to the transport museum. Once we arrived at the museum, the staff made us very welcome and asked us if we could put the bikes on display for them so the public could also view the bikes. They drew plenty of interest from young and old alike. While looking round their bric-a-brac shop I found a brill spanner for tightening up the exhaust nuts on the Moby for the princely sum of 30p. After about an hour I asked if everyone wanted to return to the site. All said they had enjoyed the museum and the run, so we pushed our bikes out of the museum display area and got them started. Sue's AV42 cracked into life and then died. With her great spirit she had another go but to no avail. Being the gentleman I am, I offered to start the bike for her, so I started pedalling like Billy-O but again to no avail. Then I turned to Sue and said 'Have you put the fuel on sue?' With a smile she replied 'No, sorry John, I haven't.' Once the fuel filled the carb, the bike then fired up. We all had a good safe ride back to the site. Once back, everyone started to pack up. As this was Sue's first event ride we asked her to judge the bikes (no bribery involved). Well done Sue. All said that the weather couldn't be helped and that they will attend next year regardless. For a bit of fun I said 'What about Benidorm?' But one person said 'Knowing our luck John, we would encounter flash flooding and thunderstorms'. So on a final note I wished everyone a safe journey home. *John Barr*

Sars Poteries, France

Thursday 30th May came & we loaded bikes, fuel, camping gear & sundries into the Doblo to head for Essex. We were on the road in good time & sauntered down to Maldon where we met Rog & fellow members of the Maldon & District Motorcycle Club. After a sociable evening we headed off to Rog's place for a good night's sleep before heading over the Busy Lizzie (Dartford Crossing) before 06.00hrs thus avoiding the toll.

We drove onto the docks in good time. The crossing was uneventful; we were in France on time & heading for..... Ypres? If you haven't visit Ypres I would like to recommend it & whilst you are there you should make time to see the Menin Gate, it is an impressive structure. At the campsite the relaxed air drew us in. We halted next to John Burgess' campervan where he signalled a space away from the campsite road with ample room for van & tent, this would be home for the next few days. JB & Jax were good Company all weekend, providing hot water & shade in equal quantities

throughout our stay. Close by were John Shaw & Martin Preston who are top chaps & grand company. The camp is international with several nations represented including Belgium, the Netherlands, Germany & the UK. There is no language barrier because a little effort on all sides & a deal of gesticulating gets the message over regardless of the subject matter. Dave & I whizzed off to Solre Le Chateau via back lanes just to stretch our legs & to air the bikes; we saw Ian & Nick along the way as they headed back to camp. Saturday was going to be hot, & Sunday hotter still. On Saturday John Shaw & others were away on a ride to a flint museum. Dave, Neil & Gordon were heading into Belgium but I chose to remain on site.

Sunday arrived with an early start for me as I set off to browse the brocante in Felleries. A Brocante means a secondhand market or the junk trade. In Felleries the roads are closed & householders bring their junk out onto the pavement or roadside. If the householder chooses not to take part then the space is rented out, by the Mairie, to other people. The variety of machines on the run is always stunning, ranging from 'just out of the hedge' to 'just out of the show room'. Velosolex rubbing handlebars with exotic Italian sports mopeds. Odd French machinery cozying up to British autocycles. After no signal from anyone a steady stream of machines & riders trickled from the bandstand to the Salle de Fetes (room of celebration or village hall). We regrouped in the top car park of the Salle de fetes & moved inside to divest & sit down for lunch. After lunch we left in a cloud of two stroke fumes, wending our way along a vaguely way marked route. The route took in quite back roads, main roads & town streets. We passed through villages, hamlets & pleasant rolling countryside along the way as we made our way into Belgium. The refreshment stop was a large car park opposite a railway station & next to a cafe where we partook of beverages before setting off on the homeward leg of the ride. Solre Le Chateau loomed up & I knew just where to go to get back to the start. Back in the hall there were speeches, including an emotional moment from Celine as she announced the death of a long term supporter of the event who had died 3 months after the last Rando Cyclo. We gave him due respect with a minutes' silence. Prizes were awarded to well deserving recipients including JB & his lovely Francis Barnet autocycle. Backs were patted & hands shaken, promises made to return & then it was over. *Matthew Hodder*



Neil and my Bown's and Johns award winning Francis Barnett Autocycles spotted at the **Sars Poteries** event.
Matthew's choice of "Bike I would most like to take home"!





Men and Machines at the start of the **Skipton Coast to Coast Challenge**
At the **East Coast** Crimdon Dene





At the Market Cross, **Alston**
On the **Skipton Coast to Coast Challenge**
Matthew at the **West Coast**, The Beacon, Whitehaven





Last day and there was certainly some challenging sections
On the **Skipton Coast to Coast Challenge**
Back at the Premier Inn **Skipton North** (Gargrave)
(Peter, Paul & Steve had peeled off back to Lancashire)



Skipton Coast to Coast Challenge 8th-11th July

Monday mornings appear on a calendar near you every week but few, if any start with a challenge like the one faced by 9 riders on the 8th of July. Dave Watson, David Wickens, Philip Chenery, John Burgess, Paul Newton, Ken Haynes, Paul Newton, Peter Moore, Don Cole & Steve Taylor gathered for the ride. We had a slow breakfast at Brewer's Fayre, service was less than rapid but people were fed, eventually, & we got on unloading, reloading, loading & preparing to head out. Philip's bike came out of my van to be replaced by David's Mobylette which would be the "never used" spare bike for the ride. Everyone's luggage slotted into my van along with all the fuel cans & associated paraphernalia. We had the following machines ready to depart, Honda C90 x 3, Honda CT 90, Honda PF50MR, Jawa Betka, Piaggio Velofax, Puch Maxi, & Bown Autocycle.

With all riders kitted up & ready to go, they were off! Slight change to plan with Don leading everyone up some local roads more suited to small machines than the proposed B road to start with. David would take the lead for the day because he had done the research & route planning but a little local knowledge is always worthwhile. We'd agreed that I would meet up with everyone along the way after I had found fuel, after asking a gent walking on the pavement in Skipton for directions I was soon in full swing filling cans for thirsty bikes. Peter's petrol can appeared to be the joke can of the ride, a steel can & somewhat of a relic it was imperial & it politely declined to accept 5 litres by spitting at me. We met at Cray which provided a challenging hill & David felt that a regroup before the climb was worthwhile. From Cray we headed to Aysgarth which is on the A684. The B-road provided some spectacular views & one, of many, descent in which the road disappeared in front of me just like a roller coaster drop. I got to Aysgarth & met the chaps, guiding them to use the visitor car park & tea rooms. The falls are impressive but when in full force I expect they are awe inspiring. We refuelled bikes & riders then plotted our next move. The bikes took wee roads & I headed for major roads to get ahead & meet after crossing the A66 near Hartforth. We all passed Bolton Castle & parted our ways at Redmire where the riders took to the, very steep, hills avoiding Richmond & I headed for fuel & a main road. My next mission, should I choose to accept it, was to find a teashop. If we'd been in the heart of the Dales I may have thought this was not a challenge but we weren't & I was doubtful that I'd find what was required until I stumbled

upon Eppleby village shop & tearoom. This proved to be a success & a popular find with the chaps. Much cake was eaten, tea sipped & bodies replenished before I was off to await the arrival of folk in a layby somewhere south of Sedgefield, close to the race course. As I whizzed along, almost reaching the A1M, I got a message "Ken's bike has no spark". I was about 10 miles ahead of the bikes. This was inconvenient & I waited for news. Eventually I got the all clear message, Ken was mobile, the points had lacked lubrication but all was well now. At Sedgefield I found a gateway to hold up in whilst the chaps caught up with me. On the gate next to me was a poster announcing Lions Whippet racing, I am not sure this would be a fair contest, any whippet not getting eaten would be faster than a well fed lion. Having dampened the grass to prevent roadside fires the chaps were soon underway to Trimdon to enter Hartlepool from the north whilst I approached town from the south. Sometimes gathering everyone together can be a trial, a bit like herding cats, on Monday evening Dr Watson announced to all & sundry that we would assemble at quarter to six to walk to 'Spoons in town. Sadly this arrangement went awry & unnamed persons turned up over 30 minutes behind schedule. Some of us remained at the hotel to wait for them & eventually we drifted in dribs & drabs towards the pub. Meals at 'Spoons are always easy to sort out, well usually. I wrote the order with kiddies crayons on the back of a menu & marched up to the bar to order. Disaster fell on my ordering when there were not sufficient fish available. I had to reconvene & adjust the order which was done with the usual 'Spoons efficiency.

Tuesday morning saw a regular pattern forming as we walked next door to the Brewer's Fayre to have breakfast. There was a fairly clear divide between the full breakfast guys & the continental breakfast lightweights such as me. Paul brought about confusion when he announced that he would try "some of the fruit stuff". Apparently he enjoyed the experience, in addition to a cooked breakfast. The bikes were refuelled after we had refuelled ourselves & all were ready in good time for a 9 o'clock start. Steve's bike sat ticking over & proved to be too much temptation for me; I hopped on & took a quick spin around the car park. We met up quite quickly after departure because we needed to see the east coast before heading west. Crimdon beach was our agreed destination for a photo shoot but beforeh& I had to get some fuel. I headed off to Crimdon & took the obligatory photos of the gang with the sea in the background. Philip

gathered a little bit of sea water in a bottle to take from the east to the west & we all headed out of town. The second meeting place of the day was to be Locomotion at Shildon. I mislaid myself along the way but soon recovered after consulting a map when I was south of Newton Aycliffe. Locomotion is on the south east side of the town. It is a fascinating museum, part of the Science Museum family & an excellent place to see railway locomotives up close & personal. Having had cake & a drink we moved on towards Middleton in Teesdale & the nearby High Force Waterfall. Passing through Middleton on Tees I was soon on the B6277 & passing the waterfall. Whoops! A quick u-turn got me back to the car park. I paid & displayed before buying a ticket to use the path down to the falls where water cascades over the Whin Sill into the pool below. It was only a hop & a skip, for me & the van, to get to Alston. I was tasked with finding out if the Hub was open & so I did. The unique museum would be open until 4.30 & the chaps had 45 minutes to get there before it closed. I parked in the market place on & walked down to the Hub. By the time I had walked back uphill the riders & bikes were in town. The Hub is an eclectic mix of automobilia in an old railway shed. After a brief visit were mounting up to head to the hotel & youth hostel. Both DWs, Philip, Ken, JB & I were all staying at the Cumberland Arms Hotel whilst the Lancs boys were bedding down at the hostel for all ages. Despite Dr Watson's very best planning the booking for all of us had be scrubbed from the hotel diary. St. Thetic, patron Saint of mopeds, stepped in & protected our unholy hides by providing enough rooms. We regrouped for our evening meal & enjoyed good food, good beer & good craic. After tea a ramble around town was in order & we took in local features including a very ugly school building. Nearing the end of the walk we split up into hostel or hotel clientele & said good night. The next day would see us reach the west coast but we had to get some kip in the meantime.

Wednesday saw several achievements, cresting Hartside summit at 1903 feet and getting to the west coast without incident.. A tea stop at Caldbeck saw me arrive late but still in time for tea. We avoided the £9 sandwich at the distillery! Then stopped in Cockermouth & were amazed by the 2009 flood level. At Whitehaven we were met, by chance by the Margan Knights HD riders, who were interested in the ride and the bikes. Bed and evening meal were slightly out of town at the Premier Inn /

Brewers Fayre. Happy & tired we shuffled off to bed ready to head for Skipton.

Thursday started damp & with an unexpected hill. We stopped for refreshments at the R&E railway station in Ravenglass. Then onward via little roads & stunning scenery to the Lakeland Motor museum, for more tea & cake of course. Here we parted company with Steve, Peter & Paul who would head south to their homes. The rest of us headed to Skipton via Kirkby Lonsdale, where I waited alone & was bypassed, or Settle where the riders enjoyed an ice cream. We were soon back in Skipton, or Gargrave at least. One last meal together, this time in 'Spoons in Skipton using 6 of the seats in my van to get there, but having pud back at Brewer's Fayre. Next day we were all heading off to sundry places. Another great Dr Watson ride completed.

Matthew Hodder

For Sale

Hi David, I stumbled across this engine a while back. Unfortunately it has no head or carb but it does turn over and would need a complete strip down. My research suggests it's from a Norman Nippy MK3 with the Italian made Mi Val engine. I have no need for it and wondered if you or any of your members would be interested in it. Regards Pete (Norfolk)



£25 ono

peterjarman57@yahoo.co.uk

07747637691

Doing up a James Autocycle

In October 2018 I bought a 1945 James Autocycle Deluxe with the intention of 'doing it up' as a project for the coming winter. It is now running well and to my view looks pretty good (see the photograph).



I was lucky with the James. It was only ten miles away and it was complete with all the original chain guards and engine covers. The previous owner had also spent some money on it and it had been rebored by Villiers. The ignition and lighting coils and condenser had been replaced and I was able to hear the engine running. The handle bars, control levers and cranks had also been rechromed. The bike also seemed to have been dry stored as there was no significant rust on it – and the price was very reasonable. The only obvious faults were a number of broken spokes in the back wheel and and that the bike was covered with overspray. Once I'd got the bike home I stripped it down to its component parts and started work. A number of problems were encountered and overcome and I thought it might be useful to other readers if I were to list what these were and how they were resolved.

1. The wheels The bike has a 32 spoke front wheel and a 36 spoke rear. The wheel rims were originally painted black and they were in reasonable condition so I just rubbed them down and painted them with black coach

paint. The spokes were in poor condition and as 12g spokes are expensive I rebuilt the front wheel using some remarkably cheap 14g spokes bought from Amazon. They had to come from China and took several weeks to arrive but despite being thinner than the originals are showing no signs of breaking. The rear wheel was better than the front and the broken spokes were all on the sprocket side. I eventually replaced all 18 of these with new 12g spokes purchased from Custom Cut Spokes in Eastbourne. With nipples these cost about £1 each but were delivered within two days. I made a Tavener Wheel Jig to get the correct offset when rebuilding the wheels. These jigs are very useful and there are references to them on the Internet. The brake linings were very worn and I had these replaced by Villiers Services. This cost about £40 in total which seems a lot given the very small size of the shoes. The brakes now work reasonably well but there is a lot of lever travel which I think may be due to worn cam pivot bearings - these are not easy to get to so that's probably a job for next winter.

2. The Engine I wasn't expecting any problems with the engine but this was not the case. Although it started easily and ran alright off-load the bike had very little power when I came to ride it. It took me a long time to find out what was causing this and having repeatedly checked the points gap and ignition timing and for leaks on the induction side I finally thought to remove the barrel and check the cylinder base gasket. This looked as if it was the one that was installed in 1945 and was so compressed that it might as well not have been there. I replaced it with one I made from a piece of card and that solved that problem.

3. Spark Plugs Initially I had real problems with the spark plugs oiling up after 10 miles or so. This was finally resolved by sorting out the carburettor problem (see below) but I think its worth passing on the advice I was given by a very helpful gentleman at the Green Spark Plug Company. I was running a long reach KLG ML50 which is supposed to be the modern equivalent to the old Lodge CB3. However my friend at the spark plug company told me it would be better to fit a short reach Champion D16. He said that the short reach plug would tend to run hotter and would burn off more of the oil. He also recommended cleaning dirty spark plugs in oven cleaner (caustic soda). I've tried this and it really does work. Soak them overnight, rinse off the cleaner and then scrape out the softened carbon

with a flattened matchstick. Finally wash out the cavity with carburettor cleaner and you're left with a plug that is virtually like new.

4. The Carburettor The Villiers JDL engine of my bike was originally fitted with a Villiers Junior carburettor. I'd had a JDL engined autocycle about 20 years ago so I had some idea about how the James should perform – and it didn't. It had very little power and four stroked badly under load for most of the time. It was better once I'd sorted out the problem with the cylinder base gasket but was still not really rideable. I concluded that the fault must lie with the carburettor and as an experiment jury rigged an old Honda carburettor that I had in the shed. This made a big difference to the performance of the James. It went much better and the four stroking problem was reduced. This led me to believe that the needle and jet of the Villiers carburettor were excessively worn and so I ordered some replacements only to find that they made not the slightest difference - £40 wasted! I continued to fiddle with the Honda carburettor. I made a better mounting for it and reduced the size of the main jet by soldering a thin wire into it. These changes made the bike more rideable, but it was still four stroking more than I thought it should and oiling its plug. A conversation with a gentleman at Villiers suggested that the original Villiers carburettor was running too lean for modern petrol and he recommended raising the float height by bending the float lever. I tried this and it did significantly improve things, although the performance was not as good as with the Honda carburettor. I finally resolved the carburettor problem by buying a Chinese made JRL carburettor from Amazon for the princely sum of £10.40 including postage. This dinky little thing fits straight on to the 19mm Villiers carburettor stub and by drilling a hole in the choke arm you can even connect it to the choke control rod. It has transformed the performance of the bike. It climbs hills better than with the Honda carburettor, four stroking is no longer a problem and the plug no longer oils up. I wish I'd bought it six months ago.

Regards to all. *David Romaine*

Tool Tips

For anyone who owns or regularly works on Japanese machines of any age, this tip will hopefully be of interest and a benefit to you. There seems to be an incredibly well-kept secret amongst the Japanese motorcycle manufacturing community that's known to very few others, apart from diligent and careful observers of James May's television programmes;

The JIS Screw Head. No, until fairly recently I hadn't heard of it either! For some inexplicable reason our Far Eastern cousins dispensed with the more common Phillips and Pozidrive screw heads and developed their own- the Japanese Industrial Standard. When we were starry eyed sixteen year olds working on our prized Japanese steeds, we had more enthusiasm than ability and the tools we used were invariably whatever came to hand. This invariably led to mangled nuts and bolts, because an adjustable spanner was easier to find than the appropriate socket, and screw heads were comprehensively destroyed by worn and ill-fitting screwdrivers. On reflection, it may not have been entirely our fault. Who knew back then that the poor quality "silver cheese" fasteners which adorned our chip shop racers probably demanded the attention of a JIS screwdriver? Who even knew such a thing existed? Certainly not anyone in my peer group- in our haste to get back on the road and our chronically restricted budget for replacement nuts and bolts, we just used a junior hacksaw to convert the stubborn screw to a slotted head, and off we went in a smoky haze! It's ironic that new Japanese machines probably had a couple of JIS screwdrivers in their factory supplied tool kit, which were quickly lost, abused or discarded because of their apparently dubious quality. So now that we've infiltrated the inner sanctum of a secret society, how do we identify the unicorn of screw heads? Much like a Freemason's handshake, it's easy when you know how; our clandestine friends have left their mark on the head, which could easily be overlooked or dismissed as damage, by way of a dimple that looks remarkably similar to a centre punch "dot". The picture shows a particularly clear example of this dimple, which serves no purpose other than to identify this as a JIS specimen.



Identifying a JIS screwdriver is sadly not quite so straightforward, because of the visual similarity to their Phillips and Pozidrive cousins. The differences are subtle, but once you've discovered the joy of a well-fitting JIS screwdriver you'll be a true convert.



From left to right; JIS, Phillips and Pozidrive. The Pozi is easy to spot because of the second set of flutes, and as you can see, the flutes on the JIS are longer, and at a more shallow angle than the Phillips. Is it worth looking in the back of your oldest, dustiest toolbox, or scanning car boot sales? Probably, because these have been in constant use at least as far back as the early seventies, and are still being used today. And just to make things even more interesting Japanese brake, suspension and many other components are widely employed on machines of European and American decent.

Neil  Bowen

Norfolk Section

Whether or not, we still met in June. That is a statement not a question. The 'damp at the edges' 8 gathered somewhat less than magnificently at The Cross Keys in Dilham for chat and bon homie rather than donning waterproofs and getting cold wet and miserable which was the option if we had chosen to go out and ride our machines. Flaming June was a damp squib as far as enjoying an evening trip to the coast and back was concerned. Never mind the weather, we still met up and enjoyed good company including potential new member Neville who arrived from the middle of the Shire to meet Dave and others. Neville is an interesting gentleman who has a few cycle motors which he has owned from the days when they were acceptable daily transport. Not many folks can claim to own machines from their youth, still registered with DVLA. We hope to see more of Neville and his machines in the future; he went home talking about membership form and joining up. Meanwhile 7 of the regulars enjoyed subjects as varied as BSA owners rally, Citroen 100 celebrations, the delights of Colchester, traction engines, live fish transport and the woes of failing to meet personal targets for getting bikes prepared and complete to ride. MH

Stop Press

JULY Meeting 7 bikes, 7 riders, 14 miles, no breakdowns along the way.. Bob, Dr Watson, John, Chris, Greg, Paul & I all met on the driveway of a farm near Bob's home. We all rode bikes with pedals to and from Whitwell station, starting in Hevingham. The bike night was a damp squib with few bikes there but some nice examples out getting wet. After 2 previous meetings with no ride, due to adverse weather, we braved the elements to make sure we rode this month. Our numbers were boosted by the arrival at Whitwell of Mr David Massey, from Dereham; he had arrived solo on his Chinese designed PC50-ish bike which is branded as an Indian, not many of those about. We rode back to base in the wet but no bikes failed along the way, even John got back without fault. As we set about loading up, Dr Watson, who had ridden his Bown autocycle from home to Hevingham, said "I'm going to go for it!" and headed off into the encircling gloom with Mother Hen tracing his steps just in case. Next month's ride may have a coastal feel to it when we gather at the inn frequented by Sir Arthur Conan Doyle when he wrote "The dancing men". Don't mope at home moped with us! MH



Doug Felton didn't get out of the village
and Lucky Nelmo eh? (see Suffolk section notes)





Dave Evans ready for the return leg Peninsularis Run.