

The M·A·C

The Newsletter of the EACC

Number Fifty Six

February 2020



...unwanted gift...



1958 **Sachs** powered **Norman Nippy** (as used in front cover picture)

Spotted at **Headcorn** 2017

Marino's 1959 **Villiers** powered version



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, Martin Gates, 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>

Front cover picture © supplied by "The Artist" **Nick Ward**

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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
lancshireslowriders@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

AN Other Section: Anybody interested in starting a new section in their area.
Contact Mr Secretary

I have been running a small Vapour Blasting business for a while now and think this would be very useful to folks rebuilding their machines. You can find me at midsussexvapourblasting.co.uk if you want to have a look at what can be achieved?

Best regards *Chris Woods*

Section meetings.

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

Norfolk Section Meetings 2nd Wednesday of the month.

A pub somewhere in Norfolk!

Wed 12th February The Bluebell, Bacton Rd, North Walsham. NR28 0RA

Wed 11th March The Bluebell, Bacton Rd, North Walsham. NR28 0RA

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

The **Midshires** are not meeting regularly at the Aviator at the moment.

A nucleus is keen to keep things going so I am happy to keep my details in the magazine.

Please e-mail Ray Paice raypaice@aol.com or call 07799 662203.

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 8th March

Alex's Birthday Run starting from **Bruisyard** Village Hall (IP17 2DX).

The hall will be open from approximately 9am with all the usual facilities. The run will be about 25 miles long, including a pub lunch stop before returning to the hall for a cuppa and some cake.

Saturday 4th April

The EACC **South East Moped Enthusiasts** Club stand at The Heritage Transport Show at the **Kent County Agricultural Society Showground**, Detling, Maidstone, Kent, ME14 3JF; 10:00am–4:00pm. For further details and entry forms contact Clive Fletcher on 01622 678011 or clann67@tiscali.co.uk. Or contact the show's organisers at www.kentshowground.co.uk/heritage-transport-show.

Sunday 19th April

The 17th Radar Run and Mopedjumble starts at **Bromeswell** Village Hall.

Sunday 26th April (FBHVC Drive it Day)

The second **Norfolk Coast & Broad Run**. Starting at the Village Hall, Repps with Bastwick, NR29 5EU.

Sat 23rd Sun 24th Mon 25th May

Strumpshaw Steam Rally It is hoped we will be having a club stand at this event. Camping available for the weekend, also day visitors.

Exhibitor entry into the 2020 rally will be open soon.

Friday 12th to Sunday 14th June

The fourth EACC **Northern Camping Weekend** at Hooton Lodge Farm camping and fishing site, Kilnhurst Road, Rotherham, South Yorkshire, S65 4TE.

Sunday 16th August

North Hertfordshire Section's Peter Smith Memorial **Periwinkle Run**: the start will be from Cottered Village Hall

Sunday 20th September

The third **Norfolk Broads Run**, a ride round the Norfolk Broads. This ride goes from the Village Hall, Repps with Bastwick, NR29 5EU.

Sunday 8th November

Kneel's Wheels and the EACC **AGM** at Coddenham village hall (IP6 9SR).

Stop Press

EACC **South East Moped Enthusiasts** section. A static club stand at **The Chatham Dockyard Festival of Steam & Transport** on the 12 &/or 13 April 2020, (to be decided) at The Historic Dockyard, Main Gate Road, Chatham, Kent, ME4 4TZ. Further details & application forms of this new event from Clive Fletcher, tel 01622 678011 or clann67@tiscali.co.uk.

Section News

The **South East Moped Enthusiasts** section of the EACC will be exhibiting their mopeds at the **Heritage Transport Show** on SATURDAY 4th of April. All members of the EACC are invited. Further details and entry forms available from Clive Fletcher, tel 01622 678011 or e-mail clann67@tiscali.co.uk. Closing date for entries is the 7th of March 2020. Details & forms also available directly from the Kent Agricultural Society at Detling email amy@kentshowaround.co.uk / 01622 633061 (see the events calendar) *Clive Fletcher*

Norfolk Section

December Meeting Harpo, Groucho, Chico, Tim, Bill, Graeme, Wilson, Keppel and Betty were not there but 9 of us were at the December meeting of the Norfolk Section. The warm fire in the bar attracted members to warm themselves as we waited for food to be cooked at the Kings Arms in Martham. David was warned not to stand an autocycle frame too close to the fire in case the heat melted the brazing. We enjoyed our food, the beer and the quiz carefully and cleverly concocted by quizmaster Sapey. We had no crackers or funny hats but Chris found a 'magic fish' which entertained us as it flipped, wriggled or lay dead on our hands. It was a good evening as an end of year gathering and we all agreed to meet up in January 2020 at North Walsham. After an evening of chat and good company plus the eventual return of lost property, we parted for our homes. We had more than doubled the crowd in the pub, so we might be welcome back, next December.

January meeting 8* men watching a Meccano knitting machine is not something you would expect at an EACC meeting, even in Norfolk, but it happened nonetheless. Bob had created the device after seeing one at the Model Engineers exhibition. His model worked excellently and was quite intriguing. Meanwhile mopeds and autocycles were discussed at length particularly with new attendee, Martin from Norwich who was keen to acquire knowledge about the finer points of Mobylette restoration. It was good to see a new face at the January meeting; we hope to see Martin again. Three regulars were missing, Ian de S was away and the dynamic duo of Kemp and Lunken were much missed amongst the throng.

The Bluebell staff did such a good job of looking after us that we will be back in February and March. Come & join us, we only bite food not people. 2nd Wednesday in the month about 7pm-ish.

*9 people attended but 1 had left before the machine was on display.

Matthew Hodder

Strumpshaw Steam Rally 23-24-25 May

Potentially a new event for our club this year, several members have done / do exhibit various entries individually at this major steam rally. Thinking it would be good to have a club stand for our type of machines! Entry forms are not out yet, but will be shortly. Obtain either from the organiser or I will be able to forward them on. Return forms to the organiser, to enable passes to be sent out. *Dave Watson*

www.strumpshawsteammuseum.co.uk/strumpshaw-steam-rally.html

Essex Chapter Chatter

The Mince Pie run took place on 5th January, this was dedicated to the memory of sadly missed David Evans, his wife Lorna and two of his sons were in attendance to support his memory. Of the members that signed on at least 4 came from our chapter. We had an enjoyable day with a lunch stop at the Shipwreck, Shotley Marina; £120 was collected on the day for Cancer Research. On behalf of the members I would like to thank Martin Gates for taking over the organising of the run, I understand that he has already booked next year's run. *Paul Effrem*

Suffolk Section Notes

Neil Morley's "**Kneels Wheels Run and Mopedjumble**" on Sunday 24th November once again hosted the 2019 **EACC AGM** at Great Blakenham village hall. The morning session was super busy as the event attracted another big turnout, so busy in fact, that I never even managed to get away from the Jumble to do any pictures in the car park! It was a good job that Andrew and Mark Gibb were there to cover photography. Meanwhile, Dawn and Mo were also very busy in the kitchen, catering for all the arrivals. When I finally got outside at 10.55am to get ready for the off, the car park was packed! It was a quick scramble to kit out and get the bike going, just in time to join at the back of the field. It was fortunate in that the rain held off, but it was quite cold, and the roads were wet under wheels,

with muddy puddles in some places along the route. It was less fortunate that my throttle cable on Skeletor seized up on full throttle at only 3-miles out, with some 25 more miles to go. The course was only completed by a combination of holding the bike back on the brakes, and flicking the motor in and out by use of the handlebar kill switch – not a recommended riding style, which made corners and junctions particularly difficult... I'm not sure what the official turnout figure was on the run, but somewhere around 60 would probably be a fairly close estimate.

After lunch at the Claydon Crown, it was back to the VH for the **AGM**, which was rattled through with due efficiency by the committee.

Despite several changes of venue and course over the years, Kneels Wheels Run consistently attracts a very high turnout for its autumnal ride through leafy country lanes ... and next year's event returns to its previous venue at Coddendam Village Hall, so we presume there'll be a return to an earlier course. They're all popular circuits for the riders, whatever routes Neil plans, so it's all good for us!

Next event on the calendar was the famous **Mince Pie Run** on Sunday 5th January, with Martin Gates having taken over the baton of this historic event, which David Evans ran for 36? 38 years? That's a staggering time.... The season of year this run takes place is winter, January for goodness sake... that's crazy! You'd think that it might only be attended by just a few hardy stalwarts – but this is another of the giants! Further to which, Martin Gates had never organised a run before, and was certainly going right in at the deep end by taking over the MPR. Maybe a combination of post-Christmas cabin fever, junk TV, and the seasonal challenge draws people out, but it never ceases to amaze how many turn up for this ride, whatever the weather! I heard a couple of counts at 72 and 74 bikes, and again, I only got off at the back of the pack. The run went at a fair pace, and I'd only managed to work through to about the mid-field with a group of scooters and BSA Bantams by the time we arrived at the Shipwreck Bar in Shotley Marina. Considering that myself on the BTM 'Skeltor', and behind me, Andrew on 'Dazzle', were both running cameras on our bikes, it's likely we didn't manage to film much comprehensive video footage. To be honest, I rather forgot I was supposed to be filming, and just enjoyed the ride.... Still photographs on IcenicAM graphically illustrate the scale of the turnout at this event, and it was good to be joined

by a further high level of support from our friends in the local Coasters scooter club. The MPR has traditionally been welcome to any vehicles, and there's certainly a wide variety of machines take part.

Future local events to look forward to will be the **Ipswich Old Bike Jumble** at Great Blakenham Village Hall on 16th February, and Mark Gibb's "**Alex's Birthday Run**" from Bruisyard Village Hall on 8th March.

On the home front, Mopedland has now moved to its new address of 144 The Street, Rushmere St. Andrew, Ipswich, Suffolk, IP5-1DH. Tel: 01473-716817. The same e-mail addresses are still operational, but there remain major ongoing issues in being able to find some of the stock....

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

Lancashire Slow Riders

Re: **Manchester Bike Show** 28th 29th March.

As things go we have 15 assorted Bikes booked into the Club Stand, So if you are attending Please keep an eye open for the EACC & Lancashire Slow Riders Club Stand drop by and have a chat. There is still time to see about bringing your bike to show off to the biker community. Space is limited so you can contact me at: lancashireslowriders@gmail.com

You can also see details for the show on our Facebook page.

We still meet up at the **Farmers Arms**, Chorley Road, Bispham. near Ormskirk on the 2nd Wednesday of the month. From 7:30 pm. Chat about all sorts, even Bikes!! Watch out for our members attending some of the Steam Rallies during the year. Other events and shows we will be attending are listed in our Facebook Events page. *Paul Morgan*

37th Mince Pie - **David Evans Memorial Run** 5th January 2020

I would just like to say a massive thank you for everybody who came and supported this year's Mince Pie Run, we had 72 bikes counted at the start! I would like to say a massive thank you to Pat & Rudi Graham for helping with the teas and coffees; I would also like to thank Brenda Read at the Orwell Yacht Club for allowing the event to continue.

I am humbled by your kind generosity, you have raised over £120 for the Evans Family to be donated to Cancer Research.

The Mince Pie Run will continue next year and I have booked Orwell Yacht Club for 2021. See you next year! Regards *Martin Gates*.

David's Monday

I really would like to thank the **EACC** for giving David a perfect sending off. It was so nice to see you assemble a final ride together. The sun was out, the three mopeds riding the last 50 metres to the service doors, parking a while, whilst giving off a cloud of blue two stroke oil fumes, just brilliant.

From my speech.

What is so great about the E A C C is, it does not matter what you ride, cleaned or uncleaned, rusty or chromed up, fast or slow,

It embellishes the true essence of being on powered two wheels.

The joy of the wind in your face and the feeling of freedom on the roads.

I hope you continue to use the Orwell Yacht Club for future rides. Rudi, is a member there. I think it was David who got him into riding little bikes!

Peter Evans

It was an honour to be involved.

Long-time friends Steve Cobb Zundapp, Mark Gibb Raleigh and my Puch MS50D complete with one of the banners that David used to get for the club "assemble a final ride" *Dave Watson*



RIP David Stuart Evans.

Belgium on a Di Blasi

Well not quite, I transported it in my little van; I travel to Belgium a few times during the winter months via Hull to Zebrugge, taking advantage of the cheap mini cruises that are available Oct-March. Chance to stock up on some wine/beer for Christmas in December, I knew I would have a few hours to spare and needed something to fill the time.

The forecast was ok for the time of year, so decided to put a moped in the back of the van, I was going to take the PC50 but opted for the Di Blasi instead. This little moped had been stored for quite a while, but is easy to start, so put a few litres of pre-mix in for the trip.

Docked in Zebrugge, after an overnight sailing from Hull, at around 9.00am, quick drive down to France for some wine and beer, breakfast on the way.

So now I had until 4.30pm before the ferry home. Drove up to Diksmuide in Belgium, and to the site of the 'TRENCH OF DEATH' and visited the museum and visitor centre, had a ride around the very quiet flat lanes in the area, hardly saw another vehicle but plenty of German cyclists who were quite bemused by a rather large person riding a little motorised machine, it was no use me stopping to talk to them as I couldn't understand a word they were saying.

Still had time to visit Verune, a small town not far away, I drove there and then got the Di Blasi out for another little ride around the cobbled streets, again to the amusement of the locals.

My riding was cut short due to a leaking fuel tap and soft back tyre, the valve had slipped round a bit, and it was too difficult to get the air line on the valve.

Next year, probably October when the cheap mini cruises are available, cost around £100 for 2 people/car/small van 3/4 days with 2 nights on board and cabin. A few of us are planning a longer trip with probably 2 full days moped riding around Belgium and up to Sluis just over the border in Holland.

The Di Blasi served me well, but I think I'll opt for something a bit more suited to my frame next time.

Paul Newton



Belgium on a Di Blasi





Thanks to **Rudi and Martin** the event will carry on
David Evans Memorial Mince Pie Run
Steve, Zundapp on the run





Jim, Puch on the run
David Evans Memorial Mince Pie Run
Norfolk contingent ready (eventually) for the return leg





Villiers Junior Delux power, requires more fettling to run reliably
Spotted at **Kneels Wheels** run
Stunning resoration on this Scooter



Tips, Tricks and Techniques

As a follow-up to the water slide transfer article in the September / October edition of the MAC, the focus of my attention this time is the application of vinyl decals.

Use of vinyl decals for model identification and decoration really came to the fore in the 1970's, since when they have become more and more elaborate with the use of metallic and printable vinyl's. Fortunately the application techniques are the same for all and broadly fall into two types; wet or dry. Each of these two methods can be further broken-down into with or without the use of application ("transfer") tape. Which of these methods to use will depend on personal preference, and the type of decal to be applied.

Basic tools are just that- basic!



Tack rag for removing dust (optional)
Scalpel or sharp knife
Scissors
Plastic spreader (or credit card)
Felt pad for smoothing decals on curved panels (optional)
Plastic rule or tape measure
Masking tape
Reference picture (very usefull!)
Trigger spray with clean, soapy water (for wet application)



This is our workpiece today- freshly plastic welded and painted in basecoat black. Even though the paint is fresh a clean workpiece and environment is essential to getting a satisfactory result, lumps of dust under decals just don't look nice! To make matters worse peeling off the backing paper will generate a static charge,

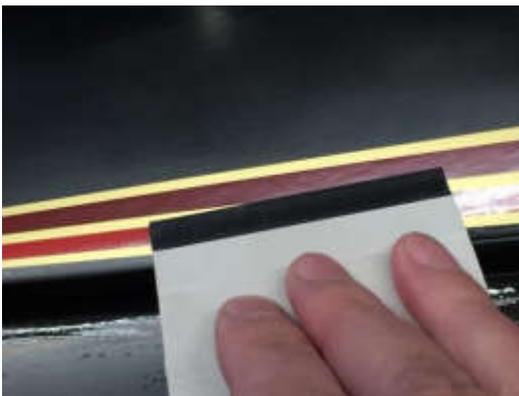
meaning that every bit of dirt, dust and contamination within a 100 yard radius will want to jump onto the exposed adhesive. A wet application method will sometimes give you a fighting chance to remove any pollutants but it's always better, quicker, easier and less frustrating to not have to deal with them in the first place!



This is how the decals were received having been cut from a large sheet containing a full model set. Both are covered with application tape, also known as transfer tape, which gives a clue what it's used for. For decals that are a single piece, and therefore not reliant on specific spacing my preferred method is wet, without the tape. This will (hopefully) make more sense as we move forward.



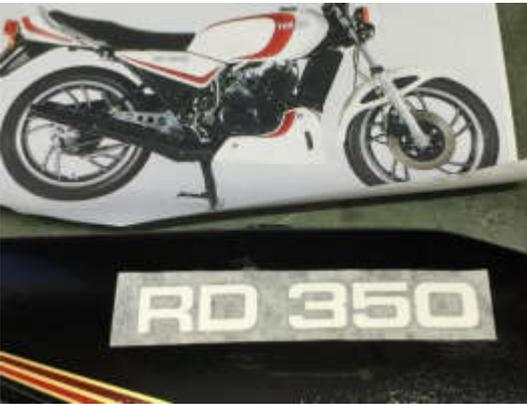
Here the tape has been removed from the "tick" but left on the model number, because of course these need to be spaced correctly. Lightly spray the panel with clean water containing a couple of drops of washing up liquid (just enough to stop the water beading up) then peel the backing paper off the decal, giving it a light spray with water.



Place the decal in position and LIGHTLY press into place. Wet application allows for removal and re-positioning if necessary. GENTLY press out any water under the decal with a plastic spreader, working from the centre towards the edges.



The next decal can still be applied wet but has to stay on the application tape, to retain correct spacing between the separate parts. Remove the backing paper making sure that the decal remains firmly attached to the application tape.



Correct positioning is so much easier with a reference picture or similar panel to copy. If you see dust or other “bumps” under the decal it’s often possible to gently peel it away from the panel, wet it with another quick squirt of water and remove the offending article with the point of a sharp knife. Lay it down again, and hope for the best!



As before squeeze out the water from underneath the decal, working from the centre outwards then gently peel away the application tape. Keep squeezing from the centre outwards, until no more water comes out. If you’ve been patient and careful you won’t have any troublesome air bubbles.



By contrast this a dry application method using the application tape, sometimes called the “hinge method”. Keep the backing paper on, and by using masking tape (mine’s a rather jaunty red) position the decal correctly.



“Hinge” the decal up and carefully remove the backing paper, making sure that the decal stays firmly attached to the application tape. One last quick check that the surface is clean, then bring the decal down to the panel smoothing it down, working from the centre of each character to the outside to release any trapped air.



Always peel the application tape back on itself, to reduce the chance of lifting the decal off the panel, especially if you’ve used the wet application method.



Once you've got some confidence by working on flat panels you can move on to something with compound curves. But it's just the same, right? Well, imagine trying to wrap a football with a flat sheet of paper without getting wrinkles or creases! Have a go- what could possibly go wrong?

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 **Walton Works**

A Conundrum of Rights!

A bicycle is powered by cyclist's legs delivered to pedals. Left pedal for left foot and right pedal for right foot. Pretty elementary. Well not quite so on my **1960 NSU Quickly**. The bike is sound and well maintained although I recently decided to change the pedals as they were damaged and rusting. I purchased a fine pair of shiny new quality pedals from **Mopedland**. Having removed and fitted many pedals in the past, I knew one pedal has a right-hand thread and the other a left-hand thread. Reason, so one pedal does not unscrew when cycling!

I removed the right pedal and fitted the new right-hand pedal, which screwed in perfectly. I removed the left-hand pedal and proceeded to fit left hand new pedal. No go!! What was the problem, cross threaded? No. Wrong thread form unlikely? No. Incorrectly threaded? No. Pedal manufacturers are pretty good as they stamp very boldly which is right or left with a very large letter L or R on the pedal threaded end. Pretty straightforward.

What is going on here? From my engineering knowledge firstly investigate and try to understand the problem, before resorting to irrational measures. Initially this left me baffled as to why the left-hand pedal would not screw into the crank.

The following morning it clicked, the light bulb moment and all was clear! The pedal cranks on these Quicklies are interchangeable and not 'handed' unlike other similar mopeds that have an integral chainwheel and pedal crank for the right-hand side.

A previous owner had fitted two right hand pedal cranks to the pedal shaft instead of a left- hand and right-hand pedal crank!! My **Quickly** workshop manual says the pedal cranks are stamped but mine were not, probably creating the confusion when the cranks were originally refitted by the previous owner. It is likely that the previous owner may not have known the dilemma he had stored up for later owners, such as me. A possible answer may be that a pedal crank was damaged whilst cornering and therefore, a quick remedy was to find a spare crank that he had acquired and fit it with the appropriate pedal. Unwittingly fitting two right hand pedal cranks with two right hand pedals.

Yes it can be done on a **NSU Quickly**. I am now looking for another Left Hand crank!



Quickly - Right Hand pedal and crank



Quickly - Left Hand pedal and crank

Note the close similarity of pedal cranks!

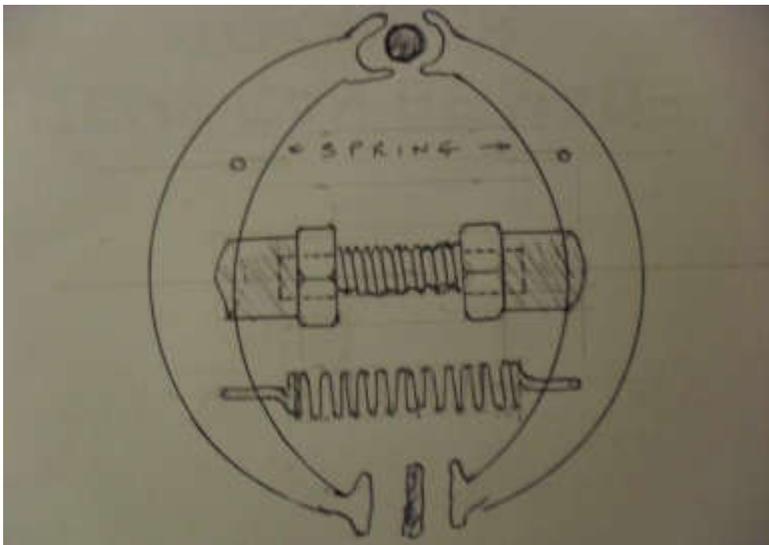
As a **newcomer to mopeds** I recently rescued a **1966 Kerry Capitano** Auto from a local farm where it had been outside for about 30 years. Whilst dismantling and restoring it I learned a lot, but the tiny hub brakes nearly defeated me! When I brought the machine home I sprayed everything with WD40 and left it under cover for a few months before I started, and was amazed at how easily everything came undone! However, one of my greatest problems was with the brakes. The tiny 4inch shoes had about 4mm thick linings bonded on, but over time they had come unstuck. As I dismantled the wheel hubs the shoes came out quite easily as the linings separated from them and somehow they “folded together” and released themselves from the pivots. The inside face of the wheel centres was quite corroded, so I made up a jig to allow the wheels to spin and set up the cross slide from my lathe so as to be able to skim the inside surface. I drove the wheel round with an electric motor and pulley using a length of cord as a belt which sat in the rim. This took out some of the pitting and I finished it off with coarse wet and dry. It was not perfect but I hoped it would be good enough as a friction surface! However, when it came to re-assembly I just could not seem to be able to re-locate the shoes into position on the pivots which are slightly recessed. The springs seemed very strong, and, try as I might, I could not find a way to stretch them enough to hook on with the shoes in place. I tried hooking the springs on first but still could not find a way to pull the shoes apart enough to locate. As they were alloy, and old, I dared not be too brutal! Eventually I realised that I had to find a controlled way to “jack” the shoes apart enough to locate them into the recessed pivots. I made the following tool in quite a short time and after adjusting the dimensions a bit it worked like a dream!



I cut two short pieces of 15mm copper pipe about 16mm long, and hacksawed a V-notch in the end of each one to locate on to the web of each shoe. I then measured the diameter across the centres of the webs with the shoes in their final position, and cut a length of 12mm diameter threaded rod just a bit shorter. I threaded two nuts on and wound them up till they were nearly touching each other at the centre point, and slid on the copper pipe with the V-cut ends facing outwards. With the shoes laid on the bench and connected by the two springs, I inserted the jig across the internal diameter so that the V-notch was located on to the webs at the centres of the shoes. All that was needed now was to use a spanner to turn the nuts up the threaded rod thus forcing the shoes apart until the whole assembly dropped over clear of the pivot!

Then turning the nuts back to the centre the shoes slowly located into place either side of the pivot, until eventually the jig could be released and removed leaving the shoe assembly in place. After all the hours of previous efforts and frustration, I was amazed such a crude and simple device could do the job so effortlessly! I expect there exists somewhere a rather more precise and professional tool to do this job, e.g. like a big pair of circlip pliers? and would be interested to hear from any other members how they do it?

A bit of trial and error adjustment may be needed for exact dimensions to suit other models!



Incidentally, it may be of interest that Andrew Pattle was able to identify this moped as an automatic model by the extra lever on the handlebars. He suggested I contact John Burgess who he knew had one. When I rang John he told me that mine was only the third example he knew of in UK, so quite rare!! Mine was missing the petrol tank and front mudguard, and I must pay tribute to John for cannibalising a Capitano to provide me with these vital parts at a very reasonable cost and packing them up and sending them to me!

At the end I was only left missing only a front and rear lamp I found a suitable vintage front lamp at an autojumble locally, but could not find the small circular rear number plate light I could see from photos. Then on Mark Daniel's website I spotted he had for sale a couple of round red plastic lenses with a clear window to light up the number plate. I bought one of these and set about making a base. ("Wipac SO 214 lens for S446-type rear light") From much trial and error I found that the blue plastic lid off a reduced-salt Marmite jar was just the right diameter to allow the lens to sit in the rim, so now I had my base. Then in my "box of bits" I found a plastic bulb-holder for the small screw-in bike-type bulbs. This was designed to be screwed to a surface, with separate grub-screw connections for the wires. (I had used it many years ago to demonstrate a simple battery and switch layout for my children!) It was a bit deep to sit within the lens when the bulb was screwed in so I had to cut the base down a bit. I then drilled an off-centre hole in the lid for the wires, and small holes at the centre to allow the bulb-holder to be screwed down on to the lid.



Finally I used small diameter bolts through the lens body long enough to also bolt the whole assembly to the number plate with these same bolts.

As I had painted the machine blue I left the marmite lid self-coloured, but could have sprayed it silver or black I suppose?

I don't know what we would do without the club and its officers.

Thanks for all your efforts! *Richard Rowse*

Hi I've just read the MAC and have been motivated to respond to your appeal for feedback. I think the magazine is great and you should all be proud of it. I know it must be a lot of work as I've been involved in similar things. I particularly enjoyed the plastic welding article which was very useful and well written, with useful photos too. I would love to see as many technical articles as possible, e.g. skills development, maintenance, repairs, bodesges and work arounds, parts making, metalwork etc. The reports on rallies and ride outs etc. are interesting and I think should definitely be in the magazine, however living up here in the wilds of Cumbria they all seem a very long way away, even the Lancashire ones. I am part way through fixing up a Norman Nippy with Mi-Val engine which was thrashed to death by a local plumber when he was 14 and has been left outside since about 1980. Oh dear! It's going to get back on the road as I've got the engine running and most of the bits that should move now do so. My ambition is to ride it as far as my mate's house and back, a round trip of some 3 miles.

Would you like an article on basic electrics, simple fault tracing and the like? I'm no guru however have rewired plenty of old bikes.

Best wishes. *Charles Fox* Yes, please do send that electrics article in.

Hi Just a quick e mail of appreciation for producing the newsletter. I always read through with interest. The latest edition with the article about plastic welding was very informative & useful so more of the technical stuff like that is always welcome as far as I am concerned. I am aware that you cannot please all of the people all of the time but carry on with the sterling work. I for one appreciate the effort it takes Regards *Ian Rogers aka "Halfinch"*



On a different subject I took part in the Cambridge bikers Christmas toy run yesterday to donate toys to Addenbrookes hospital, I normally ride my custom Honda CB 500 four but decided to take my Yamaha QT50 this year and was amazed at the attention it got even amongst all the larger bikes, the ride is of a speed that even I was over powered, so wanted to suggest it to your club to maybe get more mopeds out donating toys to poorly children next year. Dressing up is not essential but helps get into the spirit of things. (I was a elf).

Many thanks *Jamie Burge*

Received via Andrew, too late for our Dec edition. No elves were harmed!



Patently waiting for the start of the Mince Pie run

Stunning bikes!





Next club run: Mark Gibb's "**Alex's Birthday Run**" from Bruisyard Village Hall on **8th March**. Probably a different pub!



