

The M·A·C

The Newsletter of the EACC

Number: Ninety One December 2025



Welcome to the December 2025 Issue of the MAC. My name is Alan Wilkins, but everyone calls me Al. My in box has been busy recently receiving content for the December's edition of the MAC

A big thank you to those that took the time to send in their contributions. If anyone has any ideas how to boost club members and content for the MAC please submit your ideas'

A quick reminder, this is your club magazine, so please help me fill future editions of the MAC by continuing to send in your stories, articles, and events, that you would like to share with other members. The email address: maceditor@yahoo.com

Club Information

The EACC is the club for all Cylemotor, Autocycle and Moped enthusiasts everywhere.

Membership forms are available from our website... or just ask and we'll send you one. Details of membership fees can be found on Page 3

Secretary: Andrew Roddham. 10 Gracious Street, Whittlesey, Peterborough, PE7 1AP.

Email: aroddham.eacc@btinternet.com

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aroddham.eacc@btinternet.com 01733-703655

Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Treasurer: Sharon Wikner, 54 Dane Road, Warlingham, Surrey, CR6 9NP.

Email: sharonjwikner@gmail.com

EACC Committee Members: Andrew Roddham (Secretary), Sharon Wikner (Treasurer), Mark Daniels (Events Secretary), Martin Gates, Garth Jeffery, & Neil Morley, Andrew Pattle. Contact details for all officers are on the club information sheet, which is supplied when joining or renewing membership. Spare copies are available from the website or from the Secretary.

EventsSecretary: Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Club Publicity: Roxana Husain.

Club Regalia: Garth Jeffrey: growler.jeffrey@gmail.com 01508-499794

The MAC Magazine - the Club's Newsletter: Alan Wilkins Email: maceditor@yahoo.com
On-Line:

Website: www.autocycle.org.uk

Forum: <http://eacc.freeforums.net/>

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

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

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

FBHVC: <https://www.fbhvc.co.uk/>

The Moped Gallery: <https://www.icenicam.org.uk/gallery/galindex.html>

MEMBERSHIP FEES

Email Mac membership	£5.00	(£5.45 via PayPal)
Printed Mac membership.	£15.00	(£15.80 via PayPal)

Dating and registration services remain as before:

One certificate	£15.00	(£15.80	Via PayPal)
Reprints	£6.00	(£6.50	via PayPal)

Multiple certificates-

2	£30.00	Or (£31.25 via PayPal)
3	£45.00	(£46.60 via PayPal)
4	£60.00	(£62.20 via PayPal)

For further quantities, please ask and I will calculate the fees that PayPal charge the club for the service.

Our preferred method of payment is by bank transfer - it is free and reduces admin. If you wish to send a cheque, please make it payable to **East Anglian Cyclemotor Club** or **EACC** and make sure it is SIGNED! If you don't use online banking, you can take our details to your bank and they will make the transfer for you.

OUR BANK DETAILS:

Account number 00848165. TSB bank
Sort code 30-93-22

***PLEASE USE: 'Subs' or 'Dating'** as the reference when making a payment by any method.

If you have any queries, please contact me- Sharon Wikner (treasurer)
07771705627

Or sharonjwikner@gmail.com

Sections

There are several regional Sections that organise events in their areas:

Essex: Paul Efreme has resigned, no replacement yet.

Hertfordshire: Andy Cousins, 01462 643564 Or 07969 369062

Lancashire Slow Riders: Paul Morgan, moggie64@gmail.com

Northamptonshire: Ray Paice, 07799 662203, raypaice@aol.com

Norfolk:

North East: Ron Paterson, ronpaterson21@gmail.com

South East Moped Enthusiasts: Sharon Wikner, 07771 705627,
sharonjwikner@gmail.com

Suffolk: Neil Morley, neil.morley@btinternet.com

Mark Daniels, 01473 716817, mark.daniels975@btinternet.com

Wiltshire: Steve Hoffman, 07891 251118, shffm@sky.com

Yorkshire: ('The Rotherham Roamers'): John Bann, 01709 961434,
mobymagic@gmail.com

If members in areas different from the ones listed above would like to start a new Section, please contact the Secretary. He will be pleased to hear from you and provide help to enable a new Section to be created.

Ray Paice (see above) did get a 'Midshires Group' going some time ago. There were 17 at the first meeting, then it gradually dwindled to just 5 people. It still meets once a month for lunch but really needs more participants. If you are tempted to join the Group, please get in touch with Ray.

MAC Newsletter

For any articles, pictures, meetings or upcoming events please forward them to the Alan Wilkins "Al": maceditor@yahoo.com

Events

Every Tuesday: EACC Suffolk Section, members can be found at the Falcon, Walton, Felixstowe late on Tuesday evenings

Every Month: EACC Lancashire Slow Riders gather on a Sunday morning from 10:30–12:00, once a month at the British Commercial Vehicle Museum, King Street, Leyland, PR25 2LE. There's no set date; it will be posted on the Slow Riders Facebook page. <https://www.facebook.com/groups/1117088391648578/> or enquire by e-mail: lancashireslowriders@gmail.com.

Second Wednesday each month: EACC Norfolk Section meeting at The Bluebell, Bacton Road, North Walsham, NR28 0RA starting at 7pm.

South East Moped Enthusiasts (S.E.M.E) Run Calendar

For any further information call or text Sharon on 07771 705628 (or text)
Email: sharonjwikner@gmail.com

Moped Misfits Three Counties Meanders: Croperdy area, North Oxfordshire
Several outings planned, including trip to see a Vulcan Bomber, Gilkes cafe at Kineton and Hook Norton Brewery plus a camping weekend.

Email: judithrussellbrookes@hotmail.com

News

As someone who attended last year's Club Expo, this is a note to let you know that the date for next year's CLUB EXPO - **Saturday 17 January 2026** - is confirmed and bookings are now open (2 free places per club).

To book, simply email me, providing the names, email addresses, and club position of those attending.

The venue and details are: **British Motor Museum, Gaydon, Warwickshire 9.30 - 16.00**

The programme is still work in progress (suggestions for topics are welcomed), but we confirm that Club Expo 2026 will deliver some new topics in addition to your favourite subjects such as DVLA and Insurance Question time.

All presentations will be delivered by speakers and provided to attendees afterwards. Due to the nature of the information available we shall endeavour to provide an extended lunchbreak to enable you to grab a bite to eat in the cafeteria and take some time to view the museum.

Also featured will be a limited number of interesting companies we wish you to meet including traders whose specialisms are solely for the Club industry. No conflicting businesses will be present.

As well as enjoying the talks we hope for you to meet other clubs and help towards building a community of like-minded historic vehicle enthusiasts. You never know, you may learn something invaluable for your club from another!

Kind regards

Mel Holley

Secretary, Federation of British Historic Vehicle Clubs Ltd

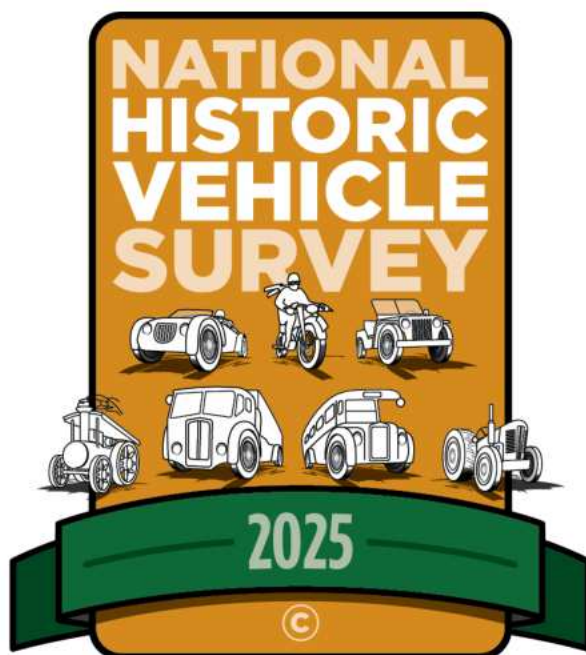
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Conducted by FBHVC

The report with the results National Historic Vehicle Survey 2025 - our major research held every five years - has now been published and we hope that you will share this news with your members.

We launched it on Saturday at our AGM (see the members area for a recording and the presentation slides <https://www.fbhvc.co.uk/members-area>).

It's the most comprehensive survey of its type ever carried out in the UK and we thank all clubs and their members for contributing to the research; your response was phenomenal and we thank you for your support!

To put the results into context, exit polls for UK Parliamentary Elections rely on a sample of just 2,000 demographically representative UK Adults. The sample for this year's National Historic Vehicle Survey (NHVS) surveyed 19,943 Owners, Enthusiasts, Trade, Clubs and representatives from the wider UK Public.

Please do share the results - and link - with your members through your magazine and online news.

An overview (for cut-and-paste) and the report are here: <https://www.fbhvc.co.uk/news/article/britains-love-of-historic-vehicles-powers-73-billion-boost-to-the-uk-economy>

We will also have printed copies available on our stand in Hall 5 at the NEC, should anyone wish to have a 'hard copy' read. It's 60-pages long, but not heavy going!

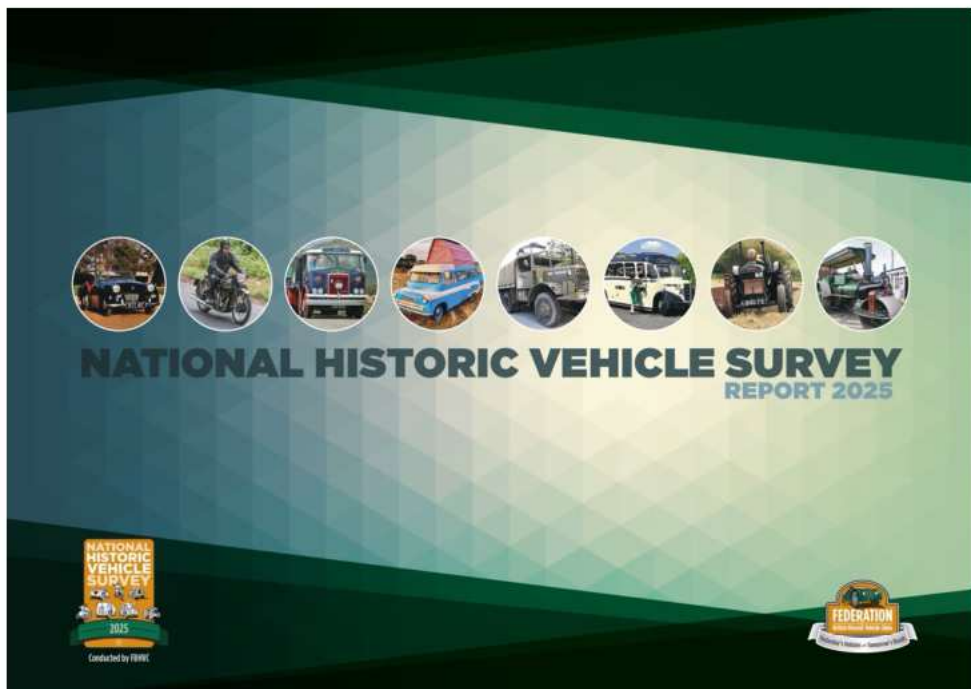
I also attach the logo and report's cover, for ease of use in your magazine.

Should you wish to reproduce any of the charts, please feel free do do so. A high-resolution version of the report can be downloaded here, from which these can be extracted <https://fbhvc.co.uk/survey>

As ever, if you have any questions, please don't hesitate to contact me.

Kind regards

Mel Holley



Lancashire Slow Riders

Funeral of one of our supporters

Evelyn Hewitt 90 years young.

I wrote an article a while back that some may remember about a lady who used to come to the vintage rallies, "Evelyn" she ended up having a ride on the back of Mike Watsons Matchless as it was on her bucket list. She rode regularly with her late husband before he passed away in 2011. She had a passion for all types of bikes and even judged at some of our shows.

She passed away early September 2025, today was her funeral. Peter B, her best friend asked if myself and anyone else would like to ride in at her funeral.

Peter Moore and I rode our autocycles and were joined by Mike on the Matchless that Evelyn took her last ride on, also Richard a long standing friend of Evelyns late husband joined us .

Paul Newton LSR.



LANCASHIRE SLOW RIDER SECTION NOTES



Its been a busy summer with the vintage rallies and ad hoc ride outs .

The weather was certainly kind to us this year and we crammed quite a lot in .

Planning is already being made for 2026 inc Stafford Motorcycle show in April , that for some maybe the first weekend rally of the year.

No wales weekend planned yet due to lack of support in 2025, unless someone else wished to take over .

Paul Morgan is taking a back seat from section buisness due to on going health issues and we wish him all the best and hope he can attend some events in 2026.

We have stopped holding monthly meetings , but we do still meet up on ad hoc weekends and most of us attend the same vintage rallies so have a meeting whilst there ,although not a lot to discuss as everything running smoothly.

Ive not sent anything in lately as I thought I would leave room for the club secretary to post the minutes and agenda for the AGM's.

On behalf on everyone at the LSR , have a Merry Christmas and all the best for the New Year .

Paul Newton

STAFFORD MOTORCYCLE SHOW

OCTOBER 2025

LANCASHIRE SLOW RIDERS

The LSR had a stand again this year at the show, the stand was limited to Autocycles/Cyclemotors/mopeds and bikes up to 125cc, and priority given to EACC members, due to size and space we were allocated.

We had 2 autocycles in attendance NH149 made its first appearance at this show along with Jon's Autobyke.

Also, a Suzuki TS90, Garelli tiger cross, Honda cb100, and a Suzuki stinger.

Maureen was displaying her Kestrel 50cc moped as a private entry in the main hall.

Anyone wishing to display their bikes at Stafford shows can easily fill an online form in, add some pics and apply as a private entry simple enough.

The LSR stand is usually booked up and full by the ones who have supported us from when we first started exhibiting at Stafford.

Our stand attracted quite a bit of attention especially the autocycles as not many on show apart from ours, so they are a bit different from everything else and people seemed to appreciate them as they could see they were bikes that do get ridden and not just trailed round from show to show.

I did manage a little ride Friday round the showground on NH149 as its quite a big place, weather was good all weekend but a little cool in the evenings.

Not usually my type of show if I'm honest as I do like to ride out from the shows after they finish, but it was a good end to the rally season this year. We have already been invited back to the April 2026 show.

I'd recommend getting your applications in asap for private entries as it's a popular show.

Paul Newton LSR





LANCASHIRE SLOW RIDERS
BRIGHTON FERRY RALLY WEEKEND
EAST YORKSHIRE

I was invited to a motorcycle rally weekend at Brighton Ferry east Yorkshire by another group, they said to invite anyone from the LSR along to, so I did.

Word went out and quite a few said they were coming, but as usual we were let down again, but Terry Freeman all the way from Durham came, Mike Watson and Roy Taylor, also Jeff and Sue who came to do recovery if needed.

Terry and I arrived Thursday to make the most of the weather and have a ride out.

I had recently purchased a Honda c50 from another EACC member to use as my winter bike, Terry was on his ct110.

We set out for a ride to Selby, to collect a set of Villiers tools. Selby is only 12 miles away, but we did it the long way round so 12 turned into 25. No problem as the weather was decent for riding and there are some great lanes in this area with very little traffic.

Friday, Mike and Roy arrived and I had planned an ad hoc ride with no set route that followed the river as much as we could.

I checked the C50 and had a flat tyre, punctured, as Hondas don't break down, I hadn't brought any tools plus I only had the c50 a few days.

One of the other bikers gave me 2 big screwdrivers and Roy supplied the puncture outfit and with some help from Terry and an adjustable spanner, we removed the wheel, tyre and fixed the puncture. Now anyone that knows me, knows that I do have a lot of trouble fitting a tyre with proper levers and nip tubes for fun, I always buy tubes in pairs because I normally nip and puncture 1.

Managed to get the tyre on with a couple of screw drivers this time no prob and the tyre stayed inflated, so the ride was back on, but a bit delayed.

Off we went, me on the c50, Terry ct110, Roy on his cb100 and Mike back marking on his matchless. Jeff n Sue was standing by back at camp as recovery (unnecessary).

First stop a village called Howden, my tyre was still up so we set off, crossed over the M62 and down some of the best traffic free lanes I've ever ridden, it did remind me of Norfolk in some way, dykes n all.

Roy had a few niggles with the cb100, a loose side panel and a loose earth but nothing stops a Honda running.

Think we only covered around 35 miles but imo it was a very enjoyable ride and the views and roads were a pleasure to ride down.

Back at camp the rally was getting into full swing, the campsite was filling up, some frequented the Pub on site in the evening and watched the bands play till the early hours.

The forecast wasn't good for sat so wasn't too bothered about late night.

Saturday was a complete washout, rain from early morning straight through, certainly not fit for riding a bike.

The organisers were holding a bike show at the main building/pub, so that's where the Honda c50 stayed all day.

To my surprise upon collecting the c50, I was awarded a trophy for it and yes, there were some other bikes in the competition and I did have a witness to prove the c50 really did win ha ha.

Turned out a good weekend and Sunday was sunshine all day for the long drive home.

Thanks to the group of bikers for inviting us along and I'll definitely see them again next year.

Paul Newton LSR







Scotland Coast to Coast

In June this year, I was lucky enough to be invited with a great bunch of guys to take part in a 6-day coast to coast /tour of southern Scotland.

The route was Portpatrick – Eymouth and back over 5 days or so nearly 500 miles.

It was mainly planned for autocycles and mopeds, I wasn't confident of doing it on NH149, id no doubt it would manage it mechanically, but my tyres were showing signs of cracking.

I thought about doing it on my Honda c200 but thought it wasn't enough of a challenge on a Honda.

A friend had a James cadet, that he had owned for a number of years and it ran very well, so I bought it off him to use. I tested it out in the months running up to the C2cC and its served me well and I was confident in it being reliable enough, even though I had to keep adjusting the clutch. But I would also take the Honda c200 as a backup bike.

Met up with the others in a small town called Creetown, which was to be our base and to where we would return so left our vehicles, we used to transport bikes there.

There were 2 New Hudson's, one was a Restyle, a Mobylette 50v on French plates the rider had come over from France to take part, another James cadet, a 2 speed NSU and a Raleigh Runabout. My James comet and the Honda c200 would be in the back up van for anyone that needed.

Day 1 we set off for Portpatrick, My James was going well as was everyone else's bikes, then after about 10 miles, whilst at a junction I felt the clutch needed adjusting, but thought I'd do it at the next stop, "wrong decision" I banged it in low and broke the clutch housing, unrepairable so glad id brought the Honda c200 as back up. Also, one of the NH's had a slight electrical issue, which was soon sorted back at base.

So, the rest of my trip, apart from the first 10 miles was completed on the c200.

We rode:

Day 1 Creetown to Portpatrick and back.

Day 2 Creetown to Gretna.

Day 3 Gretna to Kirk Yetholm.

Day 4 Kirk Yetholm to Eyemouth and back.

Day 5 Kirk Yetholm to Lockerbie.

Day 6 Lockerbie back to base Creetown.

It was a fantastic trip I'd certainly do again, the planning and accommodation was excellent and the roads we rode were practically traffic free, all the bikes performed exceptionally well, apart from my James but that was the rider fault.

I obtained a casing for the James and sold it a few weeks later, it is now in Spain along with a Mobylette that had actually 12 months previously been imported from Spain.

Some fantastic roads in southern Scotland, the weather was very kind to us, we only had one damp day and that was very light rain.

Met some wonderful people and made some new friends and was really impressed with how their bikes performed, especially the 2 speed NSU quickly.

Paul Newton LSR





Suffolk Section notes Nov 2025.

Meccaniche Vigevanese Angelo Copeta, Via Persani, Vigevano, was established by ex-MV Agusta rider Angelo (or Alfredo) Copeta, whose racing career included two rides in the Ultra Lightweight (125cc) TT, coming fifth in 1952 and fourth in 1953. He rode eleven 125cc GPs from 1952 to 1955, was always in the points (excluding DNFs), and won the 1953 Spanish GP. Copeta was born in 1919, so would have been a 16-year-old when the race-winning, and record-breaking CNA Rondine seemingly appeared out of nowhere. With its awesome supercharged DOHC four-cylinder motor, it's probably not stretching the imagination too far to assume that a teenager, who later became a GP rider, might have been so impressed that he'd want to use the same name when he started building bikes himself. Copeta began the construction of 49cc road race and off-road motocross

motor cycles in 1967, and adopted the Rondine brand, which he was able to do because no-one else was using it at the time. Since Rondine was simply Italian for Swallow, Copeta could take up the name without there necessarily being any unwanted direct political associations of commemorating the March on Rome (Fascista ideology had somewhat gone out of fashion by the mid-1940s).

Copeta's interest was in the speciality sports machines, of which production was fairly limited, but was supported by production of some utility and commercial models. Production seems to have ended in 1971, though some sources suggest that the business continued into 1973, but perhaps this just represented the selling off of remaining machines.

Models produced were:

Monza: sports model,

Ringo: monotube frame with automatic transmission,

Speedy: 10 inch wheels,

Tris: with conventional open frame,

Cross: Off-road.

The mopeds were equipped with Franco Morini, Minarelli, or Malanca engines, and there seems to have been some tie-up with Malanca, as the Rondine Speedy Export Testarossa was identical to the Malanca Minicompetizione.

Our Rondine Monza Export Sports model, with frame number 01872 and dated 1971, mounts a Minarelli P4 motor with cast iron cylinder, topped by a big-fin alloy head, with the front corner fins cut back so it will fit into the twin down tube frame. There are Simonini (Minarelli) custom engine & tuning sporting accessories fitted, in the form of a rough-cast finned clutch case, and rough-cast finned mag cover with mechanical rev-counter drive running off the magneto centre nut, leaving an exposed front sprocket to complete that full-race look.

And that Dell'orto UB22s cross-slide, side-float down-draft is a serious piece of carburetion too...

There's a whole load of expensive and sporty equipment on the cycle frame too, like Marzocchi hydraulic front forks set in alloy yokes, with the stanchions set 60mm through the top yoke to lower the frontal height. Both wheels are laced into CMB alloy rims, with a Grimeca double-sided

front hub and two single-leading, air-scoop brake plates on each side of the hub, while the rear hub is a single-leading Grimeca.

The gear change operates from rear sets, with a foot-peg-located and detachable prop-stand, which can fit on either side.

The fibreglass tank and fastback single racing seat were probably not original fitments, and the seat gives one of the most uncomfortable riding positions we've ever encountered.

A silver plastic frame trim is the nearest this gets to a rear mudguard, and a small fibreglass front guard, which is little more than a cosmetic trim, clearly wouldn't protect the motor from anything and everything the front wheel chucked at it. This is no all-weather commuter...

Chrome steel headlamp brackets clamp around the fork legs at the bottom yoke, so the clip-on handlebars are next up on the fork legs, and just 50mm above the bottom yoke! Yes that's the bottom yoke, not the top yoke...

The rev-counter mounts on a stay in front of the headstock (which also serves to mount a number 56 competition plate), but the tacho cable routes right across in front of the headlamp, so we're really not sure if this was actually a road bike converted into a track racer, or a track racer pretending to be a road bike?

From the immaculate condition of the insides of the mudguards, under the engine, beneath the seat, and between the head & barrel fins, this bike has been little more than an ornamental toy, and experienced no practical use ... so will it even go at all?

Fuel on, choke, a couple of kicks and to our surprise, Rondine fires right up, but needs to warm and run for a while before it'll entertain the choke being opened up. When the choke is cleared, throttle response proves very snappy, and readily convinces us this is likely to be a lively 50 ... but is the gearing going to be suitable?

Following race fashion, there is no speedometer, just the CEV rev-counter, which indicates up to 12,000rpm. A redline is marked by a strip of red tape at 8,000rpm, which is how we coasted round on the first lap, and representing a paced 51mph in top gear—but that's not full throttle. What do sticky tape red lines mean? On a proper race bike, it means you're going to lose the race, so second lap, the engine is warmed up and

we go for it. Tucked in as tight as we could, and full throttle on flat in still air paced 57mph at 10,000rpm. With a fearless, younger, smaller, slimmer and lighter jockey, we're pretty sure the Rondine could well have topped 60, but piloted by an aging 14-stone pilot with a sense of self preservation, and wondering whether the old and obsolete 2.00x18 rear Michelin Rapido moped tyre with cracked sidewalls and treads might be beyond its safe speed rating, it's possible we didn't get the very best out of the bike...

The front is a 2.00x18 Pirelli radial-rib motor cycle tyre, but it's also old and hard, and you wouldn't be wanting to push that fast round corners, or it could let go on you too.

Front brake-plate stays are cut out of perforated, chrome plated steel sheet, which we think looked a bit brash and tacky, though the dual front brake operates really well with a strong and progressive feel. The cable operated rear brake is less decisive, and requires a firm foot pressure to create much effect.

While the headlight looks to be wired in, we couldn't find any switch, and it doesn't seem to work, while the tail light is a bicycle battery LED.

Acceleration was spectacularly brisk considering the bike was only 50cc, and every bit as amazing as the bike looked. This now stands as the fastest 50 we've ever tested, and eclipsing the Testi from [Track Day '70s](#) by 1mph. The remarkable Rondine also achieved this performance with easy starting and reliable running throughout the test, where the Testi was just a two-wheeled nightmare!

But was this Rondine ever really intended for road use?

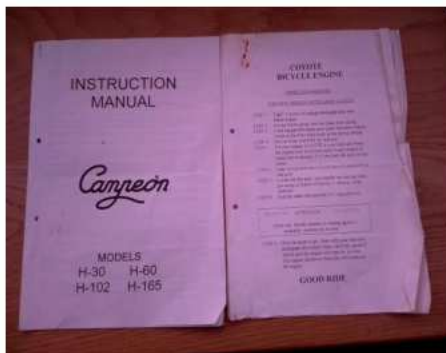
The Tecnomotor Special was a model sold in the UK by John Rudge as sole importer. and maybe surprisingly intended for road use. IcenicAM has tested 3 of these Tecnomotor models in different features. We paced this blue one at 51mph.

Regards ... Danny.



Campeon Coyote Buzz Cyclemotor (Plumbers Scrap box)

Google “Campeon Coyote Cyclemotor” and absolutely nothing comes up. This Spanish rarity really is quite obscure but is without doubt my favourite of all the cyclemotors that I own.



In essence it's a two stroke upside down cylinder (33cc), roller driven (No clutch) brush cutter engine, utilising a steel roller (similar to a Mk 5 mini motor roller) to drive the back wheel.

It revs out at about 6000rpm and performance is 30 -35 mph on a dry day. It sounds amazing (not unlike a Yam RD 250 being wound up – or is that an exaggeration?). The original fuel tank was changed, and an extension engagement lever was added for ease of use. Performance of the bike is down to the marriage between the Continental Extra tyres against the smoothish type of roller. The compound is softer than the Schwalbe tyres I normally use, but grips and sticks so well and I honestly, in this set up, would recommend using them.

I now own two of these units; the one pictured came from fellow Buzzers.

There is a third one that is mounted to a bronzy coloured Saracen Mountain bike, and some years ago I owned that one too, and always regretted selling it.

The bike used for this build is a late 1980's Pioneer 10 speed Raleigh, and the engine paperwork dates the engine to around the year 2000.

On the road the motor quickly burbles into life once the lifting lever is lowered. A small lever acts as the throttle, and this is attached to the left-hand side of the handlebar.

There is no decompressor, but there is a kill switch that kills the engine dead when needed. Junctions do need to be planned on the road, but taking the engine out of drive and using the 10 derailleurs gears ensures a safe entry and exit, and once cleared, simply lower, engage the motor, and off you go again.

Hills are generally easily taken with just a little LPA on the steepest of gradients.

All very enjoyable and thanks to the tanks 1.5 Litre capacity, allows a range of approximately 50 miles.

You might be wondering why in the title I've put (Plumber's scrap box) being a resourceful type of chap and a "Gas Safe" registered engineer, I'm always on the lookout for parts that can be used in our hobby, and scrap plumbing items sometimes tick the box.

On this build I upcycled the following plumbing and Gas related items:

1 A Scrap Central heating Radiator Bracket, which was flattened, reshaped, painted black, and was used as a wrapper to locate the engine central to the frame.

2 The above wrapper was shimmed up using unused toilet seat washers and threaded bar from mild steel munsen ring pipe brackets were used to ensure a snug fit.

3 A Gas Cooker Stability Bracket was used as a support for the rear carrier (painted black)

4 A self-closing mechanism rescued from a disabled toilet door served as a perfect number plate holder.

5 A Worcester Gas Combination boiler expansion vessel bracket, served as a perfect item to mount the rear light to, and double up as an extra fuel bottle support.

6 15mm plastic pipe was used as cable conduit to take the lighting and kill switch wires to the engine at the rear.

7 A copper buzz bar was taken from an industrial scrap electrical consumer unit, and once cut and filed to shape, proved to be the perfect item to act as the lifting engagement lever, to put the engine in and out of drive.



Nuts and bolts were purchased from Lidl (using my 10% off coupon) of course, and the whole lot was assembled together.

Builds like this just seem to evolve; nothing was planned, it just “appened”

So, there we have it, one extremely usable and enjoyable cyclemotor to ride.

If you want to find more information on these units, please don't Google it, because you`ll find absolutely nowt.

Cheerybye. Nigel Pearson

Charley The Bsa Ariel 3 - part 1

It all started about 15 years ago, a friend visiting the Vauxhall open day at Billing sent me a photo of a weird looking 3 wheeled moped he had seen for sale at the event , being a stout lad he had declined to buy it for fear of it "falling to bits and things being unobtainable", however the weird quirky three wheeled bike stuck in my mind, and a couple of years later whilst buying a car I was presented with a blue one there on the same premises. Without even thinking I enquired, a price was reached and I bought VTA 46J on the spot,



On going to collect the bike a few weeks later I was also given the remains of 2 orange Bsa's that had been dismantled to provide parts to keep VTA on the road as it was in use as a daily runner around Bristol (the venue for this is interesting in its own right as it was an old building of the Douglas motorbike factory at Kingswood , the chroming department I believe).

I managed to build 99% of a bike up from the spare parts and promptly gifted this to my friend who had sent me the original photo, within a fortnight he had acquired another registered wreck and from them both built a stunning orange Bsa that became known as "Stan"



(a reference to Clockwork orange Stanley Kubrick). So, between us we both had running bikes so out every weekend we went, terrorising the country lanes of Nuneaton and the surrounding areas.

Now as anyone who has ridden a Bsa will testify, they are scary unstable bouncy things, we didn't really find this, both of us were large men, I topped 15 stone and Paul was taller than me and of similar build yet these little bikes flew along at 25mph-30mph carrying us about, Paul was a lot braver than me and he would hurtle Stan into the bends flat out and I would be left behind trying to catch up, but to no avail. With properly setup suspension you can pretty much take a turning out of a junction flat out and they simply do it. We often joked that a more powerful Bsa ariel 3 needed to be built, I had done a small port on Henry (VTA) and decked the barrel a touch and it would now just about beat Henry on the flat (never did work out why Stan went so well as I had overhauled its engine and timed it identically to Henry's) and at one point I hit 32mph on it. So this went on for a while, we attended a run with the Bsa's in Shropshire somewhere and for the entire run we were the lead bikes behind the c90 leading the route, nothing else got anywhere near us, a few people commented on return how quick the bikes actually were and they had never seen one on the road being ridden despite (as some admitted) to having one in the collection at home. I have since found out the reason we weren't overtaken is the things are hilarious to watch from behind, looking like someone is being chased by an angry breadbin.

So how do you make a moped faster, I considered a Honda cub engine like the one I had seen a photo of (a green one built by a chap called marc and his dad apparently) that was running a c50 semi-automatic with a hand gearchange under the seat, seeing photos of it at Mallory Park being hammered around was enough for me to get the brain into gear and I set about working out how to effect a safer gearchange (one that didn't involve releasing the handlebars).

I considered various things, cables into the engine rotating the gear drum using a second bsa throttle (as it's a push pull), electronic using solenoids, a random chat with a fellow monkey biker one evening on facebook and he pops the sentence "Why not use a fully auto one", I didn't even realise these existed so was straight on eBay and someone had literally just listed a c70lac engine on eBay with a £70 buy it now in Windsor, I was on his doorstep 8:30 the next morning and home within 2 hours with the engine. Ok it's a big piece, the Laura Anker motor is a tiny little 47cc thing lost in the huge box at the back of a Bsa, this however being an engine and gearbox combination was a very different thing.



It looked like I had space to mount it open like Marc had and the standard layshaft and sprockets almost aligned (in reality it was a simple case of spacing the engine sprocket out).



I carried on mocking it up on the bench at work and after a while realised with some shuffling and shifting it would fit inside the box



a plate was made using a couple of Bsa engine mount plates and it picked up the footpeg holes of the Honda engine locating it on the original Bsa engine support post,

I fitted the bodywork, cut the front of the box out to help with airflow that was it "sleeper Bsa" coming up.

The bike presented a few other interesting challenges; the original fuel tank (not present) would have been where the carb and inlet now sat



and this meant I had to make a new fuel tank, a generator fuel tank was used, I steam cleaned it out and welded a couple of m8 fine pitch nuts to the bottom, welded up the big fuel filler hole



as it was halfway down tank and no good if I wanted to open the box, a fuel filler neck from a Qualcast lawnmower was soldered onto the top corner and fuel lines from the two nuts ran to a two way tap (one nut was higher than the other so a sort of early warning to running out of fuel),, a vacuum pump that worked off the inlet manifold pulses was added and that was it, a rear mounted kickstart (like a dogs tail) saw the engine kicking over, a very small loom to run the coil and cdi was built and an ignition switch put up the front on a small piece of aluminium
next jobs were to fabricate an exhaust and join the engine drive to the rear wheel.

Exhaust was made using a header pipe from a Honda cub and a piece of round tube crushed to an oval and baffled internally a bit. All that was left, was getting drive from the engine sprocket to the rear wheel, this had two issues, the engine ran a Honda type sprocket and the Bsa ran a belt. I found by drilling the threads out of a sprocket I could bolt it on the outside of the locking washer into a proper sprocket on the output shaft, this spaced it out about 10mm and lined it up beautifully with the layshaft.

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Please call Mark on 07877 536948
Cannock, Staffs



When I took the tank off on the RM8 I am 'restoring' I found it was missing two thirds of its back mudguard. I couldn't find a replacement, so I had to improvise.



The replacement mudguard section is part of a 24-inch mountain bike tyre with some bits of old plastic pipe rivetted inside as spreaders. It seems to work very well. It can't be seen from the outside of the bike and of course it won't go rusty.

David Romaine.

Services

I recently came into contact with club member Tony Martin who I believe lives in Norfolk.

He has asked me to pass on the following to club members so thought this could be achieved by an article in the MAC.

He has a lot of original sheet metal machinery and can repair by welding or replicate original tin/aluminium or s/s panel work.

He recently fabricated a set of handlebars for an early 1950's Excelsior Autobyk, after making a copy from a borrowed set belonging to Dave Watkins.

email: abmartineng@btconnect.com

Obviously he cannot compete with new parts made in India or China but is more than happy to make parts for members who cannot obtain original

Club Regalia : Contact – Garth Jeffery. E-mail:
growler.jeffery@gmail.com

Tel: 01508-499794 Mobile: 07521-122213

Sew-on Badges, all £2.50p ea. White print on black background. *Illustrated*.

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Fleece £26 ea.

New style high-vis £7.50p ea. Old style high-vis £7.50p ea.

