

The M·A·C

The Newsletter of the EACC

Number: Ninety Two February 2026



Wow February 2026 Issue of the MAC already, this year seems to be off to a flying start. My name is Alan Wilkins, but everyone calls me Al. My in box and phone has been busy recently receiving content for the February's edition of the MAC.

A big thank you to those that took the time to write and 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 Cyclemotor, 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: arodddham.eacc@btinternet.com

Telephone: 01733 703655

Membership & Webmaster: Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.

Email: membership@autocycle.org.uk

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arodddham.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 Kinton and Hook Norton Brewery plus a camping weekend.

Email: judithrussellbrookes@hotmail.com

HISTORIC LAVENHAM THEATRE Biker Meet

We are reaching out to you with an invitation to join us for a bikers meet in association with;

RADIO CAROLINE - 648 AM and a date for your Bikers club diary.

You are invited to :

SUNDAY AUGUST 9TH,2026 11AM TO 4PM BIKERS MEET.

Admission free to all bikers and biker clubs.

Historic Lavenham (Suffolk) August Theatre & Pub in the Park.

Bridge St Rd. Lavenham Suffolk.

A great located site with loads of facilities see attached pics in central East Anglia.

Facebook Page: [\(5\) Facebook](#)

E-Mail sally@weloveconcerts.com <mailto:sally@weloveconcerts.com> to obtain your free site passes and fuller information and come along and have a great day out.

Bands to be announced in the afternoon and evening.

Full details will be announced

on www.weloveconcerts.com <<http://www.weloveconcerts.com>>

Many thanks

www.weloveconcerts.com <<http://www.weloveconcerts.com>>

HISTORIC LAVENHAM THEATRE Pics 2025 see attached.

----Truly Special-----

1000's flocked to Lavenham hosting its 6th Annual Festival Theatre between Tuesday August 12th and Sunday 17th August ,2025.

Name attractions included Dr Feelgood , Clearwater Creedence Revival (returning for the 3rd year running !) The Carpenters Experience (returning for 2nd year running) Comedy Club Night headline Scott Bennett, Genesis Connected (returning from 2023) The Shires (returning for 2nd year),The Manfreds featuring Paul Jones, Shakatak (returning from 2023),T-Rextasy & Aladin Sane (Special unplugged show).

This year's dates have already been announced for August 2026 from August 8th through August 16th,2026

Sally Horsnell

Opus14 Concerts

Box Office/Administration/Customer Liaison

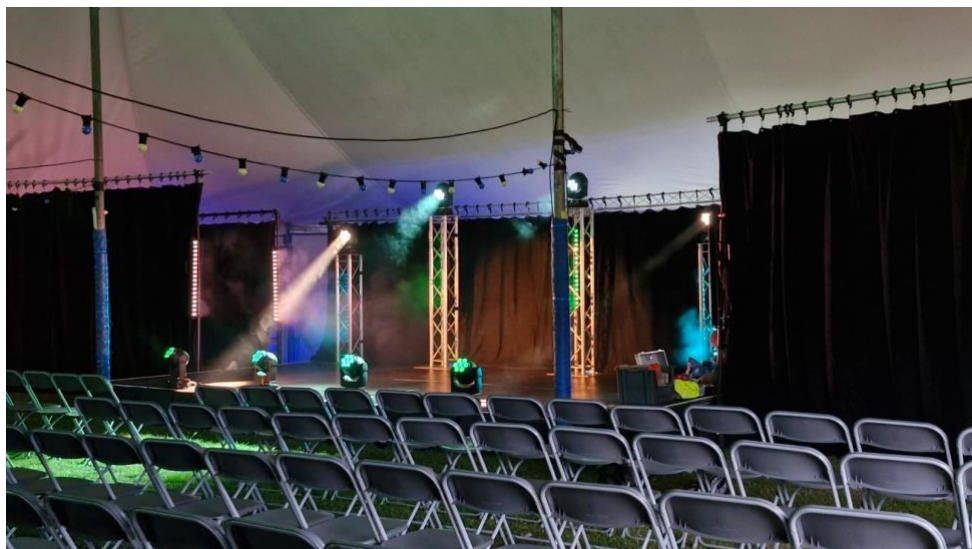
Tel: 01256 416384

Email: sally@welveconcerts.com#

Facebook/Twitter /Instagram: weloveconcertsopus14

Opus 14 Ltd 2023 www.opus14live.com

www.weloveconcerts.com



Lancashire slow riders will be having a stand at the rally again this year. FREE camping for exhibitors, displaying a vintage/classic machine, ride outs over the 3 days.

See our fb page for details and application forms



News

This report was submitted to the secretary as requested, to be presented at the AGM, but wasn't published or presented apparently.

Lancashire Slow Riders

Annual Report 2025

As Paul Morgan, the LSR section leader has been inactive for around 2 years, I have been asked to compile an annual report.

I did intend to take a back seat from events and club business with the hope that someone else would take a lead, but no one stepped up.

The LSR section are well established in the Northwest also spreading to other counties with members all over.

We have attended a lot of vintage rallies throughout the summer and are now actively involved in stewarding and putting on stands at some including, Heskin steam, Pilling Vintage, Fylde vintage and Cheshire Game fair where we promote the EACC displaying banners and flags.

Also, we are now established and are invited to hold a club stand at the Stafford motorcycle shows.

There have been a few ad hoc ride outs, but these have not really been well attended this year, with only the same regular riders turning up each time.

Plans for 2026 are as follows:

April the LSR/EACC will be having a club stand at Stafford again, also at the October show.

May, we will be stewarding and having a club stand at Heskin Steam Rally.

July, Stewarding and club stand at Pilling vintage weekend, also at Fylde vintage.

August LSR will have an annual rally/camping weekend combined with a club stand in Fleetwood at the Fylde and district preservation society show. Also, will be having a club stand /stewarding the motorcycle section at the Cheshire Game and country fair.

September we're having a club stand and stewarding the motorcycle section at Great Harwood district transport show.

Ride outs from all these events are also on the agenda.

We will display EACC banners /flags at all these events and do our best to promote the club.

Paul Newton

Suffolk Section notes – January 2026

Not so many cyclemotor related activities ongoing around this time of year, except for one particular and traditional Suffolk Section event on 4th January EACC 42nd Mince Pie Run from Orwell Yacht Club, Ipswich, along with tea, coffee and mince pies.

Our weather watch running up to the event wasn't looking promising, with forecasts of freezing conditions and snow across much of the country. There were reports of snowfall in neighbouring counties during the previous day, though Suffolk still seemed ok, so decided to take a chance and run the event. The Sunday morning seemed surprisingly clear and dry, though bitterly cold. The turnout was obviously compromised somewhat due to the adverse conditions, but we still had some 30-bikes piloted by hardy souls circulating the route to the Shipwreck Bar at Shotley Marina where hot coffee and cocoa proved more popular at this halfway stop on this occasion than the more usual cold beers. The return leg was a straight run back along the main road, to warm up again with hot tea, coffee and more mince pies at the Yacht Club. We did operate back-up vehicles around the course, but their salvage services were not required.

The roads proved pretty much dry and clear all day, with the first snow only arriving during the following evening.

The Mince Pie Run is dedicated to the memory of Dave Evans, who was the run's organiser for 20-years and a collection raised £100 toward Cancer Research UK. Many thanks to all who attended and contributed to the event.

Forward calendar: - Coming up on Saturday 14th March and another on Saturday 11th April, Rickinghall Classic Auto Jumble & Swap Meet, held on the village hall's 6-acre playing field, alongside a Country Market, on the second Saturday of the month, 9:00am to 12:30pm. Stall set up is from 7:30am and stalls are free of charge – though a small donation towards the Village Hall will be most welcome. Contact 'Dangerous' Dave on 07806-437722.

12th April EACC 20th Radar Run and Moped jumble from Bromeswell Village Hall IP12 2PX

There's a superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. All welcome, and free day membership if you're not an EACC member, and the usual free pitches for jumble stands, call Paul on 07702-192008 to allow him to set your spot in the hall. Jumble opens from 9:30am, the run sets off at 11am. The Radar Run also features an optional lesser route for cyclemotors, 11 miles shorter than the main route. The cyclemotor route runs along the same roads as the main route but omits two 'dead end' spurs, which means that back-up vehicles can cover both routes.

See you on the road ... Danny.









LANCASHIRE SLOW RIDER

RIDE THROUGH WINTER AND CHRISTMAS

Weather was quite good in the normally 'Grim North', so took advantage of quiet roads and good weather to try out a few machines that don't get used as much as some of the others.

NH 149 wasn't used much during 2025, so I pulled it out the shed, it has always been a very easy starter even when stood for months on end.

Checked tyres as these are my main concern, really must get some new ones at some point, but could always loan a set off Peter Moore if I decide to do a more epic ride in 2026.

Rode it down to a local heritage centre with a quite famous landmark that Wigan is well known for as well as its Pies.



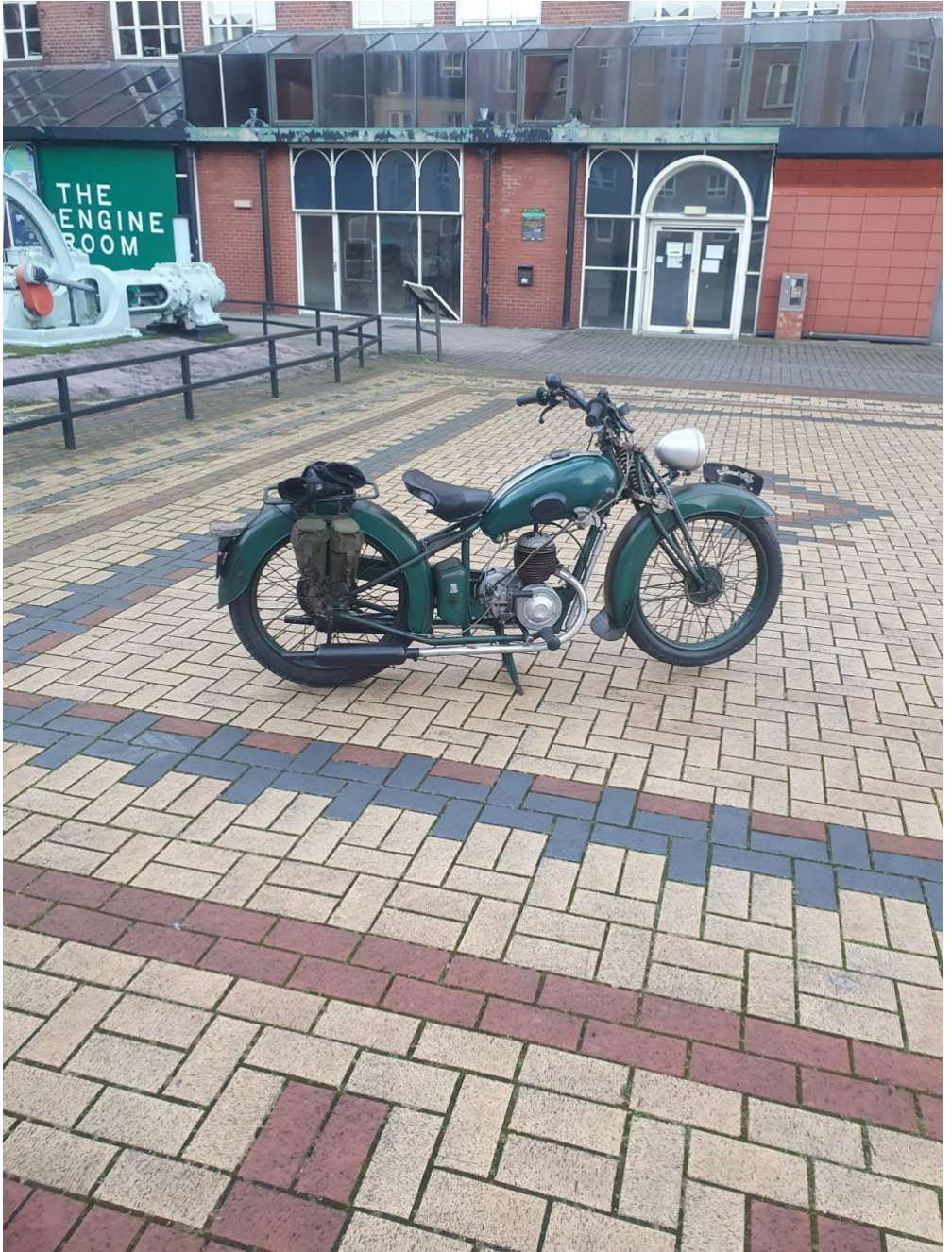
Second machine to make the cut was a very rare 1948 Ravat, 125cc engine based on a pre-war Villiers engine that shares a few compatible parts, 3 speed hand change which takes some getting used to, apparently made under license in France so I'm told, this little bike has some very (unconfirmed history) I'll save its history for another day though.

The Ravat ran superb, and I managed the gear change ok, the roads were very quiet so had plenty of time to make mistakes and miss a few gears without any pressure from traffic.

Decided the Ravat was ready for our annual Boxing Day ride and was feeling confident it would make it no problem (that's another story).







Next on the list was a 1975 MZ, a bike I picked up as a project to keep me occupied during winter, it didn't prove much of a challenge, and it was soon up and running ready for the road, apart from issues with Royal Mail delivering my V5!

The Mz ran well and I was quite pleased with it, so job done and it was to be my winter bike when routes were not suitable for anything smaller.



Paul Newton

Lancashire Slow Riders.

NOT

'THE HANGOVER RUN'

A few years ago, the LSR used to hold an annual ride, very well attended from EACC members from around the country, some travelling 100s of miles for a few hours riding small powered machines, not just autocycles.

The main organisers have long since passed away, Derek, Andy and more recently Mike Hurst, all well known in autocycle circles.

Some people said they would carry on the ride in their memory but there hasn't been a ride organised now since Mike passed away unfortunately.

Rides these days are just AD hoc when the weather suits, some of us still get out and about, today was the day (2nd weekend in January) that the hangover run would normally take place, so a few of us made the effort and got out for a ride.

There was a bike meet on not too far away, so we made this our destination .

We had a hard frost and snow was actually forecast, so it was touch and go and no formal arrangements were actually made and the idea was to just meet up at the Delph.

I opted to use the MZ that id recently re commissioned, Tyree was on ex Steve Taylor's Honda C50, Geoff on a scooter of some sorts "I always forget what", sorry Geoff, another member who's name I forgot, on his Honda express, Dave Smith on a Honda as well.

We all ride whatever suits us on the day and the routes terrain taken so a nice mix of machines, the main thing is we all have a passion for 2 wheels.

A few other LSR opted to use 4 wheels due to weather conditions in their area, they made an effort to get to the meet up venue for a catch up and a chat .

Well, done guys.

Paul Newton LSR.





THE SPARES BIKE

NH150

If you own a Villiers powered machine or similar, you will know that parts don't come cheap, with a Villiers we are basically held to ransom as parts are not readily available so have to pay premium prices if needed.

I spotted this New Hudson for sale locally, and the tyres looked a lot better than mine, plus it looked a complete bike so would be ideal for spares, if ever needed as Peter Moore has a NH as well.

I picked it up and was surprised as it seemed a lot better than the description.

The guy had started a restoration some 20 years ago, stripped to bare metal, painted etc, and then stopped, and completely dry stored in proper storage.

He had stripped the engine and rebuilt it, but the Piston was badly damaged, and he hadn't got round to replacing it.

He had photographed his progress from start to where he had finished.

I decided straight away that it was probably too good to strip and break for parts and really did deserve trying to finish it off.

After 20years in storage it is showing signs of aging obviously and a few bits still need replacing, but all-important stuff is there apart from the Piston.

I have been in touch with DVLA and in the process of trying to retain its original number and obtained a dating certificate in anticipation of it needing to be re-registered.

Im in no hurry to get it done and just do a little bit when bored to keep me occupied.

Maybe there will be another NH on the road in the NW soon.

Paul Newton.





Flying the Flag in the North

For the EACC/LASR.

The VMCC were holding their annual event show at a venue near Southport, we were invited along again as last year.

Last year I made the trip on my New Hudson NH 149 as it's a nice flat route, suitable for mopeds autocycles etc.

This year. On the 10th anniversary of the Lancashire Slow Riders formation, I was joined by Peter Moore on his New Hudson LRY, a bike that was around and used regular, at the formation of the LSR/EACC section, only one other that I know of that is still in use, and not an ornament, from back then, the previous owners have long since passed, Derek and Andy, two guys well known in the autocycle circles.

Frank, the other owner, of Dereks NH couldn't make it today due to illness, or I'm sure he would have graced us with his company.

We had arranged to meet at Delph water sports centre for a gentle virtually traffic free slow ride through the west Lancashire country lanes.

The forecast was for light rain, which we could cope with as it wasn't that cold.

We were Joined by Stephen a relatively new LSR member who volunteered to be our back marker and sweeper on his Royal Endfield, also Joe who followed on in his Morris Minor as back up with tools etc.

Peter led us out of the Deplh down some back lanes, the rain was light, but got increasingly worse, along with the loose gravel, mud and crap in the roads it was a slow ride, which suited me.

Once on the main B roads I took the lead as the slowest bike so could set the pace.

Long nice flat lanes for miles made it pleasant even though the rain was coming down more, we managed to put the NH'S through their paces and burn some carbon off, at speeds approaching 100mph were mentioned.

We arrived at Mere Brow village Hall and were instantly greeted by the all-girl Bike club 'Dreamcatchers' who had ridden in also, outnumbered any other bike club .

There was a few other bikes there already who probably missed the rain luckily.

Few brews and chats later, we decided to depart the venue for a more direct route back to base. Peters NH had decided to spill a little fuel, but this was soon sorted and the return was completed virtually hassle free even though we got drenched.

But we did our bit I hope and showed that some of us do still ride Autocycles in the North and trying to keep the flag flying so to speak.

I myself enjoyed the ride on the NH, weather made it a slowish ride which suited myself.

Below is Peters contribution on the ride.

I have a motto, a note-to-self, in relation to Life, and this hobby.

If you're not enjoying it, stop doing it.

Clearly, I didn't listen today!

We got wet. It was that famous "wet rain".

Paul and I turned up at the Delph with New Hudsons, Stephen Clewes rode something big, Japanese, and reliable and was the perfect back marker/sweeper. Joe Swaine offered encouragement from the centrally heated luxury of his Morris Minor.

We rode to the VMCC Meet at Mere Brow, where there were a lot of old men with big shiny bikes, some of them ridiculously noisy. Nev Hutton and Jon Kay were there, standing in the lee of the Village Hall, looking remarkably dry and relaxed! How did they manage that, I wonder?

We rode a circuitous route to get there, finding all the single-track, puddled, and pot-hole infested lanes in Southwest Lancashire. Oh no. We weren't lost, just indecisive!

There were no breakdowns, just LRY keeping me nervous by dribbling fuel down the carb and onto the exhaust, at will.

Tomorrow, all will be well and brighter. Now that the wet ordeal is over, and I am dry and warm, I shall look back and say what a good day out that was!

Today I was reminded that the last time I rode LRY to Southport it rained, heavily, LRY expired, possibly drowned, and had to be returned to base by the excellent Burgess Recovery Service. Since that facility was not available this time, the NH just had to get on and behave itself! Another previous attempt to ride to Southport from the Delph came to an abrupt end before leaving the car park when the front end of the Ceccato exploded! So this time, despite getting wet, again, I should consider the day a success!

Paul Newton and Peter Moore

A Francis Barnett Autobike and The Norman Conquest

When the 1939 Francis Barnett Autobike came into my possession from a gentleman in Wales it had had an earlier 'restoration'. It was a free entry in the shows model with a laminated notice detailing the complete engine and ignition system rebuild. The FB had been at the back of my garage for quite a while waiting its turn to be commissioned.

My favourite Welsh vintage rally is in August so in early June I decided to get the Autobike on the bench to inspect its internals more thoroughly. I soon discovered the laminated notice was a work of fiction, which I suspected and did not really mind as I always completely strip down every machine before use regardless of the claims made, and have so far found that to be a wise move as I use my machines for long distance autocycle camping trips at every opportunity sometimes in remote areas where reliability is paramount. The area of Wales where this rally is held is quite hilly and, as the Reverend Mark Daniels mentioned in his excellent article 'The Eagle Has Landed', the Villiers junior engine has an amazing ability to climb quite steep hills.

I thought almost 7 weeks would be enough time to get the rebuild of the little FB completed, road tested, and signed off serviceable. The first job was to dismantle the engine and get a +20 rebore, along with the crank being sent away for the completely worn out big end and little end to be rebuilt. While that was going on every bearing on the frame and wheels was stripped, washed with paraffin, pitted balls replaced, then packed with grease, reassembled and adjusted. The wheel bearing dust caps were missing and had bits of perished rubber pushed in the gap that a cap would have occupied, hence the pitted balls due to water and grit seeping in.

I decided to make bearing caps for both sets of wheels out of brass which would be easier for my little lathe to cope with than if they were made from steel. I wanted the bearing caps to be thick enough for the disc to have a tapered edge so I could tap them in position as a tight fit. I know this is all over spec for a bearing cap but it was not difficult, just surprisingly time consuming. I had some 1¼ inch brass bar from which I cut a disc of about an ⅛ inch, put it in the lathe and centre drilled the disc to take a ¼ inch bolt. With a nut and bolt through the disc I could hold that in the lathe to accurately turn the faces of the disc and, more importantly, the diameter of the disc with a slight taper for a tight tap fit into the bearing recess.



Caption: The Axminster Model Makers Lathe at work

Next the disc was put back in the chuck and held firm while a hole cutter of a size that left a very small clearance for the cone to pass through was used to cut the central hole.



Caption: One of the bearing cups fitted

The tank was secured on my tank cleaning device with a pint of paraffin and a pint of 1-inch staples and the handle of the device was operated for the staples to work their magic inside the tank. I find cork bungs work very well to bung up the fuel holes in the tank, and if cut to the right taper, they are leakproof so one does not get paraffin down one's legs while operating the machine. After several experiments I have devised a very effective contraption that ballistically sends the staples to gauge the rust and any hideous tank sealer from every nook and cranny in the tank.

When completed a magnet on a rod gets all the staples out and plenty of swilling with paraffin will get the dark brown rust soup out of the tank. I then coat the entire inside of the tank with a 50/50 mix of petrol and oil to stop surface rust until the 16/1 running fuel mix is in the tank.

The transfers were lifting and in poor condition, so I fashioned a wall of Blu Tack around the transfers with the tank on its side and filled the little bath created with a mild solution of soda crystals which brought the transfers off quite easily without affecting the paintwork. After polishing the tank, I applied new transfers from the Vintage Transfer Company who bought the entire stock of transfers formerly held by the VMCC. When the tank was perfectly dry, I applied three fine spray coats of fuel-proofer. The claims on the can of the various brands of fuel-proofer I have used have mostly been exaggerated, the majority of them should be called fuel deterrents rather than 'proofer'!

Next was the re-wiring. I don't rely on the frame to provide an effective earth but run a separate earth wire to the back and front lights, taken from a point as near to the stator plate as possible. I never use cable ties, but prefer to bind all cables with black, heavy duty linen thread, the sort a cobbler would use.

For lighting I have a 6v.6w headlamp bulb and if fitted, a .5v parking bulb wired together, and a 3v LED in the rear. This combination I have found produces a very good front light and a powerful rear light, keeping the traditional bulb in the front where it shows and an LED at the rear behind a red lens is quite acceptable for safety as I often enjoy night rides too.

The ignition system got re-wired, a new condenser and re-profiled contact breakers and a new return spring. A new spring-loaded bullet was turned on the lathe and a new spring at the coil end of the H.T. lead, also a small, dished brass disc

soldered on the side of the H.T. coil rather than the tufts of wire and solder that were there. The brake shoes arrived from re-lining and the very attractive accessory of a speedometer geared to the front wheel was stripped down, cleaned, lubricated and put back correctly with an even and constant engagement of the speedo drive gear wheels.

The gauge of spokes in the back and front wheel concerned me as they were clearly of flimsy bicycle specification and certainly not up for long-term use. All major jobs were completed including rejuvenating the clutch corks by simmering them for 15 minutes in a pan of water with a teaspoon of soda crystals to clean the 85-year-old oil skin off.

Two weeks to go before the Welsh rally and the cylinder and crank arrived back. The exhaust gasket I ordered did not arrive. The cylinder had some fresh chips off the fins at the blind end, and the crank came back with a junior deluxe con rod fitted in error which had a much bigger gudgeon pin than the junior engine. I was told the chips off the cylinder fins were due to the cylinder being gripped for boring!!

I immediately sent the crank back in the hope that I might just be able to get the engine put together in time. My cut-off time had come for assembly and testing in time for the rally, so plan B was put into action in the form of my 1953 Francis Barnett Powerbike with the incredible Villiers 2F engine which I was now going to use instead. This machine is called 'The Phoenix' for good reason, which may be a story for another time, but the Welsh trip with the Phoenix was a complete success.

Some time had passed and the 1939 FB was put together with timing marks applied as there were none on the engine at strip down. Having successfully completed its trials with the flimsy gauge of spokes still a concern I decided to do something about it. I have never tried to re-spoke a wheel and, being fortunate to have a friend who I would rate as one of the best old school wheel builders in the country, there is no point in me ever trying, thanks to St David!

With spokes of the proper gauge and perfectly true wheels, the 39 FB is an absolute delight to ride. The sight of the large toothed unguarded speedometer gear wheels on the front wheel trundling round like some Victorian factory machine coupled with the sight of the polished flywheel steadily beating, is all quite mesmerising to all one's senses. I checked the 55-mph speedometer over the speed range the FB would be capable of with a GPS and I was very pleased to find there was no

discernible conflict between the two. There will certainly be some long-range wild camp touring with this machine.

Before we leave the subject, I must mention the brakes. I had the shoes re-lined with a material with which I was not previously familiar, but they certainly generate all the friction necessary for very effective braking. All cables were replaced and had oil forced down them with a very efficient hydraulic cable oiler.



Caption: The 1939 Powerbike in service and loaded with camping gear on an adventure around Suffolk

It was about 01.00 hours Ottawa Canadian time and I was restless, so what does one do? Scroll through eBay until one has had enough of dubious claims of authenticity and quality of the items on sale. This went on for the duration of the jetlag from which I was suffering. On one of these nightly vigils I saw a 1948 Norman Autocycle, totally original with buff logbook and V5. Due to the time differences communication had gaps from five to twenty-four hours. I liked what I saw and heard from the seller so, most unusual for me, I bought it without a viewing and from about 3,500 miles away. On my return, and after the dreaded jetlag, I hitched up the trailer. (I had not as yet bought the fantastic Dave Cooper bike rack as recommended to me by a Norfolk friend). The seller was not an enthusiast but had acquired the machine from a relative some years previously and stored it.



Caption: The Norman as bought

It was charmingly original. The rubber bulb of the horn was as brittle as toffee, the cable outers had tufts of delaminating material poking through the cracked outer casing and the saddle, original, with springs which had done their best over the years. The Norman logo was as faded as the tank but intact. In other words, perfect!

I like to have three autocycles a year insured for road use, one of each engine type. This time it is the now rebuilt 1939 FB, the 1948 Norman to be rebuilt and the 1953 FB Autobike that had been rebuilt extensively some years previously and only needed a safety check to be serviceable again.

The 1939 FB is as mentioned now in use, so it was now the turn of the Norman to be completely stripped down. On dismantling the frame, I found a front suspension link bolt seized in the link, now soaking in paraffin, and a bracing piece on the rear rack had come adrift which will require welding. It was now engine dismantling time.



Caption: The engine before dismantling

I got rid of the non-standard air filter and totally stripped the engine. Surprisingly the main bearings were perfect, which is unusual for a JDL in my experience as I do think the main bearings are under spec compared with the 2F engine main bearing which are twice as beefy and have so far not given me any problems.

On removing the barrel and piston I found a ring had broken and somehow a piece of the ring had gone sideways through the piston but without damage to the bore or ports!



Caption: The holed piston

I decided that a rebore would be appropriate, so I packed the cylinder with a note requesting a bore to the next size up with a new old stock piston. I sent a +15 cylinder and received it back having been bored to +40 with a repro skinny ring piston. I can only guess that a mess had been made in boring which required skipping a few increments of bore in order to cover the mistake.

I very firmly adhere to Villers specifications especially at the start of a rebuild. The piston skirt gap for the JDL engine should be 4-5 thou and the ring gap should be 4-8 thou at the start of a rebuild. This bore was returned with a skirt gap of easily 9 thou and a ring gap of 20 thou! I was very disappointed at the amount of life that had been machined out of the Norman cylinder! After voicing my concern, I was sent another cylinder bored to +60 with a made in England piston that was finally the correct fit in the bore.

In my view the cylinder is a major part of the engine and if one is fussy about originality a large part of my Norman engine is no longer original, especially annoying as it was sent away at +15 and other than the hole in the piston, the cylinder bore was in reasonable condition. The cylinder which I had sent back to me was not the cylinder which I had originally sent. This Norman has paperwork to confirm having been first registered to the Norman Cycleworks as a demonstrator so it is easy to understand how particularly fussy, I am about preserving its originality and how disappointed I am to have lost the original cylinder which in my view constitutes a major part of the engine's originality. It is at the time of writing too dismal to be working in my garage, so the Norman is in a few boxes waiting for the temperature to reach 50 degrees F and above to be continued

PS I have found an old school engineering works in Portsmouth recommended to me by an extremely competent friend and have since used the firm for another JDL rebore and I am absolutely delighted with the results I have received from Banda Engineering Works!

By Rex Moorey

Should I attend the Raleigh Motor Division Service School (*) at Nottingham?

Having owned small 2 stroke bikes all my life since the age of sixteen, I should have known better.

Readers of these pages may recall that I have scribbled stories about my infatuation with the early Raleigh mopeds built between 1958 and 1960 with the (allegedly) Sturmev Archer engine, blessed by Signor Vincenzo Piatti.

In the summer months either my grey RM1 or the glossy red RM2 are my daily rides in the village, both have been through various traumas over the years, mostly related to ignition problems but since resolved.

But this summer the RM2 became increasingly difficult to start, eventually reluctantly starting only after furious pedalling on the stand and with the throttle wide open. In contrast the RM1 starts happily with little effort.

Eventually the RM2 totally failed to start when cold, inconveniently some way from home. My initial thought was that the rubbery small diameter HT cable was not making a reliable joint with the equally rubbery non resistor plug cap, so I replaced it with a brass eye which allowed confirmation that it had screwed into the inner cable. But no improvement!

I made the usual checks of the timing and contact breaker gap, but they were all to the correct specification. The cylinder compression was tested and was similar to the RM1. However, I did remove the cylinder head and replaced the gasket, I also ground in the decompressor valve and was able to more accurately check the ignition timing. But still no improvement!

So, thinking that perhaps the fuel flow was restricted, I checked the output at the tank tap, and replaced the pipework and in line filter. The carburettor jets were all checked and the float bowl was clean, and I also raised the needle as recommended by the service memoranda. But still no improvement!

During one of my sleepless nights thinking about what I should do next, I remembered that I had a complete spare Amal 385/1 carburettor in stock which I investigated in detail. The carburettor on most small 2 stroke engines of this period had either a tickler knob to temporarily raise the fuel level in the float chamber when starting from cold, and a choke or shutter on the air cleaner to restrict the air flow. The design for the RM1/2 has neither of these features.

It was at last becoming obvious to me that the Amal cold starting chamber was not providing the necessary rich mixture for starting purposes. The design of the 385/1 means that once the chamber is filled, no further rider adjustments are required. Lifting the starting needle (item 14) allows fuel from the float chamber to flow into the starting chamber, which is then drawn into the inlet downstream of the main carburettor fuel needle jet by the suction created in the crankcase.

But how to check that the tiny passageways, which include two right angle bends, are clean? I am sure that ultrasonic carburettor cleaning baths had not been invented in 1958. The lateral passageways were drilled during the manufacturing process, then externally plugged, so it is impossible to access them for cleaning. Using the spare carburettor, I found that the spout of a pressurised can of WD-40 just fitted into the vertical passageway when the float chamber cover was removed, so enabling confirmation that the two lateral passageways were clear when fluid appeared.

So, I again removed the carburettor from the RM2, only to find that nothing emerged from the passageways when checked with the WD40 can! Here was the problem. Somewhere in the passageway leading from the bottom of the chamber was a blockage!

Eventually I managed to dislodge the debris, but not before the Raleigh/Shuresta aluminium stand broke under my weight and my furious pedalling. At this point Danny of Mopedland came to my rescue and satisfactorily welded up the breakage.

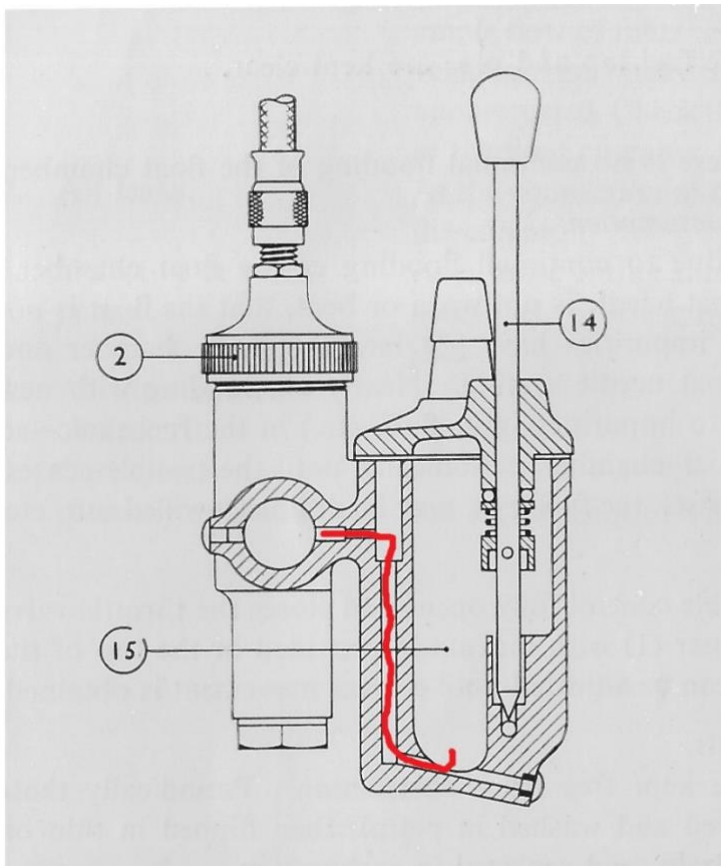
And more good news was that with the passageways from the starting chamber clear, the engine started from easily from cold when pedalled away.

So, should I have known better from the beginning of this story? I was aware that little 2 stroke engines will wet their spark plug when the mixture was too weak, and during this nonsense I was continually cleaning the plug.

Raleigh issued a helpful Service Manual with the early mopeds, and a confidential Service Memoranda for their dealers which includes advice on a series of reported problems. But there are no comments about the problem as described above with the starting chamber!

These early mopeds sold in huge quantities for a short period of time from 1958, but for nearly all purchasers and Raleigh dealers the moped was their introduction to motorised transport, and most of the bikes had a short life.

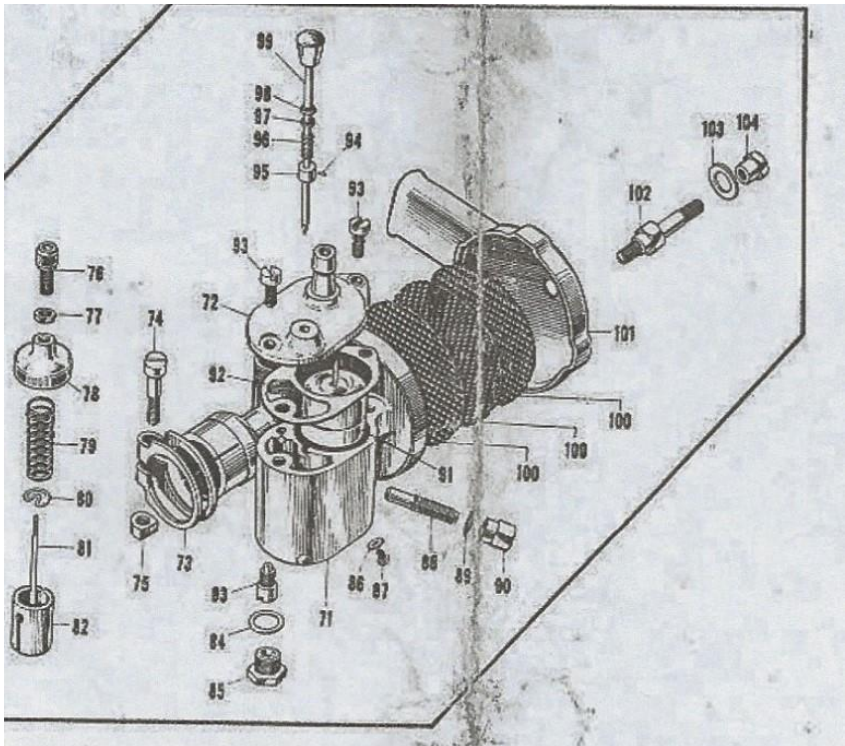
(*) The Service Memorandum dated 30th May 1960, at about the time when production of the mopeds ended, advised that the Service School at Nottingham was intended 'to give our Distributors and Dealers the maximum assistance in providing speedy and efficient service for the benefit of owners of the Raleigh Moped'. The courses ran from 1.45 pm on Monday to mid-day on Fridays, at no charge. The Service Memorandum can be downloaded from the IcenICAM online library.



The Amal 358/1 starting chamber, showing the convoluted route for the petrol.



The Amal carburettor as fitted to the Raleigh RM2



The complete carburettor, the starting chamber is to the left.

Blast Cabinet

Richard Rowsell sent in a picture of a small blast cabinet that he made.

Sorry no other details of parts used or where Richard acquired them.



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