

The M - A - C

The Newsletter of the EACC

Number 39 April 2017



Introduction.

Well two months have very quickly passed since my first efforts with the MAC went out at the beginning of February. Thank you for the kind words that some of you sent via email, the forum and indeed by telephone. Well at least some of you enjoyed it's content. So let's get on with this edition.

News.

Has there been any news? After all, February and March are hardly the peak riding months of the season. So I guess there is not much to report, or is there?

In these pages that I put together I shall certainly not shy away from what is going on in the big wide world of old bike clubs. I shall always, in the news column report news as I read and hear it. There will then follow an "Editorial Opinion Column" where you've guessed it - you will hear my opinion. Some of it you may like and some you may not. I do hope my views may perhaps irritate you enough to write in?

So here goes. I am lucky enough to receive passed on copies of other clubs magazines /journals (call them what you will) Lately it appears that the VMCC members seem to be at each others throats again over the way the club is run and managed. This all reared its head a couple of years ago and there ensued a stormy AGM meeting regarding mismanagement of their club funds. Well after a bit of a coup, it all seemed to have settled down, but oh no it's all started up again. How it will be resolved, who knows?

A club that I only refer to these days as SOC has been trying to flex it's muscles yet again by telling a small group of riders and it's organizer that it can't use it's section name for ride out events as this name was agreed by said club and they can do effectively nothing unless it's officially sanctioned by their hierarchy. Their reasoning- if you could call it that, is that the clubs PLI insurance would be invalidated.....shock horror, the world could end and they will all go to hell in a hand cart! That old chestnut again!

Late news, I have just heard that this group, have now settled their differences with SOC at a "well attended" meeting. And all will be happy ever after. Good luck!

You will see an article in this newsletter which appears a trifle long winded but it is worth a read we have the kind permission of the CZ owners club to print it. I did want to cut its content somewhat but decided it was better as a whole article. Briefly it's about boosting octane levels of

petrol by adding a small amount of diesel to it. Whether it works or not who knows, but I think I might give it a try, I can't see that it could damage anything. That's only my opinion so don't come and sue me! I'll let you know what happens.

Apparently registrations of new manual gear change small engine bikes is at an all time low. It seems that twist and go, is the way to go these days. Think back to the heady days of the early seventies when sports mopeds ruled the roost, manual clutches and gears were king.

The 20th and 21st May will be a busy weekend because on the Saturday there will be a ride out to the David Silvers museum and on the Sunday there is the 35th East Anglian Run all details are in the calendar and of course the website. For the Saturday event I think all riders should make every possible attempt to ride a Honda on that day. If you haven't got one someone must have got a spare.

Paul Hamlin informs me that he is now the proud owner of a Cymota, which he is busily re-furbishing. The only problem is that it came without the large engine / headlamp cowl. So if you have one to spare that is languishing in your shed please let him know. This may be a long search Paul!



Paul with his Raleigh framed Cymota plus punctures!

On 24th and 25th June the East to West Side Adventure will take place. More about this later in the newsletter.

My sincere thanks go to Tony Edwards for inviting me to take a look at his vast collection of cyclemotors, bikes, cars, lorries and just about every mechanical thing that

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you could think of. Read about it in the "Down on the Farm" feature.

The club calendar seems to be getting ever larger, which is a good thing, however it would be nice to see runs take place in all parts of the country. Not to worry I'm working on it!

Mid week runs? These seem to be getting ever more popular. Whilst thought of as something for the elderly and retired folk. It's now not the case as we live in a modern world and many people now work shifts and work at weekends and may indeed have time to spare during the week. So come on let's see more sections embrace this idea.

Sharon is now fully up to speed as the Club treasurer after a productive meeting with Andrew in February. A new PayPal account has been activated.

Sharon offers a sewing service to all club members. If you want your EACC cloth badges sewn both professionally and neatly onto your jackets and where ever else you might want them put! The charge for this is precisely nothing. So give her a call or speak to her when you see her at an event. Don't be shy now!

From feedback that I have received so far, it seems that the "Section Notes" has gone down rather well with you guys. So I will be working on this over the months and try to fine tune it a bit. What I'm after is a small snap shot of what each section has been doing or planning all confined to a reasonably small paragraph. Not easy for section leaders where nothing much has happened and likewise if a lot has been happening.

The Duloe Daffodil Dash was well attended on 26th March, Read the summary.

Editorial Opinion

It is certainly not unusual for membership clubs of any type to have problems. Some arguments can thankfully be resolved and peace can break out, others can go on for years and the bitterness goes on and on. I can remember well in the early eighties I was a member of the Jaguar Drivers Club and there was a fearful upset about the way the club was run. It was to do with the funding of the sporting side of the club and that part not being promoted enough. Basically, an argument between the young and the old. There was a split and the Jaguar Enthusiasts Club was formed. These days

these two clubs work in perfect harmony with one another. So out of bad comes good.

So if you analyse all the problems clubs seem to have, it kind of boils down to one thing.... money, or shall I say the fear of losing it.

There now seems to be an open wound that exists it can be picked at but it still festers into this open and pus filled sore that won't go away. And what is it? PLI insurance. I personally have been preached the gospel according to PLI until now I am sick of it. Don't get me wrong in this supposedly modern world this type of insurance is much needed when staging events.

I have to say to one particular organisation, calm down, let the the members see your PLI policy, stop getting paranoid about the whole world going to sue you. Or perhaps if you were to stop irritating your members with ill thought out edicts, then you wouldn't get sued.

PLEASE REMEMBER THAT AT THE END OF THE DAY IT'S ONLY MOPEDS!

Black and White Bit.

I did request last month for any black and white photos you may possess, but until such time someone sends some to me I shall publish once a month any suitable picture I can find, so here is the first one, I thought that we would go for famous people to start with.



John Lennon with his son Julian on his Honda Monkeybike.

Section Notes.

Essex.

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Norfolk Section

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Hi, not much to report other we have had 2 more 2ND Wed of the month meetings. For the Feb meeting it was good to have member Paul Kemp and wife Mel along all the way from Sheringham, along with regular Ian and Jon it made 4 from up north. For March it was good to have Jamie back in the fold, he has a recent acquisition of a very nice unrestored restyled New Hudson that should be seen on runs and at shows this year.

We will be having a change of venue for the April 12th meeting when we will be meeting at the Roman Camp (pub) on the A148 between Cromer and Sheringham. Meet from 7:00 ish, stay as long as you like!

May 10th is provisional back at Martham where we hope to also have a short run out. (Unless somebody else comes up with a better idea?).

Nothing firm on shows yet! I did email Strumpshaw but they never replied and as it's a 3 day (bank hol weekend) event I have now lost interest! therefore it maybe Palgrave again unless there is any other suggestions.

Quite a bit of interest in the Camping Weekend where it is "basic" camping facilities / plenty of room for camper vans, a Travelodge just 10 miles away or plenty of other options in the area.

Phone or email any queries Dave Watson.

Lancashire Slow-Riders

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Upcoming events that some of the Slow-Riders are doing

1st April we are joining in on a Charity Scooter Ride .
Ginger's Easter Egg Run.

Starting at 12:30pm from Leigh Miners Sports Club To Bolton Hospital, Children's ward

A Donation of an Easter Egg is required. Just turn up and ride. This is a very popular Scooter ride lots and lots of scooters etc, ..

On the 8th of April. Yes a Saturday some of us will be travelling down the road to Lynn's Raven Cafe for a Moped Challenge ..

<http://mopedchallenge.moonfruit.com/challenges/4593005923>

9 am start time for this event and end time is 3 pm ... there is a 14 mile circuit, for moped's to ride and the idea is to ride the circuit as many times as you and your moped can within the time a cash Donation is asked for, to help the Staffordshire & Shropshire Blood Bikes all the details are on the web site above

12th April is our Club meeting evening everybody is welcome to join us for a chat and drink.

22nd & 23rd April We will be having a Club stand at :- Leisure Lakes Steam & Vintage Vehicle Rally, near Southport. Entry form closing date has passed (Sorry) That's it as for booked events for April

May ... Watch our FaceBook page

10th May Club meeting

We hope to arrange a few evening rides once the light nights start

Details will be posted on the Slow-Riders FB page ... Keep Riding, enjoy and be safe. Cheers for now Paul

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Rotherham Roamers

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Myself and another couple of members, went on a pre run for our event in July. Weather was good, and the ride very pleasant. We called at the local transport museum. As we will be attending there on Sunday the 9th of July, they have decided to make us guests of honour, as it is one of their main opening days of the year. I would imagine the local papers will also be in attendance, so there maybe some pictures to follow in the mag..Still getting enquires about the July event, maybe the momentum will gather nearer the time if the weather improves. John EACC Rotherham Roamers Northern Section

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

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As this edition of the MAC goes to publication, our first event of the year is on Saturday 1st April at The Heritage Transport Show at the Kent County Showground, Detling, near Maidstone, Kent .

This is followed a week later on the 9th April with the North Downs Run all details of this are in the events calendar. This will be the third running of this event, we do so hope that the weather smiles and the turnout is good. In May we have the South Downs Run that heads out of Uckfield in Sussex. So it's a busy time for us, so come and join us if you can.

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"The East to West Side Adventure".

Sharon and I will be organising "The East to West Side Adventure" on the 24th to 25th Of June. It is in the events calendar on the club website and on the events page on this Forum.

On the face of it, this might seem quite controversial but let us point out that we have participated in a similar event a number of times and thoroughly enjoyed ourselves in the process. We have met all sorts of people that have become firm friends. We now wish to continue enjoying a long distance event of this nature. We want to do this along with other club members in an organised event. If there happens to be some other clubs doing a similar event at the same time then we have no problem with that at all. The more the merrier as far as we are concerned. Let me make this perfectly clear from the outset, this is **not** a joint event. The fact that our event will start from a similar location, is just down to life's little coincidences. Sharon and I will be travelling up north at some point to plot the route with possibly the help of others. On the day of the event there will be our own specific route sheets available to our club members and day members.

This is not a one off event, we plan to hold this on the same weekend, year on year from now on, even if our club is the only one participating, for as long as we are able to. This will allow "The East to West Side Adventure" to become established. It may well start with a small attendance to begin with but that is not a problem it will build over the years, we will most certainly stick with it.

More information regarding this event (route and prizes etc) will be in forthcoming editions of the MAC We want to broaden the amount of EACC runs and events around more of the UK and involve local sections. This is just the start.

Down on the Farm.

I was lucky enough to be invited to visit Tony Edwards at his farm to spend a most pleasant morning looking around his seemingly vast collection of what can only be described as mechanical stuff from all genres. Tony has been associated with this former pig farm since childhood and much of his collection dates back 20 or 30 years.

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Tony's Cyclomotor collection.

He has many interests and this certainly shows, Heavy vehicles are very prominent, cars of every type reside in open barns and in the fields. Recovery trucks, Land Rovers, a fire engine, it's all there, even a classic sidevalve stock car. His other love is, of course, bikes. He has a racing past and there are at least 3 racing sidecar outfits from yesteryear just resting peacefully in the dust and amongst all the mechanical paraphernalia that accumulates.



Just a few of the bikes.

Further into the barn you enter the moped world, where there is a collection of most things. I could go on and on, but I do hope the pictures tell the story. Tony is very much his own man and he states clearly that, he owns the collection, the collection does not own him. He sells some things from time to time, mainly to fund a purchase of something else. I could sense that he is sometimes slightly irritated by people telling him what he should be doing with all he owns. He is right, if you own something you are perfectly entitled to do what you like with it and it's not for others to wag fingers.



If you have an old fire engine fill it full of bikes I say!
A Triumph Tina sits waiting for a shout.

I just can't tell you how much I enjoyed being shown around Tony's mechanical Shangrila. Here is a guy who is relaxed and chilled and at ease with himself and his lifetime of just acquiring mechanical stuff. Many Thanks, Tony.

The Duloe Daffodil Dash.



Autocycles were well represented.

The Duloe Daffodil Dash was held in superb sunny spring conditions. There were 37 signed on participants who all enjoyed a great ride out along the daffodil lined country lanes in the Cambridge, Bedford area. The roads in this area I always think are perfect for our type of bike. The route was followed, or perhaps thereabouts with some going their own way, but the net result we all ended up at the pub in the end. It was a shame that the original pub had now closed and the alternative one

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could only offer sandwiches, which was no big deal really. I'm sure it can be sorted for next year.



Long Distance Luke.

Mr Daniels provided the moped jumble which seemed busy in the village hall, and of course there was ample tea, biscuits, cake and scones. Thanks go to the organising guys, sorry I don't know your names. I know it's not been easy for you West Anglian gang, but we must keep this event running, there is no question about that.



Duloe Daffodil Riders.

The Heritage Transport Show.

The 1st April saw the South East Moped Enthusiasts first event of the year at The Kent Heritage Transport Show.

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We had an excellent turnout of both club members and their bikes. Twenty bikes in all provided a magnificent display. The bikes displayed were from the very elderly (1920's) right up to a 1997 Honda Dream 50.



Just some of the bikes on display.

And just about everything in between. Autocycles, Cyclomotors, and mopeds were well represented. Star of our display was Marino's stunning Mondial Super Sportiva 50



Tiny in size but huge on appeal.

I just can't begin to guess how many photos were taken of this superb little machine. This show is a perfect start of the season event, the facilities at the Detling showground are splendid. We certainly intend to build on this over the years. Our thanks go to Clive for organising, and all the rest of you for bringing your bikes along, well done.

Use Of Kerosene In Petrol In Historic Vehicles.

Some while ago an article appeared in the Federation of British Historic Vehicle Clubs website about problems associated with current

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fuels in older vehicles. An extract is reproduced below.

Interest in adding kerosene to petrol for use in historic cars arose in the early 1990s after the disappearance of 'two star' leaded petrol. Some believed that higher octane four-star petrol could not be safely used in older low compression engines. This line of argument has been overturned, and in fact it is now generally accepted that while 'excessive' octane quality might be a waste of money, it is not harmful in low compression engines. The alternative view, that the greatly increased volatility of modern petrol is to blame for operating problems in older engines, is increasingly accepted. This aspect of modern fuels has been brought into focus again recently over the issue of addition of ethanol to petrol under the EU renewable fuels directive. Ethanol addition increases volatility, so any problems associated with high fuel volatility are not likely to be reduced with fuels containing ethanol.

With this in mind, there has been a renewal of interest in the addition of kerosene to petrol. Kerosene has a boiling range from about 160°C to about 250°C, whereas petrol boils over the approximate range 35 °C to 195 °C. Problems experienced in older engines, such as overheating, power loss, poor hot starting etc. have been attributed to the increased proportion of low boiling material added to petrol in more recent decades. This is believed to result in vapour formation in the wrong places, thereby upsetting fuel-air ratios, and in the main, causing enleanment of fuel-air mixtures reaching the combustion chamber.

Addition of a high boiling material such as kerosene does not affect the 'front end' of the fuel in the sense of preventing low boiling-point hydrocarbons in the fuel from vaporising, but if kerosene is added at 5% or 10% by volume for example, the proportion of the 'front end' components will be reduced by a corresponding amount, and this may be just enough in some engines to alleviate the negative effects of potentially excessive vapour formation. Some owners of historic vehicles report significant benefits from the use of kerosene in this way.

The article goes on to suggest minimising the effect of heating of the fuel by careful routing of fuel pipes and thermal separation of inlet from exhaust – not a problem on our bikes.

Kerosene is the same thing as paraffin, aero jet fuel and normal domestic heating oil, in slightly different grades. One consideration might be

that kerosene is not subject to fuel duty, currently costs about 32p per litre, and is illegal to use as road fuel.

Another additive to reduce volatility of petrol could be ordinary diesel road fuel and club member Andy Reid has done some testing of this possibility, as described in the following article

Adding 3% diesel to E10 petrol hike performance

Here are the results from my successful experiments to use diesel to correct / regain some of the power losses caused by E10 unleaded petrol in Jawa-CZ motors originally designed and evolved to run on higher energy leaded petrol.

Evidence so far is proving that this old aviator's trick (for piston engined aircraft back in the 1920's and 1930's) still works with the rubbish petrol we use today. Back then the problem was loss of engine performance due to premature vaporisation when flying at altitude and running on the same petrol as motor vehicles back then (55 to 60 RON or 65 RON octane leaded).

They added a measured shot of diesel into the petrol as this increases the boiling point / vaporisation point (temperature) of the petrol and as one takes any liquid higher in altitude, the boiling point / vaporisation point decreases, which in any engine causes bad combustion, overheating and obvious power loss. Not a good thing in an aircraft.

Back to the 21st century and we have E10 petrol which has 10% of that nasty fuel tank corroding, fuel hose rotting, power reducing ethanol stuff put into it because the EU Mandarins say so, because some tree huggers told them a few fibs. Also the oil companies can sell previously worthless low octane dregs of petrol because ethanol ups the octane rating to "useable" due to its low calorific energy value giving it a high octane rating (130 RON). When mixed with 30 RON dregs of petrol it ups it to 95 RON and makes them money. (Read up the facts for yourself).

One litre of E10 95 RON unleaded has only just under 95% of the calorific energy value of 1 litre of neat 95 RON unleaded but this isn't the main cause for the power drop experienced by users of carburetted classic vehicles, especially 2 strokes. Adding 10% ethanol to the petrol drops the boiling point / vaporisation point from 35 Degrees Celsius (neat 95 RON unleaded) to a mere 18 Degrees Celsius (E10 95 RON unleaded) and here lies the problem.

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Dropping the point at which the fuel mixture vaporises and become highly volatile is normally the other job that the spark plug performs (via the quantity of ceramic surrounding the electrode) hence the heat rating of plugs to fettle this important aspect. However with E10 petrol the fuel vaporises early due to the heat retained in the cylinder walls, piston, etc. and reaches volatility prematurely causing bad combustion. Not so noticeable with a 4 stroke motor but on a 2 stroke, which runs a lot hotter and with a leaner burn characteristic, the effect is felt by the rider as power fade, lack of torque across the engine speed range, the need to have to "knock it down a gear" when previously the bike had roll on torque available and the general sensation that the motor is in dire need of a rebore despite having just been run in after one. In essence the bike loses its "mojo".

So are there any options to fix this problem caused by the E10 ethanol petrol?

Well there are three options:-

Run on neat 95 RON unleaded but as nobody sells it neat (EU rules) one will have to extract the ethanol one's self using basic chemistry, find how to do so on U-Tube.

(see note at bottom Ed.)

The downside of this is that one can be left with 30 RON dregs unleaded petrol in some cases.

Run on £8 per gallon (4.46 litres) of 4 star leaded 98 RON petrol which is still available in a few places. I live 3 miles from a seller of this stuff (Anglo American Oil) and it does add 15 MPH, plus 10 MPG to a Jawa 350-632 machine, but a wallet hurting expense so only a treat for the rider and the bike once in while, just to show the bike that you care and appreciate it. Also for reminiscing that once upon a time petrol didn't damage vehicles and made them go really well.

The third option is to add a small measure of diesel (30 RON) not for its energy properties (double that of unleaded petrol and 8 times that of ethanol) but because it will correct the boiling point / vaporisation point of the petrol.

For a couple of weeks now I've been running a CZ125 - 488.3, a CZ150 - 488.1, a CZ250 - 471.1 and a Babetta 210 2 speed, on 3% / 33:1 diesel in with the fuel. This could be described as E10 D3 98 RON unleaded petrol. I also have a few other people globally attempting the same experiment with a Jawa 350 - 639 and a 350 - 640.

The fuel mixture is the usual originally recommended 33:1 petrol oil mixture with 33:1 / 3% diesel fuel mixed in and it mixes in almost instantly.

Using a calibrated digital speedometer with a maximum speed memory function, results and improvements observed so far are:-

CZ125 - 488.3 (my son's daily ride to work on dual carriageway and up hill for at least a mile). This bike runs a 26mm. Jikov carb, sponge foam air filter element and a modified exhaust. Ignition is by Vape.

Top speed normally = 57.7 MPH. With 3% diesel added = 59.9 MPH. My son reports that the bike no longer needs to be dropped down into 3rd gear and "screamed" in order to keep up with traffic during the 50 limit uphill section of the dual carriageway portion of his ride to work. Also more "go" from the motor when riding at low revs weaving through traffic. Spark plug colour is coffee brown.

CZ 150-488.1 (my son's back up spare bike but used by myself as the test bed for the 153cc big bore kit machined from a cut down (milled) CZ175 - 477 cylinder. Compression ratio is a measured 11:1 due to running a CZ125 - 476 head. Unfortunately it can be a peaky, all or nothing horror to ride in traffic. It also vibrates like crazy when ridden flat out.

Top speed normally = 56.5 MPH. With 3% diesel added = 59.9 MPH. Engine ran smoother, though still lurchy on overruns. On a set dual carriageway test run there was a noticeable increase in acceleration, reaching maximum speed 200 yards earlier than without the added diesel and there was a reduction in exhaust smoke when flat out. Bike still rattled. Spark plug colour is coffee brown.

CZ250 - 471.1. Engine is stock 1st series, with the grease nipple for the crank that one should never use, according to the manual. Top speed normally a grudging 71.2 MPH with rider prone with a tail wind. With 3% diesel added - 78 MPH with rider upright.

With the diesel the bike is much nicer to ride, particularly in traffic. It is much more responsive, accelerating smoothly from low speeds without having to change down to 3rd or 2nd as before.

The Jawa Babetta moped shows no difference in top speed It climbs a hill normally crested at 25 to 28 MPH riding in the gutter at 32 MPH with power to spare riding with traffic in between cars. Throttle open drive out from corners has motor giving power where it previously just trundled along. The moped now takes steep hills nearly all the way in top gear. In all rides and when watching the moped ticking over, there is a very noticeable reduction in exhaust smoke to

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the point of where one has to look hard for it. Spark plug running colour is coffee brown.

From other people globally involved in the 3% diesel as a combustion corrector additive to E10 petrol (and worse) I'm E-mailed with similar findings:-

A very noticeable increase in torque. A very noticeable difference in engine sound when under load. A noticeable lack of oily exhaust smoke when the throttle is opened and in one instance cleaner exhaust innards with a lack of oily sludge after a long hard test ride at speed.

So the formula for mixing diesel into petrol is the usual safe 33:1 petrol 2 stroke oil ratio with 33:1 (3%) pump diesel fuel mixed in from a measure.

You'll have to buy the diesel in a fuel can and add it at home or carry it in an old 2 stroke bottle.

ON NO ACCOUNT USE DIESEL OIL AS A SUBSTITUTE FOR 2 STROKE OIL ON ITS OWN AS IT HAS ZERO LUBRICATION PROPERTIES.

So there you have it, the Jawa CZ overheating problem and power loss remedy that doesn't involve dubiously effective, expensive over the counter fuel additives which are designed for 4 stroke motors anyway.

Selling Bikes!

I've got too many bikes, or perhaps I should say I've just not got enough space. However I just don't like selling them. You have various choices of the way you sell them, but I tend to dislike them all. What I hate most of all, is that you have to attempt to get your bike just so, ready for the prospective buyer to inspect and who often brings along his 'oh so knowledgeable mate' to give it the once over. Then there will be the tyre kicking, the muttering between him and his mate. They won't be able to start it just like the way you can, because you have a personal knowledge and a rapport that you have built up with this once much loved machine and as an owner you know all its little idiosyncrasies. Then comes the offer that's far lower than you wanted to take. All in all, a thoroughly depressing experience.

But hold on! There is now a new way to sell your bike and you can get good money for it. What's that? I hear you cry. Simple, you just call it a **"Barn Find"** you get loads of interest, the money you want, you don't even have to start it or even clean it. You don't even have to "Find" it because you knew exactly where it was. Believe me this is true, punters are becoming more and more mesmerised by the romance of getting their

spanners out. This often ends in tears and frustration when for just a little more they could get themselves a good runner. Buyers beware, there are too many supposed "Barn Finds" out there selling for too much money.

Excelsior Consort.

I'm afraid that there is nothing to report on the Excelsior Consort MAC project bike this month. The reason for this is that I want to display the bike in the hall at the Radar Run so that at least some of you, the readers can see the bike in its 'as found' condition. I have started to conduct an inventory of all the engine parts that I received in a large plastic box when I collected the bike. I think that I am a gear selector arm missing, which I hope does not cause a problem when it comes to the rebuild. I have a scheduled visit to Villiers Engine Services soon where I shall be discussing what parts I need for the engine. As already stated, I want to rebuild and not replace the engine. Hopefully the work will be underway for the next edition of the MAC.

In The Shed.

I've been working through my list of ongoing projects that you may have seen in the last edition of the MAC. I've been dealing with the less than happy task of getting bikes through the MOT. One day I hope to achieve just one thing, that is to complete the task with no advisories. Some hope!

First problem was to deal with the MOT failure of Sharon's Honda C90 which failed because its indicators would not blink at the rate of 60 blinks a minute! Oh great! The tester refused to rev the engine up in the workshop. I ask you with a 6 volt system, what chance. On arriving home I took the flasher unit apart and cleaned the contact breaker and slightly bent the operating arm. I then charged the battery and disconnected the neutral warning light bulb. I then rode carefully back to the MOT station (4 miles) without using the brakes! The MOT bloke came out, looked at it, grunted and the bike passed.

I have completed the rebuild of a 1977 Honda CB50J. This was a Japanese home market bike that I purchased last year following its import from Japan.

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The Strip Down.

Although it did not officially arrive into this country until 1978 (probably because it never had pedals) they were first introduced in other countries in 1971. This bike in particular had been stored in Japan after just 18 months use with only 2800 kms. recorded. The bike itself was in fine condition apart from being dusty and surface rusty. I first thought of a quick refurbishment and to spray the frame with a rattle can. The more I disassembled the bike the more work it needed and there was no way that I could prepare the frame to a satisfactory standard at home. So it was sent away to be blasted and coated. Whilst it was away I embarked on the preparation of the other parts. The engine clean up was hard, removing all the white powdery oxidation that had built up.



All nicely prepared ready for the rebuild.

Oh, for a home soda blasting machine. The resulting hard work looks good though. The wheels were good, but whilst the spokes were still strong, they were rusty and would spoil the looks of the bike so at this stage, it was best to have them rebuilt with new spokes and have the hubs polished at the same time. I also pushed the budget a bit and went for stainless steel spokes. The result was good and you do notice the wheels a lot.

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I started to put it all back together just after Christmas and all went well but for a slight delay while I had the fuel tank chemically cleaned. The bike now looks good in of a kind of refurbished, but un-restored sort of way. I think at some point I will have the fuel tank painted. It's now up and running and it's good to note that it is an unrestricted bike. All the bikes that were officially imported into the UK were in restricted form as this was the era of the slow ped. The CB50J is quite a rare bike on the roads of the UK so that's quite nice. You will see Sharon out and about on this bike on runs this year .



Back together and running sweet on the Duloe.

2017 Calendar.

Saturday 1 April

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. Let's make this our biggest show event of the year. Our allocated club area will be in the main hall and all owners of officially entered bikes receive two complimentary entrance tickets. So being indoors with excellent facilities it doesn't matter what the weather throws at us, this is the event not to be missed. For further details and entry forms contact Clive Fletcher on 01622 678011.

Sunday 9 April

South East Moped Enthusiasts North Downs Run.

Meet at the Edenbridge Leisure Centre car park, Wellingtonia Way, Edenbridge, TN8 5LU. Run starts at 11.00am. Enjoy 38 miles of the Kent and Surrey countryside and a pleasant lunch stop at the Star Inn at Lingfield. For more details call Martin or Sharon on 01883 626853 or 07774 562085.

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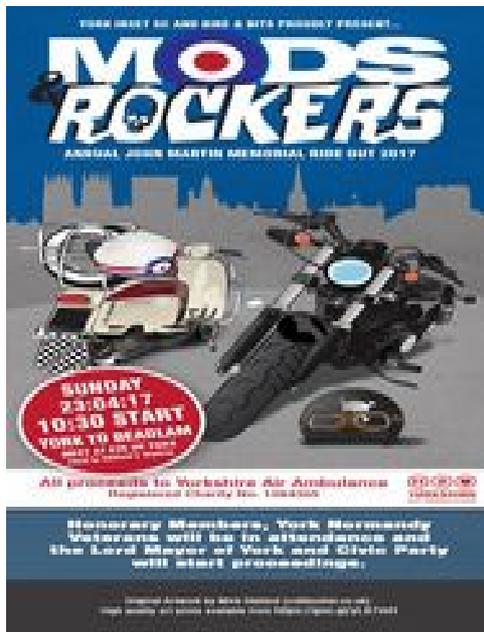
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Sunday 23 April—Drive It Day

The 13th Radar Run and Mopedjumble

starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual free pitches for jumble stands - call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome. The Radar Run has an alternative, shorter route suitable for cyclemotors.



Sunday 7 May

South East Moped Enthusiasts South Downs Run. Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11.00am. Enjoy 34 miles of Sussex countryside with a great lunch stop at Six Bells biker friendly pub. For more details call Martin or Sharon on 01883 626853 or 07774 562085

Wednesday 10th. May 2017.

South East Moped Enthusiasts **Romney Marsh Owlers Run**, meet 10.30 for 11.00am start from Dungeness Old Lighthouse / RHDR station car park TN29 9NA. 37 mile route around the marsh on quiet **flat** roads. Lunch stop at a local pub on the way. Further details from Mike Follows 01732 700280 / 07887 950921.

Wednesday 10th May 2017

Lancashire Slow Riders evening meeting at Briars Hall, Briars Lane, Lathom, Ormskirk, L40 5TH. Contact [Paul Morgan](mailto:Paul.Morgan@lancshireslowriders.co.uk) to find out more.

Saturday 20th May 2017

David Silver Honda Collection Museum. Ride out.

The ride starts from Bromeswell Village Hall, leaving at 10:30 and heading to Leiston where we will see this collection of over 150 classic Honda motor cycles produced between the 1950s and 1990s—possibly the largest collection in Europe. The earlier than usual start should mean we can arrive at the museum between 11:30 and 12:00 and we'll have around an hour and a half to look around before we go to the *Bake 'N' Butty* café in Leiston for lunch at 1.30pm. The usual **free** pitches for jumble stands in the village hall—opening at 9:00am. The route map and GPX tracks for this run are available on our documents page

Sunday 21st May 2016

The **35th East Anglian Run** starts at Iliffe Way, Stowmarket.

This is the oldest-established event in our calendar: the first East Anglian run in 1982 was the very first event staged by the EACC. To mark the 10th anniversary of reviving the EACC, we're going to have an East Anglian Run using the same format as we did back in the '80s. This means we'll meet in the Iliffe Way car park (but there is a toilet block nearby ... and a Costa if anyone's desperate for a coffee). The run sets off at 11:15 on a route of around 30 miles. There will be a drink stop at the *Five Bells* in Rattlesden. Then we return to Stowmarket and the Osier Café at the Museum of East Anglian Life.

Saturday 3rd–Sunday 4th June 2017

Lancashire Slow-Riders stand at the Heskin Steam and Vintage Rally. On site camping from Friday 2nd. Entry form required from www.heskinsteamrally.co.uk. Contact [Paul Morgan](mailto:Paul.Morgan@lancshireslowriders.co.uk) to find out more.

Wednesday 14th June 2017 Lancashire Slow Riders evening meeting at Briars Hall, Briars Lane, Lathom, Ormskirk, L40 5TH. Contact [Paul Morgan](mailto:Paul.Morgan@lancshireslowriders.co.uk) to find out more.

Saturday 17th & Sunday 18th June 2017

Lancashire Slow-Riders stand at the Woodvale Rally, Southport. On site camping from Friday 19th. Entry form required from www.woodvalerally.com. There is a £5 entry fee for show vehicles; this money goes to the charity. Contact [Paul Morgan](mailto:Paul.Morgan@lancshireslowriders.co.uk) to find out mor

Sunday 18th June

The Reservoir Dogs Moped Run Starting this year from The Bungalow Diner in Marks Tey, 45 London Road, CO6 1EB. Please park all vehicles at the rear of the carpark. The run starts at 11.00am with the lunch stop at the Railway Tavern at Kelvedon. For further details email reservoir.dogs@cloudbase.biz

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Thursday 22nd. June 2017.

South East Moped Enthusiasts **River Valleys Run**, meet 10.30 for 11am start from Edenbridge Leisure Centre car park, off Wellingtonia Way TN8 5LU. A 42 mile route along the Eden and Medway valleys, some gradients. One steep hill might mean a walk on a cyclomotor/low powered machine. Lunch stop at a local pub on the way. Further details from Mike Follows 01732 700280 /07887 950921.

Saturday 24th & Sunday 25th June

East to West Side Adventure'

The start point for this event will be from near Crimdon Pony World, Crimdon Dene, Hartlepool, Durham, TS27 4BL. We shall be setting off on this adventure at around 10:30am; we will then make our way across the country to the overnight halt at Alston. There then follows a pleasant social evening for food and drinks at the Cumberland Hotel. The following morning we will set off on the journey to Whitehaven in Cumbria. Those who want to follow our route should note that there will be some interesting deviations from the well-riden route. So come and join us on this event, meet up with friends both old and new, it's more than a run, it's an adventure in some very scenic parts of the country. For more details please contact Martin & Sharon on

[01883 626853](tel:01883626853) or [07774 562085](tel:07774562085) or mwikner61@gmail.com.

Friday 30th June to Sunday 2nd July

The third EACC Camping Weekend in the Broadland village of Martham, held in conjunction with Martham Fun Carnival. Basic camping facilities are provided in the pub grounds, electric hook up available. Road runs and meals out, taking in local attractions and the Broadland scenery. No need to book, turn up and stay for as long or short as you wish. Day visitors welcome. Friday 19:00hrs: Chip shop run through local villages and byways. Saturday 11:00hrs: A day out; road run for all machines to a local attraction. Saturday 18:00hrs: Short run out for meal, return for entertainment on the village green, a local band. Sunday 10:00hrs: Breakfast run for a Full English & a look around the local area. Returning to Martham for the afternoon carnival procession. Evening run out if sufficient interest. Contact: Dave Watson: david.watson9416@yahoo.co.uk or 07483 210625.

Friday 7th to Sunday 9th July 2017

The first EACC Northern Camping Weekend at Thrybergh Country Park near Rotherham. Saturday will see a run to a museum and, time permitting, a local heritage centre. On Sunday there will be a ride to the open day at South Yorkshire Transport Museum, which is only about 5 minutes run from the camp site. Caravans £18.00 (awning £2.50 extra) Tents £15.00 per night Hook ups available on request Would people that wish to attend please try and let John know [01709 855411](tel:01709855411) or mobymagic@gmail.com

Sunday 9 July 15th

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Peninsularis Run and Mopedjumble from Bucklesham Village Hall. A busy and atmospheric day that is one of the major events on the cyclomotoring calendar; it features full reception facilities and free refreshments on arrival. The route is a superb and fully marked course through the quiet countryside of the Felixstowe peninsula, including a super riders' section between Nacton and Levington, a classic drag down a 'passing place' road to Trimley, lanes through to Falkenham, Kirton, the greenhouse village of Newbourne, then more lanes on to Waldringfield Maybush, an idyllic spot for lunch and ale in the sunshine. The jumble is supported by both the larger trade stands and the smaller pitches of club members. Please call us if you'd like to book a jumble spot in the hall or the car park (mark@mdhercules.fsnet.co.uk or tel: 01473-659607). The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns

Thursday 10th. August 2017.

South East Moped Enthusiasts **Pevensey Levels Run**, meet 10.30 for 11am start from recreation ground car park BN27 4DJ (opposite the White Hart PH) in Upper Horsebridge Road (A271). There is limited parking in the rec. **Do not park in the PH car park - you will be clamped!** 40 mile route across the levels and up the escarpment to the north. Lunch stop at a local pub on the way, we even managed morning coffee as well last year! Further details from Mike Follows 01732 700280 / 07887 950921.

Sunday 13 August

North Hertfordshire Section's Periwinkle Run: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am for an 11:00am start. The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at Three Tuns in Great Horstead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. If you require any particular item can you let Danny know in advance of the day as his stock is too vast to bring it all along. There will be a raffle to help offset the cost of the hall; if any members want to donate a prize could they please bring it along on the day where it would be greatly appreciated. If you require any further information please contact Peter Smith on 07977 936 123.

Sunday 20 August

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

Sunday 10 September

Fourteenth Coprolite Run & Mopedjumble from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. E-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607. Full reception facilities and refreshments on arrival. A fully marked and classic local course to Felixstowe Ferry, and twin to the Radar Run. Riders who completed the Bawdsey Point section of the

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Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the Ferry Boat Inn lunch stop. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... Why is it called the Coprolite Run? The explanation is in the course notes. The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

Thursday 14 September Steeple Morden Run: basically the same format as the last two years, starting and finishing at The Chequers public house in Queen Street, Stotfold, Bedfordshire, SGT 4NX. The route runs through three counties and is around 33 miles. Mostly country lanes a bit of B-road and an unavoidable stretch of the A507. A bit hilly but rideable with LPA. A convenient stopping off point is at the 355th USAF Memorial at Steeple Morden, to adjust route sheets, plugs, etc. Departure at 11:00am, return around 1:30pm in time for lunch or whatever. Info from David Osborn.

Sunday 24th September.

Lancashire Slow-Riders will be taking part in the **Distinguished Gentlemen's Ride**, Lancashire Ride. Details to follow.

Wednesday 11th. October 2017.

South East Moped Enthusiasts **Mole Valley Run**, meet 10.30 for 11am start from Haroldslea Drive RH6 9DT at the junction with Balcombe Road (B2036). Limited on street parking. 37 mile route through the beautiful Surrey countryside, one or two short hills. Lunch stop at a lovely pub on the way. Have to admit we managed morning coffee and afternoon tea on the way round previously! Further details from Mike Follows 01732 / 07887 950 921.

Sunday 19th November 2017.

Kneel's Wheels Run and the **EACC AGM** at Great Blakenham village hall (IP6 0NJ). The last moped jumble of the season combined with a ride to explore the Wild West side of the A14 on a completely new route. The lunch stop will be the same as last year: at *Claydon Crown*. Great Blakenham is on the B1113. Leave the A14 at junction 52 and turn west towards Great Blakenham. Take the right-hand lane, which will lead you to the first turning on the right. When you get to some Give Way signs, bear left toward Needham Market, then take the first right: Mill Lane. The village hall is along this road on the right. Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on [01473 743587](tel:01473743587)).

Club Information.

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

Membership is just £6.00 a year for UK residents (and it's £12.00 for the rest of Europe, & £18.00 for the rest of the world). The membership form is available from our website ... or just ask and we'll send you one.

Secretary: Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943

E-mail: membership@autocycle.org.uk

Website: <http://www.autocycle.org.uk/>

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

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

Standing information

EACC committee members.

Andrew Pattle (Secretary)

Sharon Wikner (Treasurer)

Mark Daniels

Alan Course

Paul Efreme

David Evans

Neil Morley

David Watson (Publicity)

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.