

The M - A - C

The Newsletter of the EACC

Number Forty June 2017



News.

This newsletter may indeed look very different to what you have become used to during the last couple of months. I've tried to address some issues with the format, the header is now under control, each page is numbered and the layout should be more readable. My contact details are on the back page.

The riding season is now well underway with some sort of activity being held every weekend now. The Radar Run, The South Downs, The Romney Marsh Owlers, The David Silver Museum ride out, and the 35th East Anglian Run. All of these events have been well supported.

If you consult the events calendar at the back of the newsletter you will note June is also well packed with runs and events. So please, please get on your bikes and join us. You know it makes sense!

There has been a very reasonable amount of interest shown regarding The East to West Side Adventure. The route has now been surveyed and new run notes compiled and now there is a map of the run. This can all now be accessed on the club's website. Ron Paterson has already been testing his Cyclomaster up at Hartside!



Ever heard of Kamasura VRX 250? Here we have a rather sad and neglected machine, which has a tale to tell of devious mischief that took place in the 1980's. It has travelled many miles, not under it's own steam I might add. It started life in Japan then spent many years in the USA before arriving on these shores. It then went to Wigan, then south to Surrey and then on to Ipswich where it will now be re-fettled and made to run again in the workshop of Mark Daniels. It will be tested and reported on (including the whole dodgy story) in a future edition of the Icenicam magazine. The story of how this bike and it's siblings outraged so many will no doubt have you on the edge of your seats!



It is interesting to note that three of you took a good deal of interest on the article in the last MAC regarding the merits of adding a quantity of diesel to your fuel to possibly gain performance. They

will be trying this out in due course. I shall be carrying out a similar experiment on a Puch Maxi. I shall report back my findings..

It is good to hear that Joe Swaine is recovering well after his rather nasty accident on his nicely prepared Cyclemotor. It was one of those things that none of us want to hear about. Thankfully Joe, I hear is in good spirits and the long and indeed painful recovery is well under way. I wish to extend the very best wishes from all of us in the EACC.

Tony Edwards has started work on a matching pair of Ariel 3's. They are in fact one registration digit apart. Back in 1972 a Mr & Mrs Stribbing went to their local BSA dealer and purchased two Ariel 3's with all extras! Mr Stribbing was not impressed with his machine and only used it for one year. Mrs Stribbing was made of stronger stuff and rode her's until 1977 and then consigned her three wheeled machine to the garage. Then in 2014 their daughter sold them luckily as a pair. For a bike that was roundly condemned at the time it's amazing how many keep appearing.



Let's hope that these two can continue their lives together!

If you are interested in 50cc racing, there is a full race series being held this year. Members of the Classic 50 Racing Club will be able to compete in the national 50cc road racing championship this year because it has been reinstated by the Auto-Cycle Union. Visit the club's website for details and the venues at www.classic50racingclub.co.uk or the ACU 50cc Championship Facebook page.

Dave Watson would you believe has been selling some his vast collection, but knowing Dave I'm sure he will soon top it up again! You will also note he is the proud owner of the Kamasura VRX 250!

When I receive articles that club members have been good enough to put together and send me, I will always try to insert them into the MAC complete in one edition. It does not do any good splitting an article in half so that the second part has to be read two months into the future and it's both disappointing for the reader and the contributor. So to implement this policy some other features have to be left for the following edition. I hope you understand.



The 35th East Anglian Run.

On the weekend of the 20th and 21st May we were spoilt with two ride outs on both days. On the Saturday we had the ride to the David Silvers museum to see the Honda collection. All very nice but what interested me

more was what was in the warehouse, but that's all another story. Our thanks go to Mark Gibbs for organising this event.

On the Sunday we had the running of the 35th East Anglian Run and whilst this year also marks the 10th year of the EACC revival, it was kind of nice to revive the run from the original start point and also to attempt to recreate the photograph taken from the original position 35 years ago, albeit with many more enthusiasts in shot. You will observe that Andrew has managed to stand in pretty much



the same position that he did all those years ago.

As for the run, it was just great, very enjoyable and nice weather. The pub we stopped at only sold drink but that was different

in a good sort of way. I myself found it very relaxing enjoying a pint in the sunshine with likeminded soles. I could have stayed there all afternoon, but by then I would have needed a taxi to bring me back! Anyway, all in a very enjoyable weekend. I just hope that there is a new breed of enthusiasts around to recreate another picture in 35 years time. I don't think I'll make that one!

Letters.

A letter received from Derek Langdon regarding a dispute he has with his employers the Nottingham City Council. I do hope you win your battle Derek and common sense prevails (Ed)

4th May 2017

Nottingham Post Newspaper

City Gate
Tollhouse Hill
Nottingham
NG1 5FS

Danger Lurking in the corner of the workshops!

Dear Sir,

I collect and restore "Cyclemotors" - small engines designed to attach to push bikes - from the 1940's and 50's

They don't go very fast and most need what is laughingly called "LPA" (light pedal assistance) on hills which can be downright hard labour! they usually come to me incomplete, battered and unloved.

After many hours in "me shed" sweating over a hot lathe, I end up with something that's a bit different that I can ride around on using very little petrol. Small children fall about laughing and small dogs go crazy. I've been called a nerd, an anorak and loony - but that's what I've come to expect from my daughter!

I've been riding to and from work on one or other of these contraptions for about twenty years. I've generally stuck it in a corner of the workshop where I work, out of harms way and where I can keep an eye on it. (I'm an MOT tester with the City Council).

But recently I had a real shock. A manager came and told me that I could no longer leave it there. A work colleague told me that he had also told to remove a push bike for "health and safety reasons" I infer from this that two wheelers are dangerous even when you're not riding them!

I actually pay the council for a parking space for my car at work all year round, even though I normally only use the car in the winter. The communal bike sheds provided are crumbling neglected edifices which are not secure against the elements, vandalism, or meddling fingers, so I can hardly leave a virtually unique contraption there.

Looks like I'll just have to use the car all the time. So much for the councils "greener cleaner" posturing!

Yours sincerely, Derek Langdon



Two of Derek's Cyclemotors he can no longer use to commute to work on.

Andrew submitted this piece following the mention of kerosene in the diesel article in April:

It is illegal to use kerosene in road fuels without a licence from HMRC. The FBHVC holds a such a licence, which covers the use of kerosene in tractors. This helps out the owners of petrol/paraffin tractors who use kerosene to mix a fuel that's equivalent to the old TVO (Tractor Vaporising Oil). Any tractor owner who belongs to an FBHVC-affiliated club can legally use kerosene in this way ... but note that this licence only applies to tractors.

In our own club, there is one machine that needs kerosene in its fuel, and that's the Lohmann compression-ignition cyclemotor. When we revived the EACC ten years ago, we asked the FBHVC whether its licence would cover the use of kerosene in a Lohmann ... and the answer

was 'No'. However, the FBHVC did help us to obtain a licence of our own - so any EACC member can legally use kerosene in the fuel of a Lohmann. As far as we know, we are the only club to hold such a licence.

- Andrew Pattle Secretary, EACC

Chinese Carburettor

By Rod Fryatt.

Look on eBay for a new carburettor to suit our little engines and you will soon find this Chinese product at a price that varies from low to very low depending on currency rates. Available for less than £7 at the time of writing, and that includes postage! So, are they any good? Having a Trojan Minimotor that would never run properly with its worn out leaky original I decided to find out.

The die-cast construction appears sound and the finish is perfectly adequate. The word "Speed" is optimistically cast into the side of the slide barrel.

Fitted with a choke lever, up for choke, down for run and a plastic air box with foam filter. Design is very conventional, reminds me of the Amal Concentric. A cutaway slide with a five position needle set with a clip. There is a needle jet with separate main jet screwed into the bottom. Thread appears to be 5mm metric. There was no marking on the main jet but I measured it as Nr. 70.

A wishbone over the float operates a very Japanese looking rubber tipped needle valve. The toroidal float is not anchored or pivotted. Wishbone lever is set to cut the fuel off when the top of the float is about 7mm below the flat part of the chamber roof. There is a tickler button at the side but it seems to have no effect. The float bowl retaining screws go in from the top, it would have been more



convenient were they the other way. There is a little sink in the bottom of the float chamber with a drain screw, this conveniently collects the dirt from my fuel tank. There is a spring loaded throttle stop screw.

Fitting to a Trojan was simple. The engine has a 5/8" inlet stub. The carb. is made to a fit 3/4" Just means turning an adaptor bush. I used nylon so as to provide some thermal insulation. I had to remove a short piece of outer from the throttle cable. The petrol inlet is set very close to the body. Not having thin walled petrol pipe I had to shave some of the pipe off to get it on. Not much chance of fitting a clip as well.

So, how did it work? I left the needle in the centre position, connected up, turned on the tap, and nothing happened: that is to say no fuel dripped out anywhere! First time I had ever seen that on the Trojan.

Pedalled off and away, ready start and running better than I've ever known before. I did some trials with a smaller jet size and settled for 68, giving a little more speed.



No doubt a little Cyclemaster would like even less. Since fitting mine I have purchased two more for friends, they arrived more quickly as they were not posted from China.

I have only found two potential faults. The slide is located by a spigot on its side which runs up and down a slot in the barrel. If the slide is pulled right up to the retaining cap this can come out of the slot, twist, and lock the slide up. Easily cured by placing a thick washer on top of the slide spring. On one of them the choke lever was riveted up very tight but the new owner corrected that. I expect there are lots of Cyclemotors or mopeds languishing in sheds because of missing or worn out carburettors. There is no need! Invest single figure money and get 'em running again. If you are a stickler for originality you can always spend the winter months restoring the old carb. or just wait till a good one turns up, but during that time your little engine can be running like new again.

Rod reports that on occasions the carb has flooded due to the needle valve sticking but this is easily remedied by lifting the rear wheel of the bicycle off the ground a few inches and dropping it sharply! I have personally seen the bike in action and I can confirm that it performs very well with its new carburettor (Ed).

Cyclemotor Event for 2018.

Following a discussions with Andrew, it has been decided that the EACC will hold a Cyclemotor only ride out in 2018. Whilst I know this is a long time in the future, it certainly gives you all advanced warning to prepare your Cyclemotor or purchase one or perhaps build your own hybrid. We know a lot of you own Cyclemotors but they seldom get used because the pace of runs these days is a little quicker. As the months go by you will be advised of what we plan. One thing however must be pointed out, whilst it is nice to see all the old original Cyclemotors being given an outing, this event will be open to all Cyclemotors- that means it has to be ostensibly a bicycle fitted with a source of power of your choosing. This opens up the entry to electric, petrol, diesel, steam or just about anything else. So there you have it.....get your thinking caps on and get building!

Black & White Bit.

Well I guess it's Sepia and white this month. The picture shows a German gentleman called Richter and his accomplice preparing his rocket powered bicycle for a speed attempt in March of 1931.

Herr Richter managed to achieve 91 kmh on the bicycle until unfortunately an explosion occurred and he was ejected from his steed by the explosion. Happily however his injuries were not life altering and he made a complete recovery.



AUTO VAP – Not Restoring a Moped by Mike Gott

Somewhere around 30 years ago our friend Richard obtained an old Auto Vap “Caravelle de Luxe” moped with the intention of restoring it. It still ran, though a broken sprocket on the back wheel on the pedalling side meant that it had to be bump started, after which a small hole in the exhaust kept

everyone on edge with a flatulent barrage of unpredictable backfires as it was ridden round his farmyard. The rear mudguard had fallen off due to corrosion round the fixing bolts and it eventually ended up in the open fronted barn at his gas lit cottage in the Lincolnshire marshes. At around the same time, My wife Louise had just bought me a restoration project in the shape of an old Excelsior G2 Autobyk as a Christmas present(!) when an announcement appeared in The Classic Motorcycle about the formation of the NACC – so we joined. We moved from Lincolnshire to the North West in 1989 by which time the mortal remains of a 1957 Mobylette AV32 moped had also joined the collection. Buying a house in Horwich near Bolton in 1991 we arrived just in time to attend the new Granadaland section of the club just down the road in Westhoughton. Eventually we found ourselves with RM4, RM5 and RM6 Raleighs in addition to two Ariel 350 singles and an LE Velocette – in addition to the Excelsior and Mobylette. With Granadaland, we blazed a trail through the club's activities, but by 2003 we were doing more on the motorcycles and the others drifted out of the picture and we let our memberships lapse in 2006 just before the club entered it's difficult times. We parted with all the mopeds and the autocycle but kept the Mobylette and RM4 which nevertheless disappeared into the back of the shed.

Leaping forwards ten years to Summer 2016, having taken early retirement, I decided that I needed to do something with the mouldering mopeds, even if that was just a case of returning them to roadworthiness to help them find a new home. Accordingly I set to work on the worst, the Mobylette, whose engine was in bits with a failed big end. The discovery of a forgotten stash of spares in the shed that included a decent crank was a boost, and I soon had it back on the road. By this time the enthusiasm had returned, any thoughts of parting with them had vanished, so we joined the EACC, regaining our old numbers of 512 and 513. The Raleigh followed the Mobylette back onto the road, and I began taking part in club events again as well as just generally incorporating them back into our lives. A happy memory from the hot summer in 2016 was of regularly riding the Moby down to a local café for breakfast before a circuitous and relaxed ride back home via the a country park.

During the autumn, hearing of my re-entry into the world of mopeds, Richard offered me the Auto Vap. It emerged from the barn very much showing it's 25+ years slumber in there, dusty, rustier and with certain unspeakable contributions from his chickens. With the fork top nuts removed and the brake cable disconnected, the front forks/mudguard and wheel were removed, the back wheel came out after the messy job of removing the chains, following which it was reunited with it's rear mudguard, freshly unearthed from a different building, in the back of our Ford Fiesta for a journey over the Pennines to Lancashire, a nice project for the Winter months.



Richard was sure that the original buff log book was somewhere in his house, so with fingers crossed – it was not on Swansea's computer – I restricted my work on the Vap to temporarily re-fitting the rear mudguard and giving it a good Gunking and clean up in case it needed an examination in connection with re-registration. The original number was from "Lindsey,

Lincolnshire", which also is what it says on my birth certificate, so I kept hoping that the old documents would surface to enable me to apply to keep it. Eventually, in December, they were found. Buff log book, the last MOT from 1977 which tied in with the 1978 tax disc still in the holder plus the

original handbook and two brochures identifying the supplier as a still extant Cycle shop near to where I grew up in Cleethorpes.



I'd been at school with the son of the shop's owner, indeed he was now running it. Similarly, the Vap's original owner lived half a mile from my old home, so I must have seen it around as a child. The log book showed it to have been supplied on 27/01/61. Collecting the documents on a trip back to Lincolnshire, I called in at the cycle shop with the brochures and we found the rubber stamp that they'd been stamped with back in 1961 still under the counter, covered in fluff. Whilst there, I bought the new pedalling chain and rear sprocket that would be needed.

By this time, I'd done some digging and discovered that the firm that made the Auto-Vap was located near Paris, had started off making cycle attachments, then a Solex-type moped before the models like mine. From the late '50's they were imported to UK by Scootamatic Ltd, who were a Nottingham based company formed by directors of Elswick-Hopper cycles, which I guess explains their presence at a cycle dealers. Production and import seems to have ended in the early 60's. Elswick, of course, used VAP57 engines like the one in our Vap for their prototype Lynx mopeds, though they did not in the event go into production.

I sent off my V765 application for a new log book under the original number and a month later I received the welcome news that it had been accepted, so, with the new V5C in my possession, I could finally start work.

The back mudguard and wheels were the worst bits, the mudguard having rusted through where side valences were attached to the blade by spot welds. Even though the Vap had received a coat of plain red paint sometime during its 1961 – 78 career on the road, I decided to retain this finish, warts 'n all and go for the "oily rag" look. This of course meant that I had given myself the task of repairing the mudguards in a way that blended in with its established patina. In the end I cleaned and de-rusted the inside of them, glass fibred the full valence/blade seam including behind the holes on the rear one. Filled from the outside, this was then rubbed down before being carefully touched in with an airbrush, the paint being mixed to match from Humbrol enamels. Zinc primer, tough black paint and Waxoyl



finished it off underneath with a new wire to the back light to finish off the rear one. Both number plates received new waterslide letters from Classic Transfers to replace the rather wonky vinyl ones. I still need to locate an original pattern "raspberry glass" French "Soubitez" rear light lens, however, if anybody has one spare?

The wheels were a problem, They were very rusty but thankfully sound. New rims and

spokes would stand out like a sore thumb, so eventually I did what I'd done successfully on a similarly oily ragged LE Velo six years previously in that I took them back to metal and the remains of the chrome with a light rotary wire brush then hard lacquered them, painting the inside with zinc primer. The alloy hubs cleaned up with a toothbrush sized wire brush – hard on the fingers - before they too were lacquered. Both brake plates were stripped, cleaned up and fitted with new shoes. With new rim tapes, whitewall tyres (as per original) and tubes they looked tidy whilst still fitting in with the Patina of the rest of the machine.

A ferret around in the cables box was rewarded with two new Mobylette brake cables with the correct grey outers which were modified to fit, including building an in-line adjuster into the back one. The throttle cable got a new inner and sufficient bits were turned up to make a decompressor cable, also with an adjuster. The local electrical shop came up with grey wire for the horn and lights. The inside of the headlamp contained the remains of some kind of occupancy during it's barn years. Both mice and beetles have been suggested, I tend to favour the latter due to a lack of any evidence of nibbling..

Amazingly, when checked, there was still a spark, so the unusual ABG "Magneclair" magneto just got a clean, adjust and check. The fuel tank, following a week filled with old petrol and paraffin, was emptied producing a thick, dark brown soup-like substance. Several washings out later it was pronounced fit for use. The Gurtner carburettor was similarly blocked with yellow, waxy oil residue as was the fuel tap. Cleaned, a new fuel pipe with an inline filter went on. The exhaust was still to clean and repair, but I decided at this point to see if it would start – it had after all, been running perfectly well back in the 80's before it went into the barn.....

With a gob of exhaust putty on the hole in the exhaust to hopefully avoid further mechanical flatulence pending a more permanent repair – we were now in the walled back yard of our terrace rather than the wide open spaces of a Lincolnshire marsh – I turned on the fuel and prodded the pedal. It started! With it settling down to a reliable tick over pleasantly surprised, I took stock. The tail light worked but not the headlight. The horn let out an awful squawk, but worked. It was alive.

Further investigation showed there to be a leak from the brazed joint for the fuel outlet. Was that what took it off the road in '78? This meant that the back wheel and mudguard had to come back off to enable the tank to be removed, but a club member organised the re-brazing job for me and it was back on the bike within a few days. The headlight was a simple case of installing a decent earth wire (earthing through steering head bearings is not a good idea).....and the Vap has returned. It isn't, however, a "Barn Find", because despite having come out of a barn, it isn't "found" as we always knew it was in there! All being well, it should be out and about this year.

For Sale.

New Hudson owners guide / instruction manual. (Original) £8

Power Pack Bicycle Motor Instruction Book (original) £8

Call Ron Silverbach (3772) on 01255 221596 (Clacton)

Wanted.

Petrol cap for an early Raleigh RM4 approximately 1961 or earlier. It is the one with the central release knob in the middle.

Call Phil Wintersgill on 01179 855814

Wanted: A 2 speed hand change Albion, Burman or Sturmey Archer gearbox. 1920-1930 the picture shows what I'm after.

Call Martin on 07774 562085



Excelsior Consort (project bike)



Work has finally got under way on the Excelsior Consort. Some of you may have seen the task that I have undertaken as the bike was displayed at the Radar Run in its, as found state. The bike has not been on the road for 41 years and for most of that time the engine had been half stripped. The first thing to do is to concentrate on the engine itself, and do a full inventory of all the parts and to identify if anything was missing. The remains of the engine was removed from the bike and a general overall survey of its condition carried out. From the outset I want this rebuild carried out with economy very much in mind but no cutting corners or bodging involved. Missing items as it turned out were not too much of a problem with Villiers Services coming up trumps by producing a new old stock gear selector plate within minutes. The only other items missing were woodruff keys and 2 circlips.

Anyway the remainder of the engine was completely stripped and there then followed 2 days of cleaning all the parts of firstly all the accumulated filth and then removing the build up of corrosion

and light surface rust that had attached itself to the bare metal parts. I had hoped to recover the piston but the damage was too severe particularly where the gudgeon pin bush had started to break up. The main bearings and seals were in surprisingly good condition however the gearbox bearings were shot. I decided that I would replace them all together with seals whilst the engine was completely stripped as I didn't want to revisit this area of the engine again. After much work on the barrel to remove the rust the net result was quite good so a rebore was discounted and a standard



new old stock piston was sourced along with all the other parts on my now rather long list. The magneto and all electrics looked in a dreadful state, but have been cleaned only, with my fingers very much crossed that electricity will surge from it at some point.

Hopefully in the next edition of this the engine will be pretty much re assembled, then I've got to assess the bicycle bits.

Money spent so far £168. Time spent about 20 hours.

In The Shed

It's been a busy time in my workshop over the last couple of months. I found myself in an interim



period before I was to start work on the Excelsior project. I happened upon a rather sad looking Puch Maxi that was certainly very down on its luck but the price of £50 didn't seem too bad so I had the idea of seeing what I could turn around on a very limited budget. So I set myself a target of just spending £50 on it and see what I could achieve. My reasoning behind this is that it may hopefully inspire you, the readers to take on similar projects and thereby enjoy the process and remember you don't have to have a large wallet to achieve satisfactory results.

The Puch Maxi S was in a sad state and needed a big strip down and general clean-up. The engine looked as though it had been semi submerged at some time. It's strange when working to a budget what approach you have to adopt when normally you would have just bought new parts. Well the long and the short of it is that I got the bike up and running for just £42.43 but then the chain I was trying to use proved useless so a new one was fitted (a further £9 then I had to get a new headlamp unit to make it MOT able and that was a further £20. So shall we say £75's worth of parts all in and I have a good reliable bike. That makes with purchase price £125, I wish all my bikes cost as little as this. Hours spent on it worked out to be about 25 over a four week

period.



2017 Calendar.

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 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 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 to find out more

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

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 cyclemotor/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- ridden 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 or 07774 562085 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

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 or mobymagic@gmail.com

Sunday 9th July 2017

Peninsularis Run and Mopedjumble from Bucklesham Village Hall. A busy and atmospheric day that is one of the major events on the cyclemotoring 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 Hormead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. If you require any particular Item can you let Danny know in advance of the day as his stock is too vast to bring it all along. 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 10th 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 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 14th 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, SG7 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 1:30pmintimeforlunchorwhatever. 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).

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: eacc@autocycle.freeserve.co.uk

Website Forum

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

Martin Wikner (editor of the MAC) 54 Dane Road, Warlingham, Surrey, CR6 9NP.
Tel: 01883 626853 or 07774562085 or mwikner61@gmail.com

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.