

The M - A - C



The Newsletter of the EACC

Number Forty Three December 2017

As the festive season approaches the EACC committee and yours truly would very much like to be among the first to wish all members of the club all the very best for an enjoyable and peaceful Christmas and New Year celebration.

News.

Quite considerable interest was shown by you, the club members, of items in the last newsletter, three items in particular, the restoration project, Julian Harajda's Makuli Messerschmitt and the one on electric bicycles. I had three offers of electric bicycle kits, there were requests for before restoration pictures of Julian's Messerschmitt, and various opinions regarding originality and levels of restoration. All good stuff, thanks for your comments.

There has been a welcome and good amount of interest shown in the proposed Cyclemotor (CARD) event that will take place on 29th July next year by the Velo Solex group website. I understand from Paul Grogan that a few Solex enthusiasts will be travelling down from the midlands to take part. It will certainly be good to see several Velo Solex's in action, these days they are seldom seen on club runs, mores the pity.

I shall be starting work on my electric bicycle project in the new year, and I will keep you informed as to how it progresses. It seems that quite a few of you seem to be interested in the results.

The EACC annual AGM took place following Kneels Wheels Run on 19th November. No real contentious issues and all done and dusted in 55 minutes. All the minutes and reports plus the current clubs financial accounts can be found on EACC website in the Documents section. More on the AGM and its attendance later in this issue.

Club membership levels have increased during the course of the year. The bank balance is healthy mainly due to the increase in demand for registration dating certificates.

The market prices for classics bikes and cars appears to have levelled off and in some cases it is falling at this time. So if you are the proud owner of a Brough Superior that you spent a large part of your fortune on, at auction during the last two years. You might have to wait a few years to recover your money.



Ian Campbell's with his 1964 Mobylette AV42 that he displayed at the Edenbridge show.

Neil Catling made a spontaneous purchase of at least 10 NSU Quickly's on a well known auction website. To say they were barn finds would be a huge exaggeration, dump finds would be a better word. At this time they are stored away whilst he quietly contemplates his next move. I hope to encourage him to get some up and running, so they can be featured in these pages.....eager for a story me!

The DVLA are trialing a reminder service for MOT's. I understand that many of the general public seem to be forgetting test dates. More on this later in these pages.

The Excelsior Consort project bike that was displayed in its as found condition at the Radar Run is now best part back together and completed. See feature article.

On Monday 20th Andrew, Sharon and myself had a meeting with the staff at the printing firm that we hope to be using next year when the posted version of The MAC is produced. If all goes to plan and subject to a reasonable costing estimate, the first publication will hit the streets as it were, with the February 2018 edition. More explanation later on.

.Clive Fletcher has taken on the role of regalia secretary from Guy Osborn. Our thanks go to Guy for his regalia work over the last years. Clive took over all the stock of badges, stickers and tee shirts etc. So if you need anything regalia wise, Clive's the man to contact, his contact details are on the back page.

My thanks to all the guys who have contributed to this edition of the MAC. As we head into the winter months and contributions to these pages may decline, I have agreement from Andrew to delve into The EACC and IcenICAM archive and republish some of their excellent articles from years gone by, that many of you may not have read. This will only be done when I find that I am short of content.

Black & White Bit.



Paratroopers assemble a Welbike circa 1944.

Kneels Wheels Run.

Kneels Wheels Run was held on the 19th November and a bright and sunny albeit a chilly day greeted all 50 or so riders who attended. This year we had a new starting point, the village hall at Great Blakenham being a large amount cheaper than the one used in previous years but just as good a venue nevertheless. Neil Morley led us at a nice sedate pace (incidentally more to my liking) on this new route. I must say I prefer to all keep together on a run, but I guess the sheer numbers can cause problems to others on the road. This huge snake of riders seemed to arrive all together at the Crown in Claydon. This pub always seems popular the main reason is its extremely reasonable costs for both the food and drink, can you believe it £10 for two Sunday roasts. Also not all pubs can handle a huge number of people who turn up en masse the staff just seemed to take it in their stride. So with lunch onboard it was back on the bikes to the hall for tea, scones and cake for the AGM. Well done Neil for organising.

The AGM Attendance.

It is written into most clubs rules and almost any organisation that to be legitimate it must hold an annual AGM. In the rules it sets out how this should be run with things like agenda and minutes, reports etc. It also stipulates the numbers ie. club members, delegates or share holders needed to attend to make the meeting legitimate. This is known as a quorum, for those of you who are unfamiliar with this word the Oxford English Dictionary definition is and I quote "number that must be present to constitute a valid meeting" The quorum level laid down in the EACC rules is 25. Anything less and it is not an AGM, it's just a bunch of people having a chat. This year's attendance just scraped to the level required. This must be born in mind for future AGM's. With the attendance level of the Kneel's Wheels Run at about 50, where was everybody.....well, most went home!

Low levels at AGM's are not a new phenomenon, here are some reasons, everyone is happy the way the club is run so they don't need to attend, it goes on for hours and it's boring, nothing put on the agenda that interests me. These are just some

reasons used for non attendance. Well it is your club and reasonable levels of attendance are vital and must be encouraged. This year's AGM took exactly 55 minutes from start to finish so really you can't get bored in that time. This club operates "any other business" where club members are invited to raise points and issues. And of course there is tea scones and cake served to make the AGM an enjoyable and convivial affair.

The committee do hope that the points raised here are taken on board by its members and that we see a better attendance level next year. I in turn will do my best to promote the AGM in these pages on the lead up to next year's event as will those who run the forum and the clubs Facebook page. Please remember it's your club and about one hour of your time isn't really much, is it?

Printed & Posted MAC.

If all goes to plan and I'm sure Andrew hopes it does, next February's edition of the MAC will be professionally printed and despatched to you. My hope is that this change will be smooth in nature and everyone will be happy with the product. As has been said before the task up to now of the printing and posting of the MAC has been undertaken by one person and this with the increased membership and the extra edition has become an onerous task.

This change will result in some changes in the layout of this newsletter. The main reason for this is because of the costs of colour printing. I'm not sure if all members know and I'm talking to postage members and email members here. The current email edition has a lot more colour pictures within its pages than the posted version where many pictures are in monochrome (black & white). It's simply the cost, for instance if one sheet of black and white printing A4 costs 1p a similar sheet of A4 with a colour picture will cost 11p. When the new printed version goes out it will have just set pages reserved for colour, in other words you will get a number of colour pictures in the centre pages and on the covers. The other difference is that it will be printed in

A4 and folded to A5. So this means that the emailed version will look slightly different. The procedure will be that I send a PDF version of the newsletter to the printers a week before it goes to print. Andrew will also be sending a up to date file of all the posted club members, he will do this for every edition so new or lapsed members will be included or excluded. This is all digested into the firms computer and then the printing machine does the business. It not only prints, it makes its own envelopes addresses them and stuffs the newsletter in the envelope, all pretty clever stuff, I think you'll agree.

As you may have gathered this is all rather new to me but bear with me on this. There may be problems to start with but we will get it right in the end. Also I do not wish this printed version of the MAC to be judged up alongside other club magazines. Please be understanding of the club membership fees that you pay and the fact that no one member of our club, or its committee is in receipt of any income whatsoever, and long may that stay the same.

Editorial Comment. A complaint & how to complain properly.

During the course of this year I personally have only received one complaint regarding the contents of the MAC and that formed only part of an email. This was sent in by a committee member. Every other comment I have received have come via the post, email and phone calls and they have all been positive.

However on 12th October the secretary received a complaint about myself and my performance as editor of the MAC. It was duly passed on as instructed to all members of the committee. The content of the complaint was without substance and did not highlight any particular item that the newsletter contained, instead it was a heated personal and rude attack on me. I do not know the reason for this verbal tirade although a few others may do, it occurred one day after a section pub meeting placed a post on the forum regarding "a controversial discussion about the MAC". I have no

history of disagreements with this individual, maybe it was someone else loading the bullets, who knows.

I made it very clear in my editors report at the AGM which can be viewed on the club's Website in the documents section, the rules that I have set myself regarding the content of the MAC. I have a right to my own opinion as you the reader have yours. I actively want to promote debate in a sensible manner in letters on these pages.

Everything you send to me will be published with the exception of rude or personal abuse of any one person or foul language. So please if any one of you has a point to make or for that matter an irritation about something, then please send your correspondence to the editor of the MAC (that's me). And let's have no more personal abuse or misguided attempts to encourage the committee to censure me.

I do sincerely apologise for having to comment on items like these but anyone who knows me will understand I always confront issues rather than kick things into the long grass, as always you the members will be informed of everything.

To Restore or not?

By Martin Richardson

That age old debate! It's a discussion as old as the classic/vintage scene and one that will likely never tire or ever be resolved.

Me? I like to see things used. Yesterday I went to Yorkshire (via parts of the Scottish Lowlands as clearly my Lancastrian Sat Nav was a bit worried about going over the border) to pick up two bikes – one is a very ratty looking SH50 of 1997 “vintage” which has spent several years as a field bike and now been repaired, MoT'd and returned to the road. Its ratty, it's never ever going to be a show winner (even if they become somehow desirable in 30 or 40 years time)– the frame is crusty, slightly bent and painted in thick black underseal – not a single panel has unmarked or unbroken plastics, the fuel gauge doesn't work and the oil pump is clearly clapped as it smokes its 2 stroke like a lab beagle smokes Lambert & Butlers. Why on earth did I buy it then? Well partly because it was cheap and partly because I like riding around on something that wears its history.



Despite having a full bike licence since the early 1980's and riding various machines over the years, I do enjoy riding a moped. There is something nice about the change of pace. I love older machines for their simplicity and lightness – I can ride it in the snow and if I fall off can pick it up again (try that with a Silverwing, you will end up with a hernia). My current fleet is just two at the minute – a 1979 Motobecane M40 which is untouched and wears its 2000- odd KMs well, and the SH. The M40 has “rust” – not excessive, it's clearly been kept well and not lived outside under a bike cover during its life, but its showing its age. I like that – it looks used, it will be used by me and it's not going to be a trailer queen wheeled out of the shed and popped in the back of the car taken only to shows.



My own view is that preservation is best achieved when something is used & enjoyed. Now – I'll use the bike and one day pass it on, hopefully someone else will run it and repair it as needed. But if they decide to restore it, then it will still be preserved. Take my mate Bob – a few years ago Bob came across his very first car, something he owned in the

early 1950's – a 1937 Morris 8. Over roughly 5 years he restored the car (it came to him in boxes having been quite literally swept up with a dustpan & brush)



Now – the eagle eyed will notice a few things – it's not a Morris colour (it's certainly not a genuine 1930's Morris colour) - The headlamps are Austin items, the wheels are the wrong colour and the interior is the wrong colour. Purists at motor shows go mad at this. Bob on the other hand doesn't give a stuff because he restored the car to how he had it back in the 50's – painted primula and red – he fitted Austin lamps back then because they were better than the Morris items and he re-trimmed it in red to match the rest of the car.

He uses the car, weekly, he has no qualms about taking it on a long run, he recently drove it to Nottingham from Preston. The car is preserved for another generation to enjoy and one day someone else will own the car, they may choose to repaint it a Morris colour, they may not – but doubtless they will enjoy it – and that's the nub. Enjoy what you have, use it, remember that you are only renting it for a while – someone else will one day own it after you have shuffled off your mortal coil and they will do what they want to it to enjoy it how they want to. So blow what anyone else thinks – you run your bike/car how you want to and above all enjoy it.

Letters.

Dear Martin,

Thanks for another interesting edition of the MAC. On the subject of restoration, members might find the following of interest. Earlier this year I bought a 350 Ariel of 1955 vintage, it was very original, not been restored, on the road and running. However the paint work was poor, very dull and tired looking, and a little rusty.

I tried T Cut, but it had no effect and to paint one part would mean everything would have to be painted, which I did not want. A friend on the Continent suggested the use of 'Owatrol' oil (no, I had not heard of it either). It is a clear air drying oil which protects from rust and leaves a bright finish.

The bike was cleaned and degreased, I used a cloth to wipe the oil on areas such as the tank and mudguards and a small brush for more tricky areas. I did everything rims, spokes, chrome what was left of it, headlamp which was in a very dull state.

I am very pleased with the end result it takes about 24 hours to dry, the patina has been preserved without the bike looking uncared for. I now use the stuff on all sorts of things, tins, signs, tools, and so on. A tin cost about £18 but that will do a lot. I bought the oil from E-bay, but I believe some of the larger builders merchants stock it. It is used by painters to add to paint to give a very smooth finish.

Regards Denis Wears

Mot Email alert.

The Driver and Vehicle Standards Agency is developing an email reminder service to make sure motorcycle owners know when their bike needs an MoT,

Riders will be able to sign-up with the DVSA to receive a reminder a month before their machine is due and they'll get another email if their vehicle hasn't had a retest two weeks later. Once the service is live, it will be available via the gov.uk website. And staying with the subject of MoT's while most people are aware you can have your vehicle / bike tested up to a month before your existing MoT expires, what many don't realise is that if it fails this early MoT, it cannot be used on the road legally, despite the fact that it already has an old previously valid MoT - this old MoT becomes immediately redundant and the new (failure) MoT takes its place.

Pollution Tax.

This may well in due course affect you all. What starts in the London area has the habit of being adopted by other major towns and cities around the country.

The Motorcycle Action Group (MAG) is calling all riders in the UK to submit their concerns regarding plans for a London charge which could cost riders

of older bikes thousands of pounds a year in, pollution taxes.

MAG chairperson Selina Lavender, has made an urgent appeal to all bike riders to challenge a new "Ultra Low Emissions Zone" charge being proposed by Transport for London.

It would mean that from September 2020, even if you've got a tiny engine, TFL will slap a £12.50 a day charge on you.

This charge effectively bans old bikes from London for anyone apart from the super-rich

The London Emission Zone (LEZ) is already in operation for larger vehicles and this stretches out as far as Croydon, there is even talk of this widening this to encompass the whole M25 area.

Peugeot BB1 ST Restoration

By Roger Brown

This is my beautiful 1963 Peugeot BB1 ST moped. It has a full MOT and is registered on a V5 with an age-related plate following a full and complete restoration. It is road tax exempt and simply needs insuring to be road legal. It is probably a French import but there is a NOVA letter from HMRC exempting it from VAT.

I bought it on my second eBay attempt from a great motorcycling geezer from Lewisham in South London. It was in a very sorry state, covered in rust and looking very abused. I wanted a retirement project and as I no longer have a garage it needed to be small, uncomplicated and not involve buying too many new tools.



It has been completely restored which involved stripping and completely refurbishing all the parts and replacing every single nut, bolt and fixing. Fixings courtesy of Nuts and Bolts of Weston Super Mare. They are very quick, reasonably priced and seem happy to supply small numbers of both metric and imperial fixings of just about everything needed.



On stripping the engine I found one piston ring was broken (even though it was running when I collected it!) so I bought a complete new piston, gudgeon pin and rings from Classic Moped Spares. I was having great difficulty getting the new rings to fit properly so I took it to Vince Prevett Motorcycles of Salisbury. Vince is the nicest and most helpful motorcycle mechanic you will ever meet. He was happy to fit the piston and rings, even though they weren't sourced through him. He checked the engine over and found the piston had been fitted the wrong way round at some point (hence the ring failure). We got to discussing motorcycling in general and comparing injury notes. Turns out that in a professional career in bike racing that included the Isle of Man TT he had, (unlike me) never had a serious injury. Compare that to my shattered shoulder and broken nose with numerous broken toes and fingers gained over 40 years of road riding and it's easy to see which is the most dangerous!



It was de-mudding and then de-rusting next - using several gallons of rust killer and then rust preventing primer to give a good base for re painting. The fuel tank was a bit rusty inside so it was de-rusted by filling with a mix of HG rust remover and water and left for 48 hours. An in-line fuel filter has now been fitted, just in case. I suspect the little Pug had been used "off road" at some point as it took a high-pressure jet washer to get the mud out of the engine fins and mudguards. I can't guarantee that the paintwork will last forever as it

was SO rusty. The paint is Ford Olympic Blue Hycote paint from Motorway Hesse in Yorkshire and is a pretty good finish. One can of Ford Sierra Beige completed the tank and engine fairings along with some gold pinstripe from Fast Motorcare. Classic Moped Spares supplied new cotter pins and handgrips. Try as I might I couldn't get one of the cotter pins out, and as I was damaging it more than removing it I took it to Lamb Engineering in Wilton who neatly removed it for me. If you are ever near Salisbury pay Larry Lamb a visit, brilliant old-fashioned engineering set up and a great collection of bikes from on-off builds to Velosolex, BSA Bantams and Puch mopeds. What will we do when these old engineers go to the heavenly garage? There are no youngsters waiting to replace them.

OFFICIAL MOAN. By the way, why do people like British Gas and Electroflux call the technician that fixes your domestic appliance an ENGINEER! It debases the term and puts kids off going into REAL engineering. In Germany the term is used for someone with a degree or professional qualification and years of experience not a washing machine part swapper. MOAN OVER.



To complete the look of the restoration the Vintage Motorcycle Club supplied period Peugeot transfers for the tank.

I bought new pedals on eBay France as old ones were bent out of recognition by someone. By the way....why do sellers on eBay in the UK insist that 9/16" pedals will fit a 14mm crank? They won't, so stop saying they will!

The little pug also has an original rear lamp from the correct period also bought on eBay France. The fuel filler cap is also a replacement from France as it did not have a filler cap, horn or speedometer/odometer when it was bought. It still has no speedo, just a blanking plate (Classic Moped Spares again). The horn is a BSA bulb horn to replace the bicycle bell it had when I bought it.

The brilliant guys at Carrot Cycles in Lincoln made up a set of control cables from the original drawings and dimensions and they fitted perfectly first time.

While I'm at it thanks to all the EACC members who told me where to find the Workshop Manuals and Parts diagrams. Couldn't have done it without you.

Andrew Pattle at EACC verified the age as 1963 and supplied a dating certificate so that an age-related registration could be issued by the DVLA. The Peugeot now has a year's MOT and is registered on a V5 with an age-related number, AFW 532A. There is some very minor rust and pitting on the rear wheel rim but it has cleaned up remarkably well and looks OK. There is some rust on the handlebar brackets as these are difficult if not impossible to find and therefore had to be cleaned up. The mileage is indeterminate but the engine is in pretty good condition and it starts first time with a kick rather than having to pedal. When it had it's MOT with Vince Prevett he remarked "that little engine runs like a sewing machine". He checked the whole bike over and pronounced it safe and fit for use. The brakes are good now that Vince Prevett has serviced them and lights are also OK. I had converted it to Negative earth so that I could fit LED bulbs front and rear but in reality they were no better than the originals so I swapped it back. It is a real head turner of a moped and it has been restored to what everyone tells me is a very high standard. I note the comments in the October 2017 issue of The MAC, restored versus oily rag, and I prefer restored to "as it came out of the showroom or bicycle shop". Each to his/her own.

Having run it up and down the road a few times (illegally as it is not insured) I can say it runs beautifully and stops equally well. But unfortunately my riding days are over because my knees are completely "shot" after 40 winters of riding.



As a result it is up for sale on Car and Classic and Gumtree. Not eBay they are too expensive and have now started charging fees even if you sell on another site. Bl**dy cheek!

I'm now on the look-out for the next project, I've got the bug.



This is how Julian's Mokuli Messerschmitt looked as it arrived back in the UK.

There was a lot of interest in Julian Harajda's Mokuli Type 130 in the last edition of the MAC and there were requests for before restoration started photos, so here is one, it appears to have arrived as a series of bits, I have others for those who are interested. Soon it may be featured in Classic Bike magazine Julian informs me that he has started work on type 200, basically a mk 2 version, completion is about a year away.

In the Shed.

Excelsior Consort.

Just under a year ago I purchased a rather sad and down on its luck Excelsior Consort that had not seen the roads for some forty years. I displayed the bike at the Radar Run in its as found state. I had decided that this would feature as a project bike to feature in the pages of the MAC. As readers of these pages will have read this project would not have large sums of money thrown at it. A careful re-commissioning would take place and always an eye kept on the budget. Well the project has now reached its conclusion and the bike will shortly be ready for the road. From the start, originality was the theme and only what was absolutely necessary was to be done. This is not an easy task as originality, cutting costs, and doing the job properly are not the best of bedfellows. About 40 years ago the engine had been partially stripped down and then the bike had been left with all the engine parts put in a box. As with anything like this, what is seen at the start as straight forward soon starts to escalate. Initially I had thought that just getting the engine rebuilt was basically all what was needed. Well wrong, the whole bike was in need of attention. I find that as opposed to moped's,

autocycles and small motorcycles such as the Consort lead a much harder and longer working life before being consigned to the back of a shed somewhere to gently deteriorate into a ferrous oxide mass. The whole bike had to be stripped down and assessed, and as usual with these things I had become rather obsessed with originality. I had decided that every nut and bolt however siezed up it was had to be where possible reused in its original position. I managed to get the whole bike apart with only two bolts shearing, I think somewhat amazing. The question was just how far do you go. Some things were obvious the seat cover just had to be replaced as what was there just crumbled into nothing. All the wiring had to be replaced, the front tyre, fuel tap, two cables to be made. All this doesn't seem like much and you would think that it could be sorted in a couple of hours, not so everything on the bike side excluding the engine was subject to being siezed up particularly the front suspension. All this took many hours to free off and clean to a suitably usable condition.



The Consort during the re-assembly.

The engine side of things was not too difficult a bit like a jigsaw. After much cleaning I decided as I didn't want to visit this area again I would replace all the bearings, in hindsight the main bearings were perfectly OK and could have been left. The piston had to be replaced as it was seriously damaged. I recovered the barrel which was in a badly rusted state. The one thing that was missing was a gear selector plate, obviously had just fallen out of the engine casing. Luckily Villiers Services had this part on their shelves. After the big clean it was just a reassembly job and thankfully the magneto produces electricity and the coil a healthy

spark. So at last the bike has come together in what I will describe a reasonable state. There are still some issues with it, like hard starting, the brakes will have to be sorted as will the extremely wooden rear tyre. Another irritation has come to light, to enjoy this bike to the full I'll have to say you must have to be vertically challenged, the seat is only just over 2 foot above the ground, guess I'm never happy!



The completed Excelsior Consort.

Did I enjoy this rebuild, well I'll be honest with you, the answer is no. When I restore or refurbish a bike I do like to create a baseline to work from and for me when that is not quite what you would like, nothing you hang on or attach to the bike seems quite right...to me that is, others might disagree. Normally I would strip the bike to the bare frame and all the black parts, frame, forks mudguards, stand, chain guard etc would be sent away for shot blasting and powder coating in a non shiny satin black. This is what I refer to as the baseline, the bike can then be reassembled with all parts that have been cleaned and prepared but not necessarily restored to perfection. Once the bike has been completed some of these parts can be removed at a later date and renovated to a better standard as you so wish.

So that's it, all done, but how much did it all cost? Parts I had to buy £242 approximately and hours taken.....don't ask lots and lots.

How much would it have cost if I had done it the way I would have liked.....well you would have to add at least another £1000 to the cost. Food for thought!

Wanted.

Vincent Firefly or Ducati Cucciolo wanted by club member to ride, not to add to a collection or place in a museum and never get used! Will consider any condition, complete or incomplete working or non-runner.

Can you help me please? Cash waiting I will travel to collect.

Contact Doug McMahon 07714 921005 (Essex)

2018 Calendar.

Sunday 7th January 2018

The 35th Mince Pie Run

Meet at the *Orwell Yacht Club*, Wherstead Road, Ipswich, IP2 8LR for tea, coffee and mince pies.

At 11:00 we will leave on a run to *The Shipwreck Bar* at Shotley. For details and directions contact David Evans on [01473 687820](tel:01473687820); please 'phone if you can, as this helps with planning the catering.

Everyone welcome - free day membership if you're not an EACC member.

The route map and GPX tracks for this run are available on [our documents page](#).

Sunday 25th March 2018

West Anglian **Section's** Duloe Daffodil Dash from Duloe Village Hall.

This run will take in villages around North Bedfordshire and Cambridgeshire in the area of Grafam Water. There will be refreshment facilities at the village hall before and after the ride. An informal moped-style 'bring and buy' is envisaged, so bring along items for sale or swap. The hall will be opened just after 9am with the ride leaving at 11am sharp.

Directions: Duloe is ¼ mile West of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river bridge and straight on at the roundabout (where the B1048 goes right). Turn right at a mini-roundabout, follow the road up hill to a roundabout, go straight on, under the A1. The village hall is on a right turn in Duloe, ¼ mile after the A1.

Saturday 7th April 2018

A busy weekend for the South East Moped Enthusiasts:

The EACC South East Moped Enthusiasts Club stand at The Heritage Transport Show at the Kent County Agricultural Society Showground, Detling, Maidstone, Kent, ME14 3JF; 10:00am-4:00pm. This has become 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, inclement weather doesn't matter. This is an excellent event so don't miss out. For further details and entry forms contact Clive Fletcher on [01622 678011](tel:01622 678011) or clann67@tiscali.co.uk. Or contact the show's organisers at www.kentshowground.co.uk/heritage-transport-show.

Sunday 8th April 2018

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.

Sunday 15th April 2018

The 15th 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](tel: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 6th May 2018

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 56208

Sunday 20th May 2018

The 37th East Anglian Run starts at Lord Thurlow Village Hall, Great Ashfield (IP31 6HN). 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. The Village Hall will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:15 on a route of around 30 miles through lovely country lanes and villages. The lunch stop will be at Fair Green in Diss, where there's a pub, a café, and a chip shop ... or you can picnic on the green. Everyone welcome. This year we revert to a 'clockwise' route.

Friday 1st to Sunday 3rd June 2017

The second EACC Northern Camping Weekend

There will be group rides out on Saturday and Sunday and these will be marshalled to make sure the slower machines don't get left behind.

Having had a site meeting today with the site owner [Charlie] he is more than happy to help us, with the site arrangements, [we cannot access the site on the 1st of June till dinnertime but he has said that he will work with us on this one, should anyone want to book direct with Charlie please tell him that you are part of the EACC/MOBYLETTE/RALEIGH/AUTOCYCLE W/END RALLY there are 18 hook ups at £15.00 pounds a night including electric, and £7.00 pounds a night for tents, there are toilets and shower on site. Charlie's number is 07817939458, venue details are as follows: HOOTON LODGE FARM CAMPSITE AND FISHING, KILNHURST RD, HOOTON ROBERTS, ROTHERHAM SOUTH YORKSHIRE, S65 4TE, don't hesitate to contact the organiser, John Bann, if you're interested in attending: [01709 855411](tel:01709 855411) or 07798 731951 or mobymagic@gmail.com

Saturday 23th & Sunday 24th June 2018

The Second "East to West 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. 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.

Sunday 28th July 2018

The CARD Run starts at Illiffe Way, Stowmarket. CARD = Cyclemotors And Roller Drive.

This will be a shorter, gently paced ride for the slower machines: cyclemotors, VéloSoleXes, etc. The run will total 20 miles so will also be well within the range of most electric bikes. We'll meet in the Illiffe Way car park (there is a toilet block nearby ... and a Costa if anyone's desperate for a coffee). The run sets off at 11:00 on a route of

around 20 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.

Sunday 12th August 2015

North Hertfordshire Section's Periwinkle Run: the start will be from Cotted Village Hall as usual, the hall will be open from 9:30am and we anticipate 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. In 2014 we did not hold a raffle as usual and

we were asked by many members why so, the following year, we brought it back. If any members want to donate a prize could they please bring it along on the day where it would be greatly appreciated.

For more details contact Andy Cousins on 01462 643564 or 07969 369062.

ajcdirect@googlemail.com

Sunday 19th August 2018

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.

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.

EACC committee members.

Andrew Pattle (Secretary)

Mark Daniels

Paul Efreme

Neil Morley

Sharon Wikner (Treasurer)

Alan Course

David Evans

David Watson (Publicity)

Club Officers.

Martin Wikner (editor of the MAC) 54 Dane Road, Warlingham, Surrey, CR6 9NP.

Tel: 01883 626853 or 07774562085 or mwikner61@gmail.com

Clive & Ann Fletcher (Club Regalia) 11 Buckland Lane, Maidstone, Kent ME16 0BJ Tel: 01622 678011 or clann67@tiscali.co.uk

Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.