

South East Moped Enthusiasts



July 2016 Newsletter

The Horseshoe Pub Warlingham last Wednesday of the month 8.pm.

The South East Moped Enthusiasts are a section of the EACC. www.autocycle.org.uk

News.

Welcome to newsletter No27.

The month of June has been a wet and miserable time for most and it must be a real pain for anyone who organized any sort of event during the last few weeks.



A beautifully prepared cyclemotor seen at the As it Was Buzz 25th June

Let's look back over the last couple of months, without any doubt our South Downs Run on 8th may was our most successful event so far, and yes we admit that the weather helped an awful lot, it was a superb riding day the weather was glorious. We were very happy with the result. A report from Mike is in the newsletter.

The Facebook group page now has many socially active followers 68 I think. Many thanks to all those who have contributed pictures and items to the page no matter how

small. So come on all you doubters out there, open an account and follow the group it costs nothing. Who knows you might even make new friends. Any problems give me a call about it.

Facebook Groups that may be of interest to you:

East Coast Pedalers 58 members
Lancashire Slow Riders 27 members
London Classic Moped Group 227 members
Moped Autocycle & Cyclemotor Collector 352 members

**South East Moped Enthusiasts 68 members
(That's Us)**

Mike's mid week New Romney run seemed to be enjoyed by those who took part.

I understand Miranda Barton has now got herself a scooter, hope to see it in action soon.

Mike has now overcome the odds and his Honda Postie is now registered, well done. Read all about it in these pages.

Paul Hamlin is selling some of his Mobylettes, these are an interesting bunch of bikes, barn fresh condition from France but they all go and most of all, wait for it, they are registered with their ~~V5's~~.

Paul is also very proud of his trailer which has been suitably modified so the bikes can be easily mounted in the vertical position! Instead of what has been previously the case at a 40 degree angle.

Mike's son David is returning home from working in Japan in September. He will be bringing with him in a container a whole bunch of bikes that you can't really buy here.

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Paul Hamlin's modified trailer plus the bikes he has for sale.



Luke's submersible Vespa Ciao

Neil, who retired the other month, is busy demolishing a whole bunch of sheds and outbuildings to make way for a large timber framed workshop, garage and bike store. I hope to have pictures of the build process in the coming editions of the newsletter.

Tony Edwards, you know the man with the large yellow van had an enjoyable trip with his mates to the Isle of Man. There were pictures of him on facebook of him enjoying a Mad Sunday outing on his performance modified Puch Maxi, until that is, it unfortunately seized.

Luke Booth has proved that you can take a Vespa Ciao underwater and get it running again within a few minutes, unbelievable. This occurred when he attempted to cross a ford that was about 2 foot deep!

Luke was also testing his Romanian engine cylemotor, it's a very neat installation, he found them for sale on German Ebay that he was perusing, as you do! See picture.



Luke's Romainian 35.4cc cylemotor attachment.

Mechanically it's not been a good time for me with two of my bikes playing up it would seem expensively.

Sharon and I have been out and about and recently attended the Cylemotor only run

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"The As It Was Buzz down in Pewsey. A fair few cyclemotors were there, a little down on last year but I guess the threatening weather did not help. Although we had problems with the tandem we managed to get it past the finishing post.

The following day we went to the Odiham Run and thankfully no rain, about 25 happy riders enjoyed the ride. The ford was the deepest I have I have ever seen it, Luke tested the depth!

As from August I should have more free time to devote to my interest of small engined bikes. I will also endeavour to make this newsletter more interesting, project reports, rebuilds etc.

I am still in need of contributions for the newsletter. News items seem to go down very well. So just short snippets, a couple of sentences and a picture of something that you are fixing or have seen is interesting to a lot of people, even if you don't think so.

The Market Place.

How good is Ebay? A good question you may ask, I sometimes wonder what I did before it came about. Well I constantly monitor items and bikes for sale on this site. I have tried other net based auction sites but have concluded Ebay is the best. Well exactly how good, the notion that an auction is the best place to determine the value of items is certainly true at public auctions when the audience is physically bidding and the auctioneer is waving his gavel before he brings it down with a crash. However on Ebay the value on items of up to £500 is determined by those who want it most. So as £500 is I guess not considered much these days by some. You

may well be up against some guy in some far flung part of the country who wants said item, and is going to get it come what may. This folks is the time to step away as you may be lured into a bidding war with prices for small items going for vastly inflated sums. Items above it seems this magic £500 seem to me by and large governed by what I consider to be a truer market value.

So be careful out there, set yourself a price limit, never go above. Bide your time do not bid as it kind of shows your hand to others. Wait until the last 30 seconds then place your maximum bid in. Now read this carefully, there is no point in putting a bid in say 50p or £1 above what is already bid. The chances are that you will be outbid in the last seconds of the auction. There are those out there who can time their late bids to the second. Or you might be electronically outbid by a buyer using Snipe (if you don't know what Snipe is please Google). The way to win something is to place your maximum that you in the cool light of day have decided.

So here is an example: There is an old restoration project moped on Ebay which has about say 6 bids on it at £148 and the auction is near its end, you have previously considered that you would like it and you would go to £175 maximum. Well that is the bid that you should put in during the last 30 seconds. With a bit of luck you will make the purchase for possibly £152. You will have bought the bike and denied anyone else any chance of responding to test your upper limit, because there will be no time left.

Good luck but be careful and don't get carried away.

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The South Downs Run.

South Downs Run 8th May

Maurice, Helen and I arrived at the car park in Uckfield in plenty of time, despite the serious amount of roadwork's and diversions in the High Street, thanks to helpful information from local men Dave Wickens, and Chris Mercer.

It was a glorious morning, blue skies and warm sunshine. 24 riders and machines assembled for the 'run', a section record I think. It must have been very gratifying for Martin and Sharon, after all their hard work, to see such support.



Tony disgorges his bikes from the big yellow van.



Riders at the start of The South Downs.

Sharon led us away at a steady pace but after a few miles we separated into 'fast and slow' groups, which wasn't a problem. It was wonderful to just enjoy a glorious spring day. Neil's' autocycle, that Martin had re-built for his retirement, was going extremely well. Ken Brown's mobylette suffered from slipped timing and was loaded onto the rescue trailer.

We arrived at the lunch stop, The Six Bells P.H. in Chiddingly in a decent time. The car park was heaving, lots of bikes of all shapes and sizes. Despite the number of people, the staff handled the orders for food without too much stress. The trad jazz band was playing in the bar with great aplomb. The gardens were full of folk eating and drinking. A great relaxed atmosphere.

On the ride back Pat Sillence's Puch started to play up, but after some attention from Martin and others, made it back to the finish.

Lovely day, great company, perfect result.

Runners & Riders:

Neil Catling New Hudson, Luke Booth Norman Model C, Peter Jones, Velo Solex, David Wickens Puch Maxi S, Ken Brown Mobylette, Mike Follows Honda C50 Chris Mercer Sym, Clive & Ann Fletcher Gilera SKP Richard Evans Honda Novio, Chris Farrow Honda Express NC50, Geoff Mitchen Yamaha T80, Roger Barnard Yamaha Town Mate, Pat Sillence Puch Mini Maxi, Marino Palermo Puch Maxi, Peter Olbrich Iegnano, Pete & Dee Royston Honda

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Camino, Maurice Smith Yamaha Town Mate,
Ian Clover Tomos Flexer,
Mike Beauchamp Honda SCV 100, Graham
Bird Hercules, Murray Ingram (cant remember)
Sharon Wikner Honda C90 Martin Wikner New
Hudson, Helen Follows (backup support)

Mike Follows

Romney Marsh (Owlers) Run Thursday 2nd June 2016 (a midweek run for those with time to spare)

Thursday dawned cold and grey, after a few showers Maurice Smith and Mike Follows arrived at Dungeness Old Lighthouse car park at 10.30am. One or two of people had sampled the new cafe, in the revamped R.H.D.R station, adjacent to the car park by the time we arrived.

Peter Jones had yet another of his 'Solex's' along with Bob Elson's newly acquired Tomos Classic. Luke Booth tried out an interesting motorised tradesman's bike along the estate road before mounting his trusty Vespa Ciao.

After a bit of banter, Mike led 6 of us away at approximately 11am across the levels into Lydd. The wind was really blowing and it felt quite cold. It certainly didn't feel like the second day of summer.

Once on the small back roads of the marsh we ambled along at a steady pace 15/20mph, until Mike came to a wobbly stop about 17 miles from the start with a rear wheel blowout. We locked up the Honda at the side of a field

entrance and Mike climbed aboard Ken Brown's two speed fully automatic 50cc Yamaha.



Midweek men take part on the midweek run.

The sight of 30 stones of 'old gits' wobbling off into the distance must have been something to behold!! Clive and Anne Fletcher led the remaining riders to the lunch stop at the Bell Inn, Ivychurch. Clive and Anne had to leave early so Maurice Smith led the remaining riders back to Dungeness. Mike and Ken in the meantime took the car and trailer back to pick up the Honda and drove straight back to the start. When everyone had arrived back, Ken and Mike were consuming a hearty 'All day breakfast' as they had missed lunch.

A good day despite the weather and machine problems.

Runners and riders: Mike Follows – Honda C50, Maurice Smith - Garelli Europa, Ken Brown - Yamaha 50, Clive and Anne Fletcher - Honda C90, Bob Elson – Tomos Classic, Luke Booth – Vespa Ciao, Peter Jones – Velosolex. Mike Follows.

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A rather sad looking Peugeot P50 seen in Florida recently

How not to register an imported motor vehicle, manufactured outside the E.U. and not approved under a similar acceptable 'single vehicle approval' scheme.

Saga Continued (part 3)

Five items were outstanding from the VOSA inspection carried out on the 12th February 2016. With Ken and Maurice's help we came up with the following solutions: -

1. Prop stand – Ken tapped a thread hole in the centre of the fixing bolt of the offside stand and manufactured a peg to screw into it. This forces the spring to retract the stand as soon as any weight was taken off, so you cannot ride away with the stand down. Maurice's idea, Ken's execution. We removed the nearside stand as a temporary measure, as the bike has two side stands and the position

of the spring on the offside one made it easier to modify it.

2. Speedo – Maurice sign wrote MPH numbers which we fitted on the outside face of the dial and sealed with clear lacquer, as per the manual addendum.
3. Front edge of mudguard – Maurice had some split brown edging, which we fitted by back cutting the edge so that it followed the mudguard profile and fixed it using a hot glue gun. (this meant that it could be removed when 'postie' passee the test!).
4. Cat B plate – Maurice made an embossed aluminium plate as per the illustration in the manual and we 'epoxied' it under the seat on the top of the petrol tank.
5. Exhaust not marked – I found the silencer part reference with the help of David Silver Spares in Leiston and Maurice made an embossed aluminium strip with the details on it along with the manufacturers name and we 'epoxied' it to the upper inside face of the silencer so it was easily visible but not conspicuous.

I booked a further inspection with VOSA at Gillingham (£17) for 27th April after my return from Japan. No inspector was available before mid March anyway!

Ken kindly offered to come with me to help load and unload the bike from the trailer.

On the appointed day we arrived in good time for the 12.10pm appointment only to find the office shut and locked up! A helpful guy called across and said "just wait by the garages and the inspector(s) will come across when they are free"

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Two inspectors appeared, one of which was the 'apprentice' who had been present at the first inspection. They were both very friendly and sorted out four of the five items within a couple of minutes.

The sticking point was the speedo. The main inspector was quite certain that the markings on the outside face were unacceptable. I queried this as I was sure that I had found our solution to this problem in the addendum and the first inspector, on our first visit, had accepted the dots but not the figures. The guy said he would stand corrected and go and check the manual on the computer in the office. Ken and I got back in the car as it was freezing!

Back he came, having printed off the relevant page. No addendum! He quietly said to open up the speedo, paint out the K from km/h and put the speedo back together. Apparently m/h is acceptable as mph! Nothing was said about recalibrating the dial. He advised to make another appointment and bring the machine back a.s.a.p.

The two guys said "We are all motorcycle enthusiasts here, do that and everything will be fine".

Whilst over at Ken's place modifying the 'recovery' trailer, he managed to remove the bezel with a great deal of difficulty and paint out the K and refitted the bezel and glass. A bit like a gynaecologist operating through a letter box! Son David had told me there is a guy in Germany who will dismantle any speedometer and repaint and recalibrate it however you would like it. There are reduction gearboxes available on e-bay, but they seem too big to fit amid all the other 'gubbins' in the small headlamp.

I made another appointment for 17th May (another £17) and arrived at the due time. The principle inspector who we had seen previously came across said that one of the other guys would come over to see me shortly, my heart sank and my face must have shown it, as he said "don't worry, we all sing from the same hymn sheet here, don't bother to unload the bike". Just as well as I was on my own.

A really nice guy appeared, took a quick look, had a chat and said he would be back shortly with the MSVA (Ministers Single Vehicle Approval) certificate together with a copy (the DVLA apparently have a nasty habit of retaining the originals). Turned out to be true.

I returned all the documents together with the 1st registration fee and the 1st years RFL, the original request to the DVLA in the special envelope provided (which had a special reference and officers name on it), and ten days later back came a V5/C RESULT.

Big THANK YOU to Maurice Smith and Ken Brown, without their help I don't think I would got this this far.

Any insurer who would insure me, would not insure the machine without a registration number. I pointed this out in my covering letter to the DVLA and the officer seems to have accepted that.

On the road as of 8th. June – HAPPY DAYS.
Mike Follows.

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Cyclemotor transporter seen at the As it was Buzz. A 1914 Ford Model T Utility Pickup.



Well you can't see much but the freewheel thread on the hub is stripped, thus ruining the hub

In the Shed.

After the New Hudson that I built up for Neil had left for its new home, the work focus was to get the Tandem ready for some serious runs. Over some months I had taken a fair amount of effort and spent some serious pounds to redress the braking problem or should I say lack of brakes it suffered from. To this end I had a Mobylette hub laced into a new wheel rim with much larger gauge spokes. A new freewheel and drive sprocket was purchased and turned down by Ken, also a new tyre and tube were fitted. All this was carefully fitted to the tandem. It fitted just perfectly. A extra long brake cable was made up for the new drum brake also a rim brake was fitted for the rear passenger to use. A road test was carried out and all was good and the brakes proved to be a whole step change from last year.

So we took it to the As it was Buzz down in Pewsey. We had not even completed 10 yards when suddenly there was no pedal assistance. Initially I thought that it was the new freewheel had malfunctioned but on closer inspection I could see that the whole freewheel was spinning on the hub. It appears that the thread on the hub itself has stripped completely. To say that I was unhappy about the situation would be to put it mildly all this careful work and time that I and others and not to mention the money is now wasted as the hub is useless with the thread gone. As yet I have not stripped it down to fully inspect. When putting it together I had noticed nothing wrong with the thread and the freewheel had just screwed on as normal. In due course I guess I'll deal with it. So following this debacle I decided as we could not use the tandem we would give the Honda Express a run out on the Odiham Run with Sharon enthusiastic to ride it. On arrival home I quickly fitted the new ignition switch and key that had just arrived by post and I thought that I would just get it started. About 4 cranks later (I

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suppose that's what you call it as you don't kick these) and something inside the crank cover went seriously wrong, now the starter lever is locked in a position, as is the engine.



Hmm work I've got to do, very busy transmission case cover starter assembly.
(not my bike, picture off the net)

I can only guess the starter spring or something else has broken. So that was that. I've spent a whole bunch of money on this bloody thing too. To fix whatever is wrong looks to be quite difficult, having trawled through the net it seems that this is not an unusual problem. I'll let you know how I get on with this LITTLE task. Looking on the bright side at least it fills up the In The Shed Section!

ECP Events.

All East coast Pedalers events have now been incorporated into our main calendar however if you want any further information
e mail: eastcoastpedalers@hotmail.com
phone 01728 621096 Carl Squirrel

or check the East Coast Pedalers Facebook Group Pages which are constantly updated

Midweek events.

Mike Follows will be organizing some mid week ride outs in due course. More information when I get it via Facebook or email.

More midweek run dates: -

Wednesday 6th July – Pevensey Levels Run.
Meet in the recreation ground car park opposite White Hart P.H. in Lower Horsebridge (Hailsham) on Upper Horsebridge Road (A271) Postcode BN27 4DJ.
Fairly limited parking.
Do NOT park in pub car park – you will be clamped.
Meet at 10.30am for 11.00am start.

Wednesday 20th July – Mole Valley Run
Meet in Haroldsea Drive, Horley at the junction of Balcombe Road (B2036) postcode RH6 9DT.
Limited on street parking.
10.30am for 11.00am start.

Please let me know if you are coming so I can print out enough route sheets.
I will be organising at least one mid-week run in September/October – details to follow.

Mike Follows
01732 700 280/07887 950 921
Email – helen.follows@btinternet.com

Events Calendar.

All the South East Moped Enthusiasts events are in red, you will note that all club events are clearly marked showing which club is running the event. Please look at the EACC

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website for more runs and events, more are added all the time. The abbreviation SOH means "Some other Club"

Horsted Keynes
Station, Station Approach,
Horsted Keynes RH17 7BB, for
more details call Martin or Sharon
on 01883 626853 or 07774562085

2016

1st-3rd July

EACC Camping Weekend at the village of Martham, Norfolk. Road runs throughout the weekend for details contact Dave Watson on 07766780134 (we are going to this)

13th July (Wednesday)

ECP Summer Evening Run Horam meet at 1900 call Carl Squirrell for details.

7th August

ECP Creting Classics Show and road run from 12.00 ride out late afternoon. Call Carl for more information

14th August

EACC North Hertfordshire Periwinkle Run from Cottered village hall. Hall opens from 0930 run starts at 11.00am. Moped jumble, for further details contact Peter Smith on 07977936123

17th August (Wednesday)

ECP Summer Evening run from Framlingham call Carl Squirrell for details

21st August

EACC South East Moped
Enthusiasts. The Bluebell Run,

24th August (Wednesday)

Summer Evening Run from Rendham (Guys House) 7pm Call Carl Squirrell for details

28th August

ECP 50 Reedham Ramble Run starting from Horam Community Centre 11.00am start contact Carl Squirrell details on 01728 621096

11th September

EACC South East Moped
Enthusiasts display at the
Edenbridge Motor
Show Gabriels Farm, Mill Hill,
Edenbridge, Kent. TN8 5PP 10-
4pm call Mike Follows on 01732
700280

17th & 18th September

SOC Grand Henham Steam Rally
call Carl Squirrell for details on
01728 621096

25th September

SOC. The Silchester Saunter,
from The New Inn PH, Heckfield
RG27 0LE call Robin Cork for
details on 01252 624006

9th October

ECP. Jim's Jaunt from Wickham
Market Square Ipswich call Carl
Squirrell on 01728 621096

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2nd October

EACC club stand at the 25 Copdock bike Show, Trinity Park, Suffolk Show Ground, Ipswich for details about displaying your bikes contact Mark Daniels on 01473 659607

6th November

EACC South East Moped Enthusiasts Annual ride out to Staplefield Green to see the Veteran Car Run, This year we will be having lunch at the Pub on the Green (more details to Follow) this is becoming a popular event.

27th December

ECP The Cold turkey Run starting from Framlingham contact Carl Squirrell on 01728 621096