

The M - A - C



The Newsletter of the EACC

Number Forty One August 2017

News.

Our apologies for certain production problems of the postal version of the MAC's last edition. With the ever growing club membership we are fast approaching a time where things may have to change. Over the coming months the committee will be looking into ways of resolving this. Of course you will always be informed of whatever plans we come up with. Also, apologies for having to revert to column format it was just proving so awkward to insert pictures that I would be happy with.

Sadly, I have to report the passing on 5th July of Peter Smith, the organiser of the Hertfordshire section. The Periwinkle Run will still go ahead on the 13th August. It will be renamed the Peter Smith Memorial Periwinkle Run. There is a short obituary to him by Andy Cousins in our letters section. Our thoughts are with Peter's family and friends at this sad time.



Peter Smith.

For the fans of social media, the EACC now has a group page on Facebook. It is called EACC Official and it's an open group so anyone can view the content and pictures. If, however, you wish to take part and post comments and pictures you do have to be a club member. I do know that some

dislike social media but all I will say is, have a look and you may find you enjoy the kind of immediacy of contact it brings.

There seems, according to sources from the DVLA, there is an all time low in applications for CBT and Prob 1 and 2 testing. Surely this does not bode well in future years for numbers of classic and vintage bike riders, let alone the riders of lower powered two wheel machines?

Steve Hoffman from the Wiltshire area is now producing a newsletter called the "Whizzer" for all his guys in his area and I must say he is doing a good job and it's worth reading. So if you want to get on his mailing list just drop him an Email and I'm sure he'll oblige. shffm@sky.com

Dave Wickens has recently completed a tour around the edge of Britain (about 4000miles) on his motor bike. This is quite a hard journey on anyone and bike. I understand that he made an attempt a couple of years ago on a Puch but was beset with engine problems so had to abandon. Well done Dave.

Have recently been on my first ever visit to the Isle of Man albeit not during the TT weeks. I can now put names to places which I never seemed to manage through watching television. I now also understand the meaning of "fog on the mountain" Whilst we were there the weather was appalling but we did manage to ride our bikes (Honda PC 50 & Puch Maxi) around the mountain circuit. Sharon had to do a lot of pushing up the mountain, I was ok though! The circuit, it seems to me, is breathtakingly dangerous, it is just so sad that every year lives of young men are lost whilst chasing their dreams.

Please note that the **Pevensey Levels Run** date is now Thursday 3rd August.

Steeple Morden Run on Thursday 14th September will now start from The Fox and Duck pub, Stotfold, see calendar for further details.

We enjoyed a pleasant couple of days at Dave Watson's Norfolk camping weekend. Once again the weather was good and we spent two days and the Friday evening meandering along the country roads of North Norfolk. The turnout was I think better than last year. On what I gather is to be the last of Dave's camping weekends, which is a shame. Is it the word camping that puts people off? The weekend is open to anyone who wants to or has the time on any of the days to have a ride. I understand that the other clubs section that operates in the East Anglia area had a poor turnout for their camping weekend, and this in turn will not happen next year.

Having carried out a rough survey, I think that there are only about 15 guys in the whole country from both clubs who seem prepared to travel regularly on long distances to attend club events. It's a shame really but I guess we all have busy lives, and that with the cost of fuel and accommodation precludes most of us to spread our wings a little.



First assistance on the East to West, to a lovely AJS 650 CSR.

Tony and a few friends were following the route to Staindrop when a sudden rear tyre blow out ended his ride about 5 miles in. The bike and he were swiftly despatched home and he resumed the ride on his BMW. No doubt the AJ is all fixed again now.

Dave Watson has been having a big sort out and I guess a tidy up. He can now get to his tool chest in his garage. He has also rented a workshop and storage space. I think the plan is to have a family Christmas at his home using his living room!

Luke Booth has bought Dave Watson's Wuyang Chinese gentleman's bicycle (copy of a Raleigh double frame) at a bargain price. It will no doubt be

fitted with an engine soon. Maybe we will see it on the EACC Cyclemotor run next year?



Neil Morley's James gets some admiring glances on the Peninsularis!

Another good turnout for a midweek run was had on Mike Follows' River Valleys run. With storm clouds and thunder and lightning just before the start. Thankfully we seemed lucky enough to avoid the wet stuff. Mid week runs seem to be getting ever more popular lately. It seems that it is not just for retired folk. Working is not just Monday to Friday these days, those who work weekends enjoy a ride out during the week.

The East to West Adventure.

Overall the EACC's East to West Adventure from Crimdon Dene near Hartlepool to Whitehaven via Alston was a success. Yes we knew from the start that we would struggle to get more than a handful of riders to make the journey up north. However our expectations were exceeded and we had seven riders sign on and ten who followed our altered route on the second day. The weather was extremely kind to us, in an area of the countryside that is well known for being notoriously unpredictable. We have taken part in this run on quite a few occasions and never once have we not been in awe at the magnificent scenery as you leave suburban areas behind. With the good weather this makes the views from High Force to Alston spectacular. It is possible to see participants riding on the mountain roads up to four miles into the distance. All in we would estimate that about forty riders took part from both clubs, and it can be said that a good time was had by all.



A picture of a picture taker, on the E to W.

It was just great to see many friends of ours on this great adventure ride. There were plenty of autocycles taking part and mopeds of just about every type, but only one cyclemotor this year. This was EACC member Ron Paterson on his trusty Cyclemaster, his enthusiastic 'never give up' approach served him well, he managed to keep in touch with the ride throughout and was never that far behind. The look on his face at the finish said it all, there was one satisfied bloke who had certainly achieved his objective, well done Ron. Also the two riders who were doing it as a sponsored ride for charity, (there may have been more) sorry I don't know your names. Throughout the two days of the event I personally can say apart from possibly two, all riders were personable, affable and friendly, and yes we certainly met new friends during the course of the weekend. And yes the good news is we will be back next year, we are already looking forward to it.

Editorial Comment and Opinion.

As editor of the MAC it is my duty to compile, report news as I see it, read it, hear it and am involved in. I will always report it truthfully and factually nothing will be embellished. I have been criticised for harping on about negative stuff and using the MAC as a mouthpiece to vent my opinions and anger on other organisations. Well to answer that, if I was just to focus on the positive you would only have half the news. I ask all recipients of the MAC and others to read on, digest the following and then come to your own opinions.

Firstly I want to state the reason for holding the East to West Adventure was for one reason and one reason alone, My wife Sharon and I enjoy this particular cross country event. The reason for

holding it on the same day as another club that has the similar event that they call the Coast to Coast is simple. We like riding with other like minded individuals and to meet up with old friends. As is common knowledge we are no longer members of the other club now, so we have no wish to sign on as day members and pay £6 for the privilege and be issued with out of date run notes. We could have tagged along as a few others did and just follow. We thought it would be a good idea to recce the whole run and produce some up to date run notes for ourselves and anyone else who saw fit to join us. So we gave our run its own name and put our clubs name along with it. That is the pure fact of the matter, there never was or ever has been a hidden agenda. Throughout our troubled time with the other club we have stated many times that we have no intention whatsoever to disrupt or cause problems with any club event no matter what club it is. We never have encouraged any other person or persons to take disruptive action. We cannot make it clearer than that. Our plan was to enjoy the event whilst maintaining a low profile at all times, as well as being friendly, cheerful and helpful.

It is however disappointing (although not unexpected) to learn that a person so infused with hatred at the very mention of the title EACC should phone around all and sundry to tell them do not bring your hi visibility jackets as you will be issued with the clubs (low visibility) ones and to "be on your guard as there could be trouble". I ask you what planet is this person living on? I really don't think that Sharon and I represent a formidable and violence prone couple. Nor were we at any time going to lead a gang of battle hardened moped riding warriors to engage in an undignified pushing and shoving match.

We can report the general feeling among all the participants during the course of the weekend was "Well? What was all that about?"

I have to say that there may be only one individual who's mission is to promote ill feeling and it is not in his interest to see any such thawing of relationship between the NACC and The EACC. This I find is rather sad and as we only exist on this earth a short time it's better to live life to the full and enjoy your pastimes than be bitter and twisted. Our

mission is somewhat different, we wish to see both clubs coexist in perfect harmony with one another. If anyone can see a problem with that, then I am afraid that is your own problem.

A few days after the East to West Adventure one of our club members, in fact a member of both clubs, chose to join the EACC forum and post his resignation from the club shortly after without explanation attaching it to a post I had submitted regarding the East to West event. The thread was then locked stopping any further debate on the matter, which in my opinion was somewhat unfortunate. I didn't want the posted thread to remain there with debate forestalled so I requested it to be removed. I hope this explains why something disappeared from the forum. It is EACC policy to be open and honest and above all truthful about everything.

Everyone has a right to their own opinion on whatever subject there is, politics, religion, club matters etc, thankfully we still at this time live in a country where free speech is allowed. I have found over the years that if you want to form an opinion on a particular issue, it's always best to listen to both sides of the debate, go away and have a think about what you have heard, and then form your own opinion. Jumping to conclusions is not always best. Remember the invasion of Iraq, parliament and most of us fell hook line and sinker for what Mr Blair was saying, why was that? We only heard one side of the WMD argument?

Organising a Riding Event.

You think of a lot of things whilst driving a van all weekend. Over the years Sharon and I must have attended hundreds of riding events and of course you note how different people run their own individual events. Some have great ideas that along the way I have tried to incorporate into our own rides. Now when you hold a larger event or should I say an event that grows in stature over the years, I guess this has to change a little in the way that it is handled.

We have held many ride outs in the South now and when it's your own ride you do find things are a little different. Firstly you want everyone to enjoy themselves, so they will be enthusiastic to return the following year. You must engage with

everyone, you must be helpful and encourage those who have a down on power bike or one that doesn't want to play. Most importantly as an organiser you must be there at the start, at the middle and at the end.

Having just attended a large event I feel I have to comment, and you know the one I am talking about. The organisation at the sign on by the other club was good and efficient, much improved over recent years (probably because we were there). However once all participants had signed and been issued with run notes and jerkins, the organisers packed up and cleared off home and were not seen for the rest of the weekend. This in my opinion is an appalling way to hold a large event. Does not a limited liability club (listed at Companies House) have a duty of care for its members as they set off on a long distance event? Anything could happen heaven forbid, weather conditions could close in, a rider could go off the road down the mountainside, maybe fall ill and have to be rescued by helicopter, who knows? And where are the organisers..... nowhere. If the organisers can't physically be on hand during the event, appoint some volunteers to officiate as marshalls and points of contact. We live in a modern world now and caring for people is the ethos of life.

Reflections from the back up person.

On the East to West I took on the task as back up driver, a role that I am very unfamiliar with. The sheer logistics of moving bikes up country and equipment and luggage dictated that someone had to do it.



A view from the rear

I thought that I might be in for a somewhat boring weekend as I trundled along at the rear of the field of riders. Well, I was certainly mistaken, I had an extremely busy time from start to finish, helping riders of both clubs who struck mechanical

misfortunes and other problems. I began to lose count of how many bikes went in and out of the back of my van during the course of the weekend, in fact I rather enjoyed the whole process. I thought that I would become somewhat distanced from the event, well not a bit of it. It also gave me a little time to ponder over a few things. Is there something that all clubs have forgotten, including ours? It's that old PLI thing again, oh no I hear you all groan, but please read on! Now we have systems in place whereby all participants (riders) sign on and non club members do similar as day members, fair enough. What about the driver of the back up vehicle who is there to deal with any problems that occur. Surely the back up crew are a crucial part of the event and indeed are taking part. Your comments and opinions please.

Black & White Bit.



The lovely Bridget Bardot accelerates away after a top up!

One Man, One Cyclemaster, on a Mission..... to go East to West.

Ron Paterson's own personal account of his mission he set himself to transport himself and "Sir Walter" his Cyclemaster across the country on the East to West Adventure.

My ride from the East Coast of England to the West Coast, when Sir Walter and I partake in the East to West Adventure. Or to be exact, from Crimdon Dean (famous North East Holiday resort) to Whitehaven (famous Cumbrian Georgian seaside town), covering a distance of 135 miles and crossing the Pennines with a total climb of 6,666 feet.

However, the build up didn't go well. Ten days before the event I noticed a broken rear spoke. Oh well, perhaps one broken spoke would be OK? Then Sir Walter started to run weak, wasn't revving out very well and had less pulling power than the elephant man in a nightclub. And then, when testing different engine setting, I hit a pothole and broke another spoke. So it was engine out, strip down and re-build with just a few days to go. This revealed a broken carburettor casting where it clamps to the inlet spigot (common problem) and I figured it was sliding back off the spigot and leaking air; hence the weak mixture. At this point I must give credit to Pete Stratford and Philip Crowder, who sent me the parts required, at short notice and enabled me to get Sir Walter back together the day before the event – thank you.

Things were looking good on Day 1 at Crimdon Dean when Sir Walter started first spin, which is quite unusual but it impressed the watching crowd (4 people including my son Christopher). However, It quickly went downhill as the engine was revving even worse and Sir Walter seemed to want to be a plodding 4 stroke rather than a buzzing 2 stroke. Dropping the needle 1 notch helped but anything above half throttle resulted in Sir Walter going even slower. Not good, as a strong 18 mph headwind was forecast for Upper Teesdale. My enthusiasm was further dented when a fellow rider (who shall remain nameless but you know who you are) said I wouldn't make it to Alston before dark!



All smiles at the start of a hard two days

However, things settled down and Sir Walter was reasonably happy at 5/8 throttle – I know because I've added graduated marks to the lever! Soon, I was caught "speeding" through Trimdon but please note, I only pedalled like that for fun and my son certainly found it funny based on the chuckling.

So onwards to Shildon where I tried advancing the timing but it was no better. And then on to Staindrop for lunch, where I tried retarding the timing but still no better. Then on to Egglestone where I tried reducing the points gap but, you guessed, still no better. Time to give up on adjustments and slog up Teedale. And I did, through some of the best scenery the UK has to offer. Sir Walter was flat out (5/8 throttle) for one and half hours, with "gentle" LPA (light pedal assistance) and it was a delight to spend the time absorbing the wonderful views. This area really is one of the best kept secrets in the UK.

The only downside was the wind. Around Yad Moss, it was getting difficult to make forward progress and I was a little worried I'd get blown off the road and have to spend the night on the moor. However, I knew that support from Martin Wikner was only a phone call away... but I had no signal. And then Alston appeared and it was still light, even at 4:30. Oh ye of little faith, Sir Walter had

delivered with a little help from me.

After a quick look around the Hub museum, which is well worth a visit, I then went back down the hill (not the best of planning) to Garrigill to find my B&B and a well earned rest.



The loneliness of a long distance cyclemotorist!

The next day started bright and sunny, now, being the entrant with the smallest engine and slowest vehicle, I decided to get an early start the next day, and head for Hartside an hour earlier than planned. Some would call it cheating but I was getting embarrassing arriving everywhere last. As it turned out I was the third entrant to arrive at Hartside, looking a little like Laurel or is it Hardy. You just can't get good passer-by photographers these days, or perhaps it's the subject? Or was I just happy to have made it?

It was now onwards and downwards, or so I hoped, to Heskett Newmarket in the Northern Lakes. This leg went well despite some surprisingly steep (up) hills that we just managed to climb under power – no walking for me and Walter.

And then dismay, in front of a large crowd at Heskett Newmarket, he wouldn't start. So I pedal up the street with the choke on. Then pedal back down with the choke off and still no firing. Pause for thought, twiddle a bit (technical term), try again and heh presto away he goes. But it gets better. After a short distance, Sir Walter really starts to rev

well and buzz like he should. Until that is, he splutters and stops. Good news is, I'd switched the petrol off during the twiddling phase. Even better news is, it proves the revving problem is flooding of the carburettor. Only disappointment is that it's taken me almost 100 miles to realise this and I only did it by accident; so much for being an "Engineer". But now is not the time for a carb strip, so it's onwards and upwards to Bassenthwaite where my wife and son are waiting to meet me at the Lakes Distillery.

The final leg is a leisurely run through lovely English countryside into Whitehaven via Cockermouth, where I arrive last as usual but extremely pleased to have completed the Adventure.

Made it, and ~~am~~ I pleased! So pleased, I even did a burn-out, Cyclomaster style.

And we finished, albeit last to every checkpoint, including the finish. But as Philip Crowder said, anybody can do the East to West on a moped but I was the only one on a cyclemotor.



Ron's celebration Burnout in Whitehaven!

So the journey is over. Not just the journey to Whitehaven but the journey back to life for a rusty Cyclemotor that hadn't run for 50 years. And there is something special about a Cyclomaster; it's to do with the way you have to work together,

particularly when faced with a hill – you help the engine and it helps you.



Man and machine in perfect harmony, now looking for the next challenge.

Acknowledgments

I must thank those who helped me from the EACC. In particular Martin Wikner, who drove support and Sharon who both planned the route (with help from Dave Watson) and rode it on her little red Honda. And thanks to Neil Catling for his words of encouragement. Finally, thanks to my sons for their help: Christopher for getting me to the start, Daniel for getting me home from Whitehaven and Michael for looking after Mam and driving her to the Lakes Distillery to laugh at me.

Letters.

Obituary Peter Smith.

Peter, as a lot of you know loved his Honda PC50's he had four of them that he had stripped down and rebuilt to look like they had just left the showroom. He liked nothing better than to go on a run, it didn't matter where it was, we would load the bikes on the trailer, hook it up and off we would go. If he was not so well and was not able to ride he would still come along and give support. I know all the people who knew him will miss him so much on this year's Periwinkle run as I will. It was a

privilege to have known and ridden with you.
Goodbye mate. Andy Cousins.

Dear Martin,

I am impressed with this later version of the MAC . It does attract the eye and looks more substantial than a single sheet. From my own experience as being involved with other journals for specific interests, I/we are pleasantly surprised at how well our own journal (The Eastern Region (ACU) Gazette) actually sells in its paper form as opposed to the readily on-line version. We have put it down to members liking something to grab hold and read - rather than flash-up and look. Whilst I acknowledge there must be more work involved for yourself, I think this style will reap a dividend in greater interest and who knows? - may garner more members. I am sure you will receive many similar "thumbs-up" comments.

Finally - you mention the welcome re-adoption of 50cc road racing by the ACU. I was a member of the original "Racing 50 Club" in the 1960's and had a very good time as a member. I was far too heavy for a 50 so I rode in the accompanying 125 and 250 classes. As you will see from the enclosed photo, I was far too heavy for a 125 as well!! The one rider I recall from the 50's line up, was George Ashton who had a (then new) CR110 Honda - it was worth turning up just to hear the bike revving up in the paddock!
All the best, AH Kenny



Anthony Kenny on a TSS Bultaco 125 at Brands Hatch in 1966

Dear Martin,

Yes it is myself on a 125 TSS Bultaco, actually at South Bank, Brands Hatch, in 1966 or 67. I also raced Ducati 250 and Cotton 250 as well as later, Greeves and Triumph Metisse. Incidentally the Bultaco was tuned by Frank Sheene - father of Barry - who in those days, made the tea for us. I am afraid I have no photos of George Ashton. I can understand most EACC members would not be interested in racing - but for me the sport has been

very silly in not catering for ultra-lightweight machine development for so many intervening years. I think the most important T.T. race I have ever witnessed from a technical viewpoint, was the first 50cc event in 1962 - won by Ernst Degner at an amazing 86mph. What on earth would they do today with proper development? That race saw the arrival of the domination of the two-stroke engine in GP racing. On principles initiated behind the Iron Curtain by MZ, through Walter Kaarden.
All the best, Anthony Kenny

I wonder if anyone has any Photos of George Ashton on his HondaCR110? If so please send me a copy. (Ed)

Dear Martin

Three days ago, on a very hot ride to my favorite café, The Bee Hive in Roliston, Derbyshire a 46 mile round trip and returning home in the afternoon. The only water I could find to cool my rear tyre on my home built roller drive was a puddle. Just one left all others had dried up. Green and slimy but wet.

I stopped lowered my rear tyre into this gunge, and spun the rear wheel. Two passing cyclists stopped to ask if I needed any help. "No Thanks" I replied and told them that the rear tyre gets very hot on my machine. They both roared with laughter and cycled off still laughing.

To Explain:-- The grit roller makes the tyre hot, the tyre roller can't lose heat to the Road because it was the hottest day so far. The tar was melting! Causing a vicious circle—hot---hotter and the resin I use to build my grit roller reaches its limit and melts. It's happened before to me! Causing me to rebuild my 60mm diameter roller. I must take up stamp collecting sensible hobby! Yes I am a bit sad aren't I! All the best. Stan Watters (3489)



This nice little Ducati suffered a rear hub failure which caused it to lock solid. On the E to W.

A Lifan Pannier's Resurrection by Roger Kirkman

On Ebay I was browsing through the bike parts listings, I came across an advert for what I thought was a listing for some panniers but on closer scrutiny I noticed it was for a complete bike, a Lifan Pannier! and it was very cheap! I placed my bid and 'won' the bike.

I contacted the owner, arrangements were made and we were soon on our way to Stogumber in Somerset. Stogumber has a station on the well known West Somerset Railway, which has a 22.75 mile Heritage line. Stogumber itself is a picturesque and thriving village set in a valley between the Quantock and Brendon Hills, the focal point is the village square which contains the pub, shop and St Marys Church this was our destination. At one of the colour washed and thatched cottages, knocking on the door we met our seller of the bike. The bike was in the back of the sellers estate car, we removed it from the car the bike was in a very rusty state hence the cheap price. After loading the bike on the trailer, with some difficulty as the front brake was seized, we set off for home.



On arrival, little use, little miles and not loved.

At home we unloaded the bike and I removed the front wheel with the seized brake and with some persuasion with my rubber hammer the brake plate gave in and separated from the wheel the brake shoes were rusted to the hub and had fallen apart. I replaced the wheel without the brake plate and wheeled the bike to the workshop then commenced the strip down. The bike was easy to dismantle as it had only been ridden about three miles from new. The previous owner had bought the bike for transporting on the back of his motor home but found the bike too heavy to lift on and off the bike rack so discarded the bike to the back of his barn and forgotten about it until he came to sell the barn

After taking apart the major components the first job, after sorting the bits into various boxes, was to rebuild the wheels as the rims were very rusty, I was able to save enough spokes to do the rear wheel and used new spokes for the front wheel with new 17"x 140 rims for both. I polished the hubs and brake plates before assembling the wheels and was very pleased with the result.

Next I turned my attention to the frame, there was nothing to hold the battery in place just a platform so I welded in some strips of metal to retain the battery and whilst I had the welder out I welded in a new mounts for the seat I intended to fit and welded up some unwanted holes, various brackets were removed and others welded in the frame, after rubbing down what was left of the original paint the frame was now ready for re-painting.



Always a nice time. Reassembly starts.

The tin ware, petrol tank, mudguards, footrests, stands, front forks, swinging arm etc. were all treated to a new coat of paint or polished if aluminium parts. the wiring harness needed a little attention and also some of the other electrical components but overall all else was in good usable condition. I did need to buy some new parts, battery, handle bars, spark plug and cap also some new footrest rubbers, other parts came from stock, rear shock absorbers, front brake cable, front and rear brake shoes. The new exhaust came from another club member and the replacement, monkey bike seat came off an Ebay buy. The engine was in good condition only having done three miles but the carburettor needed a good clean inside and out and I also fitted a new cone air filter. Time to reassemble the bike! with one or two modifications on the way, including a plastic front mudguard the bike was soon back together, after filling the bike with oil and petrol, checking tightness of nuts and bolts battery etc. I kicked the bike over a few times to circulate the oil then pressed the starter button and away it went!! The bike now runs and performs very well.



That's better, as good as new and a bright busy future awaits.

For Sale.

1953"Clip on" 49cc Synchronomatic "Power Pak" on Rayleigh 20" Wheel Cycle

This 1953 "Clip On" 49cc Synchronomatic Power Pak has a full known history .

One owner from new until 1989 when it was acquired by myself, both of us being enthusiasts for cyclemotoring. It is now fitted to a Rayleigh 20" cycle for easy cycling....£1200.00

If interested contact oj.lynne@hotmail.co.uk can send more photos for you to see.

Contact Owen Gough on 01480212426 ...evenings best.



In the Shed,Excelsior Consort (project bike)

I haven't been able to spend as much time working on the Excelsior as I would have liked over the last couple of months. Work has progressed at a slow but steady pace, The engine is the best part of reassembled now and the good news is that following spinning it over whilst mounted in my vice with my drill I can report that electricity is

flowing from the magneto and that there is a healthy spark at the plug.



Electricity flows from the magneto, lifes good!

I've had to do quite a bit of refurbishment on the magneto, mainly careful cleaning and fitting, and soldering new output wires, the rubberised coating on the old wires had just disintegrated. I was pleased with the result as this was very much a case of 'suck it and see'. Had it not worked costs would have risen considerably.



Now the work starts on the rest of the bike.

I am now getting on with the rest of the bike, basically it's a complete strip down and clean up of everything. All bearings to be inspected, cleaned and repacked with grease. The wheel surfaces are completely rusty but uncannily the spokes are good. While I want to keep the bikes originality I have to do something to the wheel rim surfaces. Originally, the wheels were cadmium coated and as you know that sort of coating is now outlawed and not environmentally friendly. I have decided to rub them down carefully and paint them silver, not something that I wanted to do but the end result will somewhat mimic the cadmium. Rather than have the damaged chronometric speedometer

professionally rebuilt I have decided to do it myself. More news on this and other things in the next edition of the MAC

2017 Calendar.

Thursday 3rd. 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 The Peter Smith Memorial 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 Andy Cousins on 01462 643564 or 07969369062

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.

Sunday 10th September 2017

South East Moped Enthusiasts stand, at The Edenbridge Motor Show, Gabriel's Showground, Mill Hill, Edenbridge, TN8 5PL. 10am to 4.00pm SEME are again exhibiting a selection of the type of machines we ride, so please support us. There is free entry for exhibitors. We won the award last year for the best motor cycle club stand! A really good family day out with proceeds going to local good causes. Live music, hog roast, helicopter rides, stalls promoting local businesses and of course cars, motor cycles, military vehicles, etc. If you would like to display a machine(s) or for more details please contact Mike Follows on [01732 700280](tel:01732700280) or [07887 950921](tel:07887950921)

Thursday 14th September

Steeple Morden Run: basically the same format as the last two years, starting and finishing at The Fox and Duck public house in Arlesey Road, Stotfold, Hitchin, Herts, SG5 4HE. 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. wjosborn2@gmail.com

Sunday 24th September.

Lancashire Slow-Riders will be taking part in the Distinguished Gentlemen's Ride, Lancashire Ride. Contact Paul Morgan moggie64@gmail.com

Sunday 1st October 2017

Club stand at the 25th Copdock Bike Show, Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on [01473 659607](tel:01473659607) if you'd like to help or supply machines for the stand.

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).

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.

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 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 562085

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 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 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.