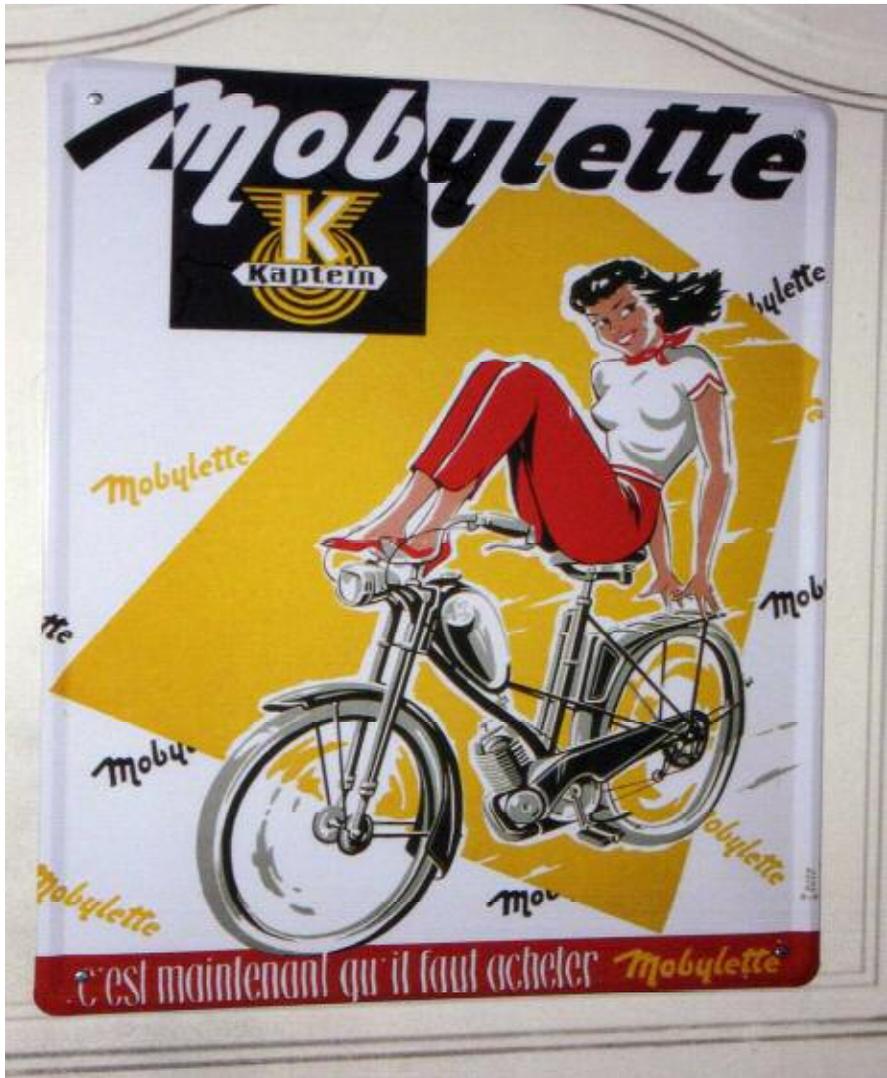


The M·A·C

The Newsletter of the EACC

Number Forty Four

February 2018



www.autocycle.org.

All wrapped up for warmth on The Mince pie Run.



Club Information.

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

Secretary

Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943
E-mail: membership@autocycle.org.uk

Website <http://www.autocycle.org.uk/> Forum <http://eacc.freeforums.net/>

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

Standing information

EACC Committee Members.

Andrew Pattle (Secretary), Sharon Wikner (Treasurer), Mark Daniels, Alan Course, Paul Efreme, David Evans, Neil Morley, David Watson (Publicity).

Club Officers.

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

Club Regalia

Clive & Ann Fletcher 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.

Sections

Essex: Contact Paul Efreme 01277 657106 or subopef@aol.com

Lancashire Slow Riders: Paul Morgan 07709 914134

Leicestershire: Jim Lee 018568 461386

North Hertfordshire: Andy Cousins 01462 643564

Norfolk: Dave Watson 07483 210625

South East Moped Enthusiasts: Martin & Sharon Wikner 07774 562085

Suffolk: Neil Morley and Mark Daniels 01473 659607

West Anglian: Alex Lees 01480 219333

Wiltshire: Richard Woodbridge 01793 770862

Rotherham Roamers: John Bann 01709 855411

Quick Glance 2018 Calendar.

For full details of events please refer to the main calendar.

11th March EACC Alex's Birthday Run

25th March EACC The Duloe Daffodil Dash

7th April EACC Club Stand Heritage Transport Show

8th April EACC North Downs Run

15th April EACC Radar Run

28th-29th April EACC Club Stand, Leisure Lakes Steam & vintage Vehicle Rally

6th May EACC South Downs Run

13th May EACC The Pilling Pig Run

20th May EACC The 37th East Anglian Run

20th May EACC The Merkins Cafe Run

27th May EACC Reservoir Dogs Run

1st-3rd June EACC Northern Camping Weekend

16th-17th June EACC Club stand at the Woodvale Rally

23rd-24th June EACC East to West Adventure

8th July EACC Peninsularis Run

29th July EACC "CARD" Run

12th August EACC Periwinkle Run

News

Welcome to the **new** version of the MAC newsletter, as you may see there have been changes to the layout and format. This has been necessary so that the version that I despatch to the printing company is user friendly to them. Also there is a need for uniformity so that the new printed version that is sent to our members who receive the posted version is as near as possible to the one the digital members receive attached to an Email. Currently membership levels are just about even running at approximately 400 email and 400 postage.

This new format consists of 28 pages the front cover and rear cover both back and front will have colour pictures as will the centre pages. In other words there will be 8 pages in all with colour pictures, the rest of the newsletter will be in monochrome (black and white). All the rest of the usual features will be there, to begin with there will be some changes of position of things but bear with me on this and hopefully as the months go on it will settle in to regular style that most of you will be happy with. I am fully aware that I can't please everyone all of the time, I would however like your comments and opinions on the changes but be mindful that the club and this publication exists for all of its members.

The events calendar is fast filling, you will note that there are now two calendars, the new one is a quick glance version with minimal information just the date and the name of the event. For further information you will just refer to the main calendar. If you like it, then it will stay, if you don't it won't.

The DVLA in its infinite wisdom have done away with appealing against "Q" plate registrations, more details further on.

The FBHVC issued a five page document about major changes and the registering vehicles as VHI. After due consideration I've decided to post the whole document in this newsletter and let you the reader concentrate on the parts that affects you. Please do not ignore as many club members will need to know some details before claiming exemption from MOT testing come 20th May this year. It's all further on in this issue.

The South East Moped Enthusiasts will have a club stand and be displaying bikes at the Heritage Transport show on 7th April. If you would like to display your bike at the show they must be entered by March 7th. For every bike you enter, you will get 2 free tickets for the show. This show over the past two years has proved very popular with members. Entry form can be downloaded from the website or any further information on this please contact Clive Fletcher. There is a flyer attached to this edition which supplies more information. Clive informs me that we should be joined by a few members and bikes from the Bantam owners Club.

Mark Daniels reports that he will soon have some tyres in stock that will be a suitable fit for Autocycles. Before he sells them, they will be placed on a machine which will remove the knobs of rubber from the outer edges of the tread. This will allow for satisfactory fitment into the front and rear forks of bikes with a marginal gap, for example the James and New Hudson. The removal of the rubber does not compromise the tyres performance in any way.

As this newsletter has moved from 12-14 to 28 pages. I need you the reader and club member's help more than ever for content. This is the first edition for a while that has not much input from you the readers, so once again let's hear from you guys and find out what you are up to in your sheds, garages or workshops. As you will note I have more pages to fill. Remember anything is of interest when it comes to breathing life back into an old bike that's been found in the back of a shed

"Section News" will be reinstated as from the next edition of the MAC. So section leaders please help me with this by submitting your news and season plans to me by email. Please remember there is a far higher proportion of the clubs membership that do not use social media than do.

As we go to press it is worrying to hear that Andy Speake, a great friend and riding buddy of the late Derek Ashworth is seriously ill in hospital. His condition is causing concern. All we can do at this time is just hope.

Club Regalia. From Clive & Ann Fletcher

Arrangements have been made for members to purchase new club embroidered garments through arktrading.com. Any garment on their website is available for the embroidered badge to be applied, you can even add your name. There are a wide variety of manufacturers garments, sizes, colours, styles, and prices to suit every pocket. Orders can be made by telephone to 01732 742569 (arktrading.com) and will take about two weeks to make up as they are embroidered individually. The embroidery will be identical to the three existing sew on badges and may be chosen to compliment or contrast with the colour of the garments chosen. The logos will be displayed and may be selected from the CLUB section of their website. Terms and conditions apply. All payments are made to Arc Trading SGB Prestige Ltd. Visit arktrading.com to view the range and obtain more details of the garments

This I think is a great idea, after initial set up costs there will be no cost to the club, having to buy in stock of clothing and then to be left with odd sized items which are difficult to sell. Club members will be able to customise garments of their choice with the colour of their choice. Ed

The “CARD”Run.

As most of you will no doubt be aware the EACC will be holding a run on the 29th July for Cyclomotor and Roller Drive machines. I myself and many others hope that it will be successful and well attended. It will be held year on year and hopefully it will become well established. Over the years most regular riders will have noticed a gradual decrease in the number of Cyclomotors and Roller drive bikes that turn up with their gallant owners for club runs. This I think is somewhat of a shame, as it is common knowledge that there are a lot of these bikes out there languishing in sheds and never used. It was a post on Facebook some time ago when an owner of one of these bikes announced that he had just re-insured and taxed his cyclomotor but then stated that he didn't know why because he doubted he would ever use it during the course of the year. So why are they not used on runs, well pretty simple actually, these bikes are slower and less powerful than the more robust moped type machine that seems the preferred bike of choice these days. There is another thing, it's that the average human being does not want to be left out when attending any event with friends in a social grouping. The list of reasons can go on and on, who wants to be the tail end Charlie who arrives late at the pub when everyone else has had their lunch and is preparing to re-mount their machines, or have our legs become weary and the thought of vigorous LPA ing all morning in the vain hope of keeping up with the fast disappearing crocodile of mopeds does not seem conducive to one's own common good.

Well forget all the reasons not to use your venerable cyclomotor or Velo Solex. Here is your chance to enjoy cyclemotoring with others in July. There is the added interest that all bicycles with engines will be welcome and this statement is clearly meant to usher in electric powered bikes. There are really no rules other than all machines with the exception of Velo Solex's must be ostensibly bicycles with engines of any type fitted and be capable of being cycled as the manufacturer intended. So let's hope that this event is a success and it spawns further cyclomotor challenges across the country. There will be further updates on how all this is being promoted in due course.

“Q” Plate Appeals

The Q plate registrations were first issued back in 1983 and from the get go they have been universally unpopular. It's like having the mark of Cain upon your vehicle/bike. When thinking of a Q plate the first thing that springs to the minds of most people is that this type of registration is applied to badly built “kitcars” and bitsa bikes that have been built out of a hotch potch of spares that have been kicking around on the garage floor for ages. It was if the DVLA wasn't too sure about something that a registration was being applied for or the person handling the matter couldn't be bothered they just issued a Q plate registration. Because of the stigma attached to the Q plate values of the vehicles that

bore them were affected. However up until a couple of months ago if you presented your case properly and you could prove your bikes or vehicle provenance you could successfully appeal and have your vehicle given an age related plate, thus giving your vehicle or bike back some sort of credibility and value. Well it seems as if the DVLA have now cracked their whip and it's now virtually impossible to appeal them unless you are the original person who the Q plate was issued to, and that has to be done in the first twelve months of issue. The DVLA has cited that fraud is the reason that the appeals procedure has been canned.

Phew and to think that I was contemplating purchasing a 1976 Honda TL125 with all matching numbers but with a Q plate that happened to be in Spain a little while ago. Good job I didn't go ahead.

Letters.

Dear Editor,

As regards the adverse comments made against you personally, and reported in the latest Newsletter, I want to express my support for your attitude and actions.

I am over 70 and have dealt with my fair share of membership of committees for voluntary work etc., and I know the hard work and dedication required to run a club such as yours, and especially in producing such an excellent Newsletter.

There is no excuse for such behaviour in a club like this, and any comments/complaints should be dealt with in a civilised and respectful manner, complying with the Constitution.

Yours sincerely,

Richard Rowsell

I thank all of you who have contacted me and expressed your support, I have decided to publish just one letter on the matter. I do now hope that this matter can now be put to bed and cordial and friendly relations can be re-established. Ed

Dear Martin

On reading a story in your newsletter I have myself a story concerning four bikes I purchased over the years.

In 1964 I purchased an Auto-Vap, the standard model made in 1960.

A moped, a 1972 Mobylette, which I purchased in 1980.

In 1981 I got a moped which I thought was a Raleigh which I used until 18 months ago when Mark Daniels (Danny) informed me it was actually a Mobylette AV42 with a Raleigh RM4 fuel tank and tool box fitted. It probably dates mid 1960's. In the back of my

garage I had a box of spares which the previous owner gave to me and inside was the original AV42 petrol tank. I restored it with some pieces from Mark and therefore the bike was back to original last year.

18 months ago a friend of mine gave me a bike which on inspection I found out to be an electric bike. But all the electric parts had been taken away. Therefore I got a rear wheel with motor in it plus all the electric wiring and control box which had to be modified because it was not handlebar mounted. I modified this with a plastic container which fits onto the frame of the bike) plus a Lithium 36v battery. These parts cost only £300.

Now I'm the proud owner of three mopeds and one electric bike (which I use to go to the shops)

Thank you for reading and I enjoy reading your Newsletter

All the best Harry Bishop

Harry, you supplied me with some pictures but their quality was not sufficient to be able to copy and reproduce for these pages. Sorry Ed

Dear Martin,

Happy new year to you and your good wife, these are the final details for the June 1st -3rd 2018 EACC weekend Rotherham South Yorkshire Following a discussion with Charlie the site owner on 9th January, he has now informed me we can gain access to the site early on 1st June, I will be on the site from about 8.30-9.00am, the only rules that Charlie has laid down 1. no generators after 10pm 2. barbeques are not to be lit on the grass, 3. no riding of any bikes on the site grass, safety precaution (children) as in the EACC mag you can contact Charlie direct to pay him or pay on arrival, as you will be aware anything that happens on the site will all be on my shoulders, I have told Charlie that there are no Hells Angels amongst us (lol). So let's make this a great event and maybe there will be more to come, best regards to all. John, EACC Northern Section Rotherham Roamers, look forward to seeing faces old faces and new, anyone want to contact me can on 07798731951,or MOBYMAGIC@GMAIL.COM

John, I have now transposed the important bits to the events calendar. Ed

HELLO ANDREW

Please find enclosed a cheque for Subscription of the Icen Can magazine. I am sorry not to have been to any events but failing health among commitments prevents this happening.

Andrew I cannot find the address for the MAC newsletter so may I ask you if you can pass my comments onwards to the editor.

In the issue number 43, December 2017, There was a letter by Martin Richardson in extremely bad taste and I was surprised it was not edited out.

I quote from his letter:

"as it smokes it's 2 stroke like a lab beagle smokes Lambert & Borters".

I am sorry, it was not funny, amusing or lyrical. To read this in a moped newsletter is not what I expect, I have a aversion in animal cruelty and support animal welfare.

Will you please pass my comments onward Andrew, Thank-you. I don't think we will have anything like this again in the MAC, but I am saddened to say that if it continues in the vein of cheap objectionable humor then I no longer wish to receive the MAC.

All this aside Andrew, may I wish you a happy new year.

Kind regards
Norman.

Having now re-read Martin Richardson's article again, I find it to be a good and interesting piece with strong opinions expressed. It did not in any way allude to encouraging animal cruelty. I thank Martin for his contribution.

I also thank Norman Whitby for his contribution although I can't quite agree with his candid and forthright view on how he interpreted Martin's article. Ed

Hi, Martin

I am a relatively new member of the EACC (membership number 7324) and would like to put a couple of mopeds on the club stand at Detling in April if that is possible.

I have a 1964 Raleigh RM5 and a 1959 Norman Nippy. If you do not have room on the stand it is not a problem as I will be attending the show with the Swale Vehicle Enthusiasts Club and can put the bikes alongside my car.

As Chairman of the SVEC I would like to invite your members to attend our very popular Annual Show which takes place this year on Sunday 3rd June, this year will be our 30th.

If you would like more details please check out our website www.svec.co.uk or just get back to me by email or give me a ring [01795 880544](tel:01795880544)

Kind Regards

Vic. Booth

Electric Powered Bicycle.

Ever since I compiled an article and road test on electric powered bicycles I have never been more surprised at the level of interest generated. I let it be known that I was planning to build my own version of one has only sent the interest up to another level. I'd like to think that a great many of you are planning to build your own, or perhaps waiting till I have spent a whole bunch of money with a good result before you will take the plunge.

Before I go any further it's sensible to point out the legal side of what you can and can't do when producing a bicycle which is powered by electricity. To legally cycle an electrically powered bicycle on the road, that does not require registration insurance, MOT, and road tax. It must be powered by a motor that does not exceed 250 watts. The speed of electrical assistance must be governed (limited) to 15mph. The brakes must be linked to the control unit and when applied will instantly cut off the electrical power. A sensor is to be fitted to the crank wheel area which will detect that the crank is turning (being pedalled). If it detects no movement, power will be cut off. Once a speed of 15mph has been achieved the electrical power will be cut off and the only way of maintaining momentum is to pedal. Anything other than this, in the way the performance is delivered then the bicycle will have to be SVA tested and registered and have to comply with all the modern day legal requirements such as lights, brake light and indicators etc.

So there you have it the ideal powered machine to go down to the shops for a newspaper or a pint of milk, but to go any further than a couple of miles will require a lot

of pedalling because remember you have to keep pedalling whether electrically assisted or not.

Now let's delve into the grey area where perhaps this type of bicycle could go a bit faster. The information you get from electrical bike shops is that most bikes can be modified for strictly off road use. At least they tell you this, not like the mobility scooter dealer that will happily sell a dear little old lady an 8mph mobility scooter and tell her it's all ok to drive it along the pavement, which incidentally is strictly illegal. Anyone who has looked at You-Tube recently will have seen videos of bicycles achieving crazy speeds. The electrical engine kit I have purchased is comprehensive with all the controls and connections that will make the bicycle comply with the current law. However there are two wires that connect together from the control unit which when connected will step up the output of my engine to 1000 watts, when disconnected power will be reduced to 250 watts. The instructions are amazingly good and it does state that in the 1000 watt mode it is for "off road use only". As I probably know what you are all asking is "how fast will it go"? In 250 watt mode 15mph, in 1000 watt mode 28-31mph depending on the weight of the bike and me. A full report on the bicycle build up will appear in this and the following edition of the MAC, turn to the "In the Shed" section. As always the full costs of the project will be disclosed.

Wanted 1.

1950s push bike with cable brakes and Sturmey Archer gears. Needed to mount my Mosquito cyclemotor and apply for an age-related registration from DVLA.

I am looking for an original bike if possible, and would prefer to pay more for a bike in good condition rather than a wreck requiring full restoration! Note that rod brakes are not compatible with the Mosquito engine mounting.

For registration I assume some evidence of age will be required by The Club, and DVLA. Being a novice in the area of mopeds and cyclemotors, I am not clear quite how you can date a bike, apart from Sturmey-Archer units? Any guidance members can give would be much appreciated.

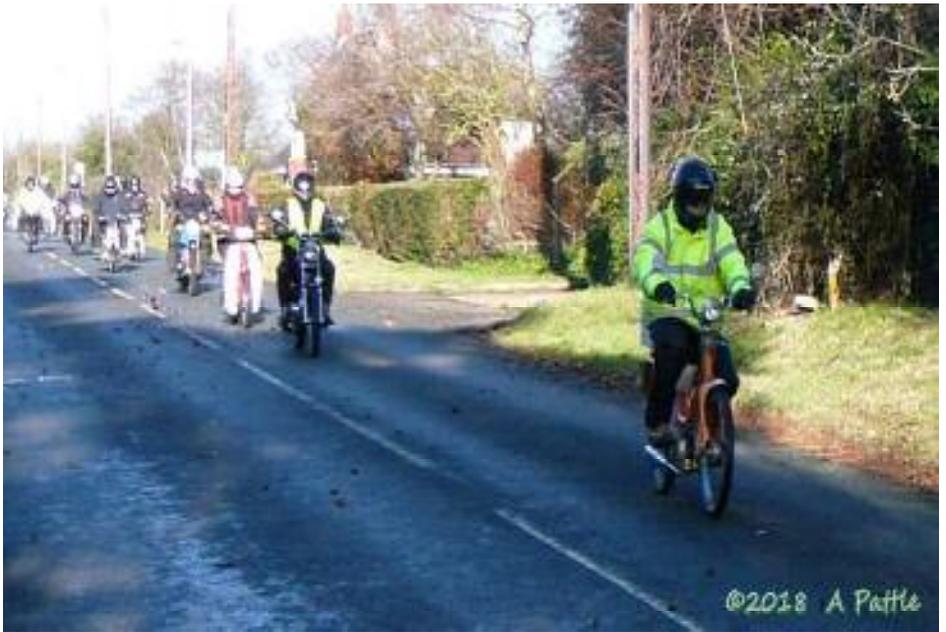
I live in Essex but have trailer and will travel a reasonable distance for the right machine.

Please contact Richard Rowsell on 01268 769463/ Mob: 07951 702293

Wanted 2.

Vincent Firefly or Ducati Cucciolo wanted by club member to ride and not to add to a collection 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 07714 921005 (Essex) Or doug.mcmahon@blueyonder.co.uk





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The electric motor wheel kit, as it arrives.



Dry fitting of the Electric motor wheel prior to going to the paint shop.

Substantial Change guidance

On the 18th December the FBHVC released a government data file press release regarding the changes that will come into effect on 20th May for “Vehicles of Historic Interest” (VHI). Do remember that come the 20th May your bikes if they are 40 years old do not automatically qualify for the MOT exemption until they are first registered VHI, so please read and take note of the relevant parts of the document that affect you. Ed

Vehicles of Historical Interest (VHI): Substantial Change Guidance

Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed¹.

¹ If the type of vehicle is still in production, it is not exempt from periodic testing.

² Further arrangements for motorcycles may be introduced, including if core testing standards are considered further internationally.

Large goods vehicles (i.e. goods vehicles with a maximum laden weight of more than 3.5 tonnes) and buses (i.e. vehicles with 8 or more seats) that are used commercially will not be exempted from periodic testing at 40 years.

A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process.

Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle’s roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing.

Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of a vehicle, they can consult a marque or historic vehicles expert, a list of whom will be available on the website of the Federation of British Historic Vehicle Clubs.

If a vehicle keeper cannot determine that the vehicle has not been substantially changed, they should not claim an exemption from the MOT test.

The criteria for substantial change

A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous

30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles², are:

Chassis (replacements of the same pattern as the original are not considered a substantial change) **or Monocoque bodyshell** including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);

Axles and running gear – alteration of the type and or method of suspension or steering constitutes a substantial change;

Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

- changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;
- changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);
- in respect of axles and running gear changes made to improve efficiency, safety or environmental performance;
- in respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially.

In addition if a vehicle (including a motorcycle):

- has been issued with a registration number with a 'Q' prefix; or
- is a kit car assembled from components from different makes and model of vehicle; or
- is a reconstructed classic vehicle as defined by DVLA guidance; or
- is a kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle;

it will be considered to have been substantially changed and will not be exempt from MOT testing.

However if any of the four above types of vehicle is taxed as an "historic vehicle" and has not been modified during the previous 30 years, it can be considered as a VHI.

This guidance is only intended to determine the testing position of a substantially changed vehicle, not its registration. How to declare a vehicle for the 40 year MOT exemption.

Vehicle keepers are required to ensure that their vehicles are taxed when used on a public road. From 20 May 2018, at the point of taxing a vehicle, the vehicle keeper can declare their vehicle exempt from MOT if it was constructed more than 40 years ago.

When declaring an exemption, you will be required to confirm that it has not been substantially changed (as defined in this guidance). This process will be applied to pre-1960 registered vehicles, as well as newer vehicles in the historic vehicle tax class.

If the vehicle does not have an MOT and you wish to continue using it on the public roads, you will have either to undergo an MOT or, if you wish exemption from the MOT, to declare that the vehicle is a VHI.

If the vehicle has a current MOT certificate but you anticipate that on expiry of that certificate you will wish exemption from future MOTs you will at the time of relicensing be required to declare that the vehicle is a VHI.

How to tax your vehicle in the historic vehicle tax class

Where vehicle keepers first apply for the historic vehicle tax class, it must be done at a Post Office. If you are declaring that your vehicle is exempt from MOT, you will need to complete a V112 declaration form, taking into consideration the substantially changed guidelines, (as defined above). Further re-licensing applications, including making subsequent declarations that the vehicle does not require an MOT, can be completed online.

Further advice on taxing in the historic vehicle tax class can be found via the following link:

<https://www.gov.uk/historic-vehicles>

Advice (not part of the Guidance)

What do I need to do if I am responsible for a vehicle aged more than 40 years old and first registered in or after 1960?

From 20 May 2018 most of these vehicles will not need a valid MOT certificate to be used on public roads. You still need to keep the vehicle in a roadworthy condition and can voluntarily have a test. We recommend continued regular maintenance and checks of the vehicle. You need to check whether the vehicle has been substantially altered in the last 30 years, checking against the criteria (in the guidance above). If it has been altered substantially a valid MOT certificate will

continue to be required. If you are unsure check, for example from an expert on historic vehicles (list referenced in the guidance). If you buy a vehicle, we also recommend checking with the previous owner if you can.

The registration number of a vehicle should not be used to determine if the vehicle is a VHI as it may not reflect the vehicle's age (cherished transfers, reconstructed classic vehicles etc.) The registration certificate (V5C) is more authoritative, but there are specific cases for example related to imported vehicles where in some cases the age of the vehicle would not have been captured at point of registration. If your vehicle does not have a current MOT certificate and is exempt from needing an MOT test you will need to declare this each time when you apply for Vehicle Excise Duty.

.What do I need to do if I am responsible for a vehicle first registered before 1960?

These vehicles are currently exempt from the requirement for a valid MOT certificate to be used on public roads. Most, but not all, will continue to be exempt. You still need to keep the vehicle in a roadworthy condition and can voluntarily have a test. We recommend continued regular maintenance and checks of the vehicle.

You need to check whether the vehicle has been substantially altered within the last 30 years checking against the criteria (in the guidance notes). If it has been substantially changed, an MOT certificate will be required for its use on public roads from 20th May 2018, even if the vehicle has previously not required an MOT.

If your vehicle does not have a current MOT test certificate and is exempt from needing an MOT test you will need to declare this each time when you apply for Vehicle Excise Duty.

Good Service, Good Stuff.

During the course of the next few months I would like club members who read this newsletter to let me know if they have had good service from someone or some business. Also I would like to hear if you have purchased a product that you find is useful. It does not have to be a great big story, just a short note will do. So if good service or products are publicised it's all to the good of everyone.

So let's kick off with good services. I have been using the services of Foremost Coatings for many years now and never once have I been

disappointed with the results. Chris the firm's owner is a great fellow and is always willing to chat to you about the work you want done. Great care is taken in the blasting process, and threads are always protected when the powder coating is applied. In the areas of frame numbers a thin coat is applied so the number is always readable. Yes you have to pay for quality and this is certainly what you get with Foremost coatings. [Tel: 01342 833455](tel:01342833455) Unit 40 Hobbs Industrial Estate, Lingfield, Newchapel RH7 6HN

This last year I used the services of Paul Daniels, to chemically clean a fuel tank I had. The tank in question was not rotten but had dried out and surface rust had formed and the resulting flaking was something I couldn't get rid of even after shaking a whole bunch of nails around in the tank. I was amazed upon collecting the tank to see that the inside was positively gleaming and my problems had vanished. In my view it was £30 well spent. It's simply a waste of time fitting a new tap and an inline fuel filter when the tank has got sludge and rust particles in. Get the job done properly, Paul can be contacted on 01394 200121 he also has an advert in Icenicam / directory

Clive Fletcher reports that he has had some good results from a product called Sugru a UK invention. Basically it's a mouldable plastic / rubber. What you get in the pack is some sachets and once opened you have 30 minutes to complete your task. It's much like making something with plasticine. You mould it into the shape you require then leave it to set, once set it retains the shape you moulded it to but remains soft and rubber like. Typical applications for bikes would be to repair wiring sheath or to make your own grommets or those rubber cushion type pads that your fuel tank rests on. The list of uses seems endless. The product although a little pricey can only be bought online or through Amazon, check it out on www.sugru.com

In the Shed.

For me winter is the time that I can really get stuck into a project, there seems to be a lot less distractions and I tend to pick up on things that I have left not done or completed during the summer months. Usually I'm well behind with what I plan, target dates are never met and the usual distractions for example new bikes coming along that seem infinitely more interesting to work on than some monotonous job that I've got a bit bored with. With the Excelsior finished for the time being it's time to move onto other things. So its the electric bike I am focusing on at the moment. I have set a definite finish date for this one and I really have got to stick to this. It's got to be up and running by the end of February. As usual with anything that I start the job will become more involved, but that's my choice. I purchased the remains of two ex post office bikes in August for £10 which was a good deal. I particularly like these post 1992 model as it was when finally the Post office went away from rod operated brakes and went for the 3 speed Sturmey Archer and

drum brakes set up, although with what I bought I didn't get much of that (2 bike frames and one wheel). Just an aside did you know that the Post Office did not change their bicycle specification from 1929 till 1991. The only difference being the front carrier rack in all those years (just thought that you might like to know that). Anyway getting back to the subject, I had set myself a budget of £400 for carrying out this build and I now know that this could easily be achieved and may well come in under budget. The very comprehensive engine kit cost me £143 and as yet I have not purchased the battery which should be anything up to £250 and that's basically all I would need to buy, but with anything that I want to do I want to add my own ideas of design, so rather than just strap the bike together as a post office bike with an electric engine I want to create a quasi look alike of a 1920-30's path racer. If you don't know what I'm on about, then take a look at the Pashley Guvnor bicycle, then you will understand.

The first job was to strip the bike down and de-lug the frame of all the cable holders and the front carrier frame lugs, these were successfully welded over by a friend, then the frame and forks were sent over to Foremost Coatings to be blasted and coated in Satin Black. Before it went away I did a spot of dry assembly of the engine / rear wheel and I must say it looked pretty cool in situ. The main reason for choosing this type of frame is that I wanted it to be heavy duty with parallel dropouts to locate the wheel. The wheel itself is heavy duty in nature and of good quality and the spindle is somewhat larger than that of a normal bike wheel 5mm in diameter. This required a certain amount of filing of the dropouts to about 6.5mm, not a problem and good to get this done before painting. My attention will now turn to what type of battery to purchase. I feel that I am pretty much set on the fact that it will be located on a rear carrier. The battery itself will weigh about 5-6 kilograms so it must be mounted securely. I want to get a higher amp battery and because of this it will be a stand alone battery and not one that is adapted for bike stowage eg as a water bottle. So I will construct a small timber box that will be permanently mounted to the rack frame. More news on the build in April's edition of the MAC.

2018 Calendar.

Sunday 11th March 2017

Alex's Birthday Run starting from Bruisyard Village Hall (IP17 2DX). The hall will be open from approximately 9am with all the usual facilities except there will not be moped jumble on this occasion. The run will be about 25 miles long, including a pub lunch stop before returning to the hall for a cuppa and some cake.

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 run 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 uphill 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:01622678011) 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 Moped jumble 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:01394671222) 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.

Saturday 28th–Sunday 29th April 2018

Lancashire Slow-Riders stand at the Leisure Lakes Steam & Vintage Vehicle Rally. On site camping from Friday 27th. Entry form required from www.leisurelakessteamrally.co.uk. Contact [Paul Morgan](mailto:Paul.Morgan) to find out more on 07709 914134

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 13th May 2018

Lancashire Slow Riders **The Pilling Pig.** Meet at the [Shovels Inn](#), Hambleton, FY6 9AL; A 35-mile circular-ish run on the moped-friendly coastal plain between Fleetwood and Lancashire. A ride on quiet roads, with a lunch break and an afternoon tea stop. Plenty of accommodation in the area.

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 moped jumble. 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.

Sunday 20th May 2018

Wiltshire Section **The Merkins Café Run** from Merkins Café, Merkins Farm, Bradford Leigh, BA15 2RW.

Arrival time is normally around 09:30am, departure on the run around 10am, the distance is about 34 miles and, as the name implies, has a very nice cafe on-site that lots of people take advantage of.

For further information contact Richard Woodbridge on [01793 770862](tel:01793770862) or Steve Hoffmann on [07891 251118](tel:07891251118) or [01249 447965](tel:01249447965).

Sunday 27th May 2018

The Reservoir Dogs Run has a slightly new look this year.

As normal, we will head out from the Marks Tey Diner at 11:00 and stop at the Railway in Kelverdon. The return run will be a 9 mile ride to the [East Anglian Railway Museum](#) in Chappel. They have their Transport Extravaganza open day; classic vehicles get free entry to the museum and rides on the trains and normally a couple of classic bus'es. Parking is on grass so bring wood for stands if possible, although most of these events

have a limited supply of wood. It's a 5 mile run back to the Diner from Chappel or there will be a short cut back for people who don't want to go to the museum (split at Great Tey and a total run of 10.5 miles from Kelverdon). We can leave the railway together after an hour or two or people can leave as they wish.

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

If people could e-mail their intentions, it would be nice.

reservoir.dogs@cloudbase.biz.com

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 meeting with the site owner [Charlie] he is more than happy to help us with the site arrangements, we can now access the site early on the 1st of June, should anyone want to book direct with Charlie please tell him that you are part of the EACC, **Mobylette, Raleigh, Autocycle, weekend 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. The rules are as follows: no generators running after 10pm, no barbeques to be lit on the grass and no bikes on the grass because of children. ~~Charlie's number is~~ 07817939458, venue details are as follows: **Hooton Lodge Farm, Campsite & Fishing, Kilnhurst Road, 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:01709855411) or 07798 731951 or mobymagic@gmail.com**

Saturday 16th & Sunday 17th June 2018

Lancashire Slow-Riders stand at the **Woodvale Rally**, Southport. On site camping from Friday 15th. Entry form required from www.woodvalerally.com. There is an entry fee for show vehicles; this money goes to the charity. (Spaces going fast, please book now.)

Contact [Paul Morgan](#) to find out more.

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 8th July 2018

16th Peninsularis Run and Moped jumble from Bucklesham Village Hall.

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

The route sheets and GPX tracks for this run are available on [our documents page](#). All welcome - **free Day Membership** if you're not an EACC member.

Sunday 29th July 2018.

The CARD Run starts at Iliffe Way, Stowmarket. CARD= **C**yclemotors **A**nd **R**oller **D**rive. 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 Iliffe 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 Cottered 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 Hormead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. We will be holding a raffle. 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](tel:01462 643564) or [07969 369062](tel: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

Feature Page.....Early1960's Racing Item's



Saturday 7 April 2018
10am-4pm

South East
Bus Festival

2018

HERITAGE TRANSPORT SHOW



OVER 700 CLASSIC CARS, MOTORCYCLES, MILITARY, COMMERCIALS, BUSES,
STEAM, TRACTORS, STATIONARY ENGINES AND CLASSICS OF THE FUTURE



FEATURING THE SOUTH EAST BUS FESTIVAL WITH OVER 100 BUSES,
SPEAKERS, TRADE STANDS AND FREE VINTAGE BUS RIDES

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