

The M·A·C

The Newsletter of the EACC

Number Eighty nine August 2025



Welcome to the August 2025 Issue of the MAC. My name is Alan Wilkins, but everyone calls me Al. There doesn't seem to have been quite as much content emailed through to me this month, which without I am not be able to publish the MAC.

A big thank you to those that took the time to send in their contributions

A quick reminder, this is your club magazine, so please help me fill future editions of the MAC by continuing to send in your stories, articles, and events, that you would like to share with other members. The email address: maceditor@yahoo.com

Club Information

The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts everywhere.

Membership forms are available from our website... or just ask and we'll send you one. Details of membership fees can be found on Page 3

Secretary: Andrew Roddham, 10 Gracious Street, Whittlesey, Peterborough, PE7 1AP.

Email: aroddham.eacc@btinternet.com

Telephone: 01733 703655

Membership & Webmaster: Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.

Email: membership@autocycle.org.uk

Telephone: 01449 673943

Dating Certificates & V765 Applications: Andrew Roddham:

aroddham.eacc@btinternet.com 01733-703655

Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Treasurer: Sharon Wikner, 54 Dane Road, Warlingham, Surrey, CR6 9NP.

Email: sharonjwikner@gmail.com

EACC Committee Members: Andrew Roddham (Secretary), Sharon Wikner (Treasurer), Mark Daniels (Events Secretary), Martin Gates, Garth Jeffery, & Neil Morley, Andrew Pattle. Contact details for all officers are on the club information sheet, which is supplied when joining or renewing membership. Spare copies are available from the website or from the Secretary.

Events Secretary: Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Club Publicity: Roxana Husain.

Club Regalia: Garth Jeffrey: growler.jeffrey@gmail.com 01508-499794

The MAC Magazine - the Club's Newsletter: Alan Wilkins Email: maceditor@yahoo.com

On-Line:

Website: www.autocycle.org.uk

Forum: <http://eacc.freeforums.net/>

Facebook: <https://www.facebook.com/groups/254351421715768/>

Icenicam: <http://www.icenicam.org.uk>

The Moped Archive: <http://www.users.globalnet.co.uk/~pattle/nacc/arcindex.htm>

FBHVC: <https://www.fbhvc.co.uk/>

The Moped Gallery: <https://www.icenicam.org.uk/gallery/galindex.html>

MEMBERSHIP FEES

Postal membership: £10.00 per annum via bank transfer or £10.60 via PayPal

Email membership: £4.00 per annum via bank transfer or £4.45 via PayPal

Application forms are available on the Website or please ask the Secretary to send you one, his address is above.

BIKE REGISTRATION & DATING CERTIFICATES

£15.00 per bike via bank transfer or £15.80 via PayPal

Re-issued certificates are £6.00 via bank transfer or £6.50 via PayPal

BANK DETAILS

Name: East Anglian Cyclemotor Club,

Sort Code: 30-93-22. **Account Number:** 00848165.

If you prefer to pay by cheque, please make it payable to the East Anglian Cyclemotor Club, make sure it's signed and then send it to the Membership Secretary. Please note that cheques sent to the Secretary may result in a delay whilst he passes them over to the Membership Secretary.

Sections

There are several regional Sections that organise events in their areas:

Essex: Paul Efreme has resigned, no replacement yet.

Hertfordshire: Andy Cousins, 01462 643564 Or 07969 369062

Lancashire Slow Riders: Paul Morgan, moggie64@gmail.com

Northamptonshire: Ray Paice, 07799 662203, raypaice@aol.com

Norfolk:

North East: Ron Paterson, ronpaterson21@gmail.com

South East Moped Enthusiasts: Sharon Wikner, 07771 705627,
sharonjwikner@gmail.com

Suffolk: Neil Morley, neil.morley@btinternet.com

Mark Daniels, 01473 716817, mark.daniels975@btinternet.com

Wiltshire: Steve Hoffman, 07891 251118, shffm@sky.com

Yorkshire: ('The Rotherham Roamers'): John Bann, 01709 961434,
mobymagic@gmail.com

If members in areas different from the ones listed above would like to start a new Section, please contact the Secretary. He will be pleased to hear from you and provide help to enable a new Section to be created.

Ray Paice (see above) did get a 'Midshires Group' going some time ago. There were 17 at the first meeting, then it gradually dwindled to just 5 people. It still meets once a month for lunch, but really needs more participants. If you are tempted to join the Group, please get in touch with Ray.

MAC Newsletter

For any articles, pictures, meetings or upcoming events please forward them to the Alan Wilkins "Al": maceditor@yahoo.com

Events

Every Tuesday: EACC Suffolk Section, members can be found at the Falcon, Walton, Felixstowe late on Tuesday evenings. See page 13 for forthcoming events

Every Month: EACC Lancashire Slow Riders gather on a Sunday morning from 10:30–12:00, once a month at the British Commercial Vehicle Museum, King Street, Leyland, PR25 2LE. There's no set date; it will be posted on the Slow Riders Facebook page. <https://www.facebook.com/groups/1117088391648578/> or enquire by e-mail: lancashireslowriders@gmail.com.

LSL have a few ride weekends planned already for 2024, all include camping at cheap rates or free....

Plenty more to follow, usually at least one a month between April-September
Check our Facebook page or email us (see details above) for up-to-date details.

Second Wednesday each month: EACC Norfolk Section meeting at The Bluebell, Bacton Road, North Walsham, NR28 0RA starting at 7pm.

South East Moped Enthusiasts (S.E.M.E) Run Calendar

For any further information call or text Sharon on 07771 705628 (or text)

Email: sharonjwikner@gmail.com

Moped Misfits Three Counties Meanders: Croperdy area, North Oxfordshire
Several outings planned, including trip to see a Vulcan Bomber, Gilkes cafe at Kineton and Hook Norton Brewery plus a camping weekend.

Email: judithrussellbrookes@hotmail.com

The Periwinkle Run aka The Pete Smith Memorial Run.

10th August, Cottered Village Hall SG9 9QR tea and coffee available. Meet at 10 onwards and set off at just after 11, stopping at The Beehive pub SG9 OBX for buffet lunch (small charge) then returning the hall for a raffle.

We also have the facility to accommodate an auto jumble / spares stall in the hall with notice.

All bikes are welcome, and breakdown support is supplied.

FBHVC

Hello,

We want to introduce you - if you aren't already aware of them - to **ifndautoparts**, who are one of the FBHVC's newest commercial supporters.

Started by Mick Lunn - whose passion for owning, restoring and modifying cars is enormous - after he couldn't get the parts he wanted, ifndautoparts has taken four years in the making and is now live and growing.

With his daughters Layla and Ruby handling the sales, technical and marketing of the platform this family business, ifndautoparts, is truly the only completely dedicated motoring parts platform.

Even better, it is designed "For enthusiasts by enthusiasts." You can read the full story in the current issue of our magazine, *HISTORIC*. <https://www.fbhvc.co.uk/magazine>

What's important for us all, however, is what it potentially offers every one of us – and, with ifndautoparts, it really is "us" – the whole of the historic vehicle community.

Why therefore should you think seriously about using it?

There are no listing fees and no other, hidden, fees. If your part sells, ifnd takes a 10% commission from the proceeds. That's it - Ifndautoparts proudly offers total transparency.

The ifndautoparts platform has some really neat features that none of the other sales platforms have - again, because it has been designed by enthusiasts, with our needs in mind.

I went on a search recently and was able to find some impressively hard to find parts, but it relies on us all to load parts onto the system – and why wouldn't you want to do that? After all, you can clear some space and make some money.

But, equally importantly, you get parts back into circulation and, more parts mean more vehicles can be rebuilt and maintained. So that must be good for us all.

So, we would heartily suggest that try it for yourself! Put a part or two up for sale and see if there is anything already there that you need. If the part you are looking for isn't there yet, then use their "match me" feature and as soon as it does arrive you will be notified. You can do this with a whole garage worth of vehicles. The number of parts coming online is increasing exponentially week on week, so it shouldn't be too long before you get a parts match.

It's quick, simple and easy to use - listing a part only takes a couple of minutes from start to finish. We've included their Frequently Asked Questions sheet so you can find most of the questions you might have, answered.

Also, we know that the ifndautoparts folk are all keen to engage with clubs – and would be delighted to talk to both clubs and individuals. They have also provided material, attached, that you can use for your social media pages and your magazines. These should be pretty much ready to go, so please use them and spread the word!

www.ifndautoparts.com

With best regards,



David Whale
Chairman
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Buy & Sell Car Parts

Help keep historic
vehicles on the road!

List for FREE

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ifndautoparts.com



ifndautoparts – because making parts available helps guarantee the future of historic cars, and because buying & selling car parts shouldn't be hard! Ifndautoparts, is a new platform for buying and selling car parts, that kicked off earlier in the year and it's something that everyone who is a member should take seriously. It's a business set up by a family of car enthusiasts who were forever experiencing difficulties getting parts for their various classic and performance machines. It seemed obvious to father, Mick Lunn, that there was an opportunity for something that addressed this need and now, after four years in development, ifndautoparts has broken cover. The Lunn's are big car enthusiasts and that's where they started off from. Looking not at what a business can benefit from, but what other car enthusiasts would find worthwhile, and they set about building just

that. It is, as far as we are aware, ifndautoparts is the only online platform built exclusively for buying and selling car parts. Because it's designed for enthusiasts by enthusiasts, it isn't just another marketplace. ifndautoparts offers a host of features that differentiate it from other online automotive sales platforms: My Garage, Saved Searches, Make an Offer, and Trade Pricing. It aims to simplify buying and selling for both individuals and businesses It's VERY quick, straightforward and secure to use and lists your parts without a fee. They take a small percentage fee on completion of a successful sale. You can either have your purchases delivered directly to you or they can be made available to click and collect locally. ifndautoparts' aim is to help make selling and buying parts much easier, and it has the elements that might well make it just what enthusiasts everywhere have been waiting for. Critically, it aims to get more parts into circulation, so that people who need them can access them. In that way they will be able to help keep cars on the road and help allow others to build/rebuild vehicles to get them on the road. Since its launch, ifndautoparts has been at various events and has been marketing hard to get people to sign up and to load parts onto the system. This means that there are now more than thirty thousand parts on the system, with tens of thousands more coming on-stream day by day – and there are sellers with huge stocks of parts in the process of listing their inventory on the platform. The more parts the platform offers, the better it is for us and for the historic vehicle community as a whole... So, let's make it happen! Check them out: www.ifndautoparts.com



WHY ifndautoparts EXISTS AND WHO IT IS AIMED AT

Q: What is ifndautoparts? ifndautoparts is a dedicated online marketplace for buying and selling car parts. Through it you can list spare or unused parts for sale and connect with people actively looking for what you've got. It works a bit like an online auto jumble - open 24/7 - where you can upload photos, set your price, and choose whether to offer postage or collection. You can list OEM, aftermarket, new, or used parts - all are welcome. There are no listing fees, and you only pay a small commission when your item sells.

Q: Is it just for businesses, or can individuals sell too? Anyone can sell! Whether you're a business, hobbyist, or just clearing out your garage, we welcome you. You can set up a personal or Business account, depending on your needs.

Q: Do you accept classic and vintage listings? Yes, this is a big reason we built the platform in the first place. ifndautoparts supports listings across all makes and models, including classic, vintage, and rare parts. Our search filters are designed with enthusiasts in mind, making it easier to find the right fit for restoration projects or specialist builds. And if you notice we're missing a vehicle, just let us know - we'll get it added for you.

Q: Do you allow international sales? At the moment, ifndautoparts is focused on the UK, but we're already set up for international expansion and plan to launch globally soon. So, whether you're a buyer or seller, we're building the infrastructure to support smooth cross-border sales - stay tuned, international access is on the way!

Q: Can I sell replica or reproduction parts? Yes, replica or reproduction parts are allowed, as long as they are clearly labelled as such. Transparency is key - we want buyers to know exactly what they're getting, especially in the classic market where originality matters. FEES AND PAYMENTS

Q: What are the listing fees? There are no listing fees or upfront costs. You only pay a commission of 10% when your item sells. When creating a listing we show you how much you will earn when your item sells so you can price it correctly.

Q: How do I get paid when my part sells? Once your part sells, the payment goes directly to you. To receive funds, you'll just need to connect a PayPal or Stripe account to your ifndautoparts profile. It's a quick setup, and if you need help, our friendly support team is here to guide you every step of the way, just reach out and we'll walk you through it. FBHVC SPECIFICS

Q: What are the benefits for FBHVC members? Whether you've been hunting for that elusive part for days, weeks, months or even years - we're here to help you find it and get those historic vehicles back on the road where they belong. As a member of the FBHVC

community, you'll benefit from a platform designed specifically for passionate owners, restorers, and collectors. www.ifndautoparts.com Unlike general marketplaces, ifndautoparts is a dedicated space where buyers and sellers genuinely care about preserving automotive history. You can use our unique 'Match Me' feature to let sellers know exactly what you're looking for, helping you get matched with a part faster. As we move forward, if we see enough demand for discontinued parts, we plan to work with trusted partners to explore getting those items remanufactured, something no ordinary platform offers. It's also a brilliant space to sell and you're trading within a community that shares your passion. ifndautoparts isn't just a marketplace, it's a purpose-built tool to support the re-use of parts and the vehicles we all love. **GETTING STARTED & OTHER PRACTICAL ISSUES**

Q: What's the easiest way to get started? You've got two easy options: download the ifndautoparts app on the App Store or Google Play, or head straight to ifndautoparts.com. To start selling, just click the "Sell With Us" button and create your account. Prefer to shop instead? We might already have the part you need listed. And if you ever get stuck, don't worry - we're real people, and we're here to help.

Q: Can I use the platform without an account? Yes - you can browse listings and even check out as a guest if you find something you like. But to access key features like bidding, making offers, selling parts, or receiving alerts and updates, you'll need to create a free account. Doing this also gives you access to seller returns, saved searches, your garage, wishlist, and more. Signing up only takes a minute — and unlocks the full ifndautoparts experience.

Q: I have a lot of parts - can you help with listing them? Yes! If you have a large inventory or are migrating from another platform, we can help. From spreadsheet uploads to stock transfer support, our team is happy to assist. Just reach out and we'll walk you through it.

Q: What if a vehicle I want to list parts for is missing? If your vehicle make or model isn't listed, no problem! Just submit a quick request on the platform or contact us directly, and we'll get it added promptly. We're always expanding our database to include rare, classic, and vintage vehicles.

Q: How does shipping and Click & Collect work? Whether you're buying or selling, you're in control. As a buyer, you'll see the delivery options available on each listing. Some sellers offer tracked shipping, others offer Click & Collect, and many offer both. If you choose shipping, the seller will send the item directly to your address using their preferred courier. If you choose Click & Collect, the seller will confirm when the item is ready, and you'll receive a unique collection code. You'll then contact the seller to arrange a time for pickup and bring your code along to collect the part. For sellers, you get to choose how you want to handle deliveries. You can ship parts using your preferred courier and set your shipping and return rules in your account settings. If you'd rather offer local

pickup, you can enable Click & Collect when creating your listing. It's a simple and secure system designed to work around how you already do business. SECURITY AND PROTECTION

Q: How are buyers protected? All payments are processed securely through trusted providers PayPal and Stripe, both of which offer strong dispute resolution and buyer protection policies. Sellers don't receive payment until your item has been delivered, adding an extra layer of security to your purchase. If something doesn't go to plan, you're not alone: buyers and sellers can communicate directly, and our support team is here to help if needed. www.ifndautoparts.com

Q: How do you handle scammers or fake listings? We block and remove any sellers with fake listings. Every seller must connect a verified PayPal or Stripe account to receive payments, and business sellers also undergo additional checks through our payment providers, including identity verification (KYC). These steps help us ensure genuine sellers are listing on the platform. Behind the scenes, our team actively monitors for suspicious behaviour and unusual activity. We also encourage community feedback and if something doesn't seem right, let us know. Buyers can also view seller ratings and reviews, and as sellers build a positive reputation, they can earn our Trusted Seller badge - a mark of reliability that helps give you extra peace of mind when shopping. FURTHER HELP AND ASSISTANCE

Q: Can I get help if I have questions or get stuck? Absolutely! We're a small, friendly, family-run business and real people are always here to help. Whether it's a listing issue, account question, or just getting started, drop us a message and we'll jump in.

Q: Still have questions? You're very welcome to reach out! You can contact Mel Holly, Secretary of the Federation of British Historic Vehicle Clubs Ltd, at secretary@fbhvc.co.uk, or get in touch with the ifndautoparts team directly at info@ifnd.com. You can also submit a contact form anytime via our website - we're here to help.

EACC Stand at the 2025 Rickinghall Classic Vehicle Show, North Suffolk

Earlier in the year, James Matheson who represents the Jaguar Enthusiasts Car Club contacted me about an EACC stand at this year's Classic Vehicle Show. This year's event took place on Sunday 18th May at Rickinghall Village Hall.

Timing was perfect as I spotted Garth Jeffery arriving in his Skoda Yeti towing a 1948 James Autocycle exactly at the same time as Lynne and me towing a 1950 James Superlux behind a Renault Kangoo. We'd arrived on the opposite sites of the T junction facing the road leading to the village hall. A zip merge was fully in place due to a large number of vehicles arriving at the same time.

Garth turned right and slotted himself in front of me heading up the James convoy. We were directed to a pitch in the field behind the village hall, which was conveniently framed by a football goal. A display was set up with our two autocycles, EACC regalia and a trailer used as a makeshift stand to secure two EACC roll-up banners. Then it was time for a well-earned cuppa (or was that three?) Lynne went walkabout and soon spotted a blue Raleigh Runabout next to some classic motorcycles in a nearby stand. Shortly afterwards, Robert Erskine, came across and introduced himself as the owner. A third machine was added to our stand!

The weather on the day was perfect with sunny intervals, the show atmosphere was laid back and everyone got on really well. Many exhibitors and show visitors visited our stand expressing an interest in the machines and engaged in conversation. One chap excitedly ran towards Garth's autocycle shouting to his mate "That's the exact machine I first rode!" We were definitely a hit.

I'd like to thank Garth and Robert for their help on the day. We enjoyed a great day out with like-minded enthusiasts. Towards the end of the day, I told the owners of the lilac-blue Jaguar 4.2L next to our stand, they'd received a parking ticket. The Jaguar deservedly received the best in show award.

Words by Neil Morley.

EACC Stand at the 2025 Rickinghall Classic Vehicle Show



Suffolk Section notes – July 2025

The 29th of June EACC Teenage Tantrum Run started and finished at Parham Airfield Museum as in the previous two years. Mustering from 9:00am, services becoming available from 10am, and run scheduled to set off at 11am, though a little delayed by my Gadabout suddenly developing carb flooding issues – sorry everyone, honest, it was fine when I was using it the day before!

Three early FS1-E's were spotted at the run, Candy Gold, Popsicle Purple, and Baja Brown, and very topical, since the Yamaha is our main feature in the latest IcenICAM.

This time the run headed to Orford due to disruption at Sizewell from the new power station works, but the Gadabout had a few more 'episodes' along the way, and we subsequently lost contact with the main group, but strangely still arrived at Orford quay ahead of them all! A choice of Cafés and a pub were around the quay, offering the choice of DiY or idle on the quay with the bikes.

With the Gadabout now behaving, the return run went fine, except that the bag clip on the rear carrier was steadily losing grip on its cargo! Fortunately, Tom Boyd was following on his Wisp and salvaged the bag after he saw it go overboard, crisis averted, thanks Tom.

So, what was the turnout? Well, the sign on sheet indicated 27 but the rough count was around 40! Mark Gibb's Teenage Tantrum Run has a new record turnout!

The 6th of July EACC 22nd Peninsularis Run from Suffolk Aviation Heritage Museum followed a route around Felixstowe peninsula to Waldringfield. 19 vehicles signed on, but the turnout was undoubtedly compromised by the prophesied wet weather forecast for 1pm, so everyone attending knew what to expect.

It was a pleasant enough day when we set out at 11am but apparently not good enough to prevent Rudi's ill maintained Moby AV89 from breaking down (again). Mark Gibb and I stopped to effect roadside engineering, and got it going again, but Rudi decided to call it a day and headed back home while it was still running. We arrived not far behind the main group, which Martin Gates had continued to lead onto the Maybush, but memories were still fresh from the total dousing we all received on this same Peninsularis Run last year. Surely exactly the same thing couldn't happen again? ... But it did! By 12.40 the skies darkened, the cloud base dropped to zero visibility across the river, and the rain had arrived early. Some braved the conditions, while others waited it out in the bar. The washout was identical to 2024.

Coming Events:

10th August 13th EACC Peter Smith Memorial Periwinkle Run from Cotteder Village Hall, SG9 9QL. Meet from 10am, set off at 11am. A pub buffet lunch will be available. Also, if anyone wants to set up a spares sale in the hall, that can be accommodated as well. For more details contact Paul Smith tel: 07811-952717. E-mail teampaulye@gmail.com

The Copdock Motorcycle Show is expected to be formally scheduled for Sunday 7th September. Copdock is the biggest motorcycle show in East Anglia, and EACC Suffolk Section/IceniCAM usually has a double-pitch stand in the club stand hall, and lots of people pop in to see the team, and the bikes we have on display. It's worth putting on your calendar and there's so much to see that it really is a whole day out, and all profits go to air ambulance charity.

14th September Coprolite Run from Suffolk Aviation Heritage Museum IP10 0AH to Felixstowe Ferry.

From Suffolk Aviation Heritage Museum. This is the site of the three big radio masts along Foxhall Road, on the left after Foxhall Stadium, as you head out of Ipswich toward Martlesham. The route is a classic local course to Felixstowe Ferry and a twin to the Radar Run. Riders who have 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 lunch stop and a 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. There won't be an indoor jumble but you're welcome to set up outside. Mopedland will be there with pre-ordered items only. For information e-mail mark.daniels975@btinternet.com or telephone Mark Daniels on 01473-716817. All welcome—free Day Membership if you're not an EACC member.

– more details later.

See you on the road ... Danny.

The 'Will it or Won't it' Run (Parts 1 & 2)

The SEME's 'Will It or Won't It' Run which took place in April in deepest Surrey on a Wednesday morning. It started from Brockham Green, which is close to Box Hill, a local landmark near Dorking.

This is one of my favourite starting places for a run as we meet at the Reading Room café which serves hot drinks with clean facilities as well as the staff who always make us feel welcome. The weather forecast did not look good but by 9am, the rain had stopped although it was cold, and I ventured to the café wondering if anyone else would turn up. We have some hardy souls down here and as the riders turned up the weather seemed to get better. One unnamed rider came prepared for some extreme weather as apparently, he had stuffed a newspaper under his coat to try and keep the cold out! Not sure if it worked or whether he had completed the crossword puzzle first.

Will it or won't it - "Part 1": Ten riders set off following my Yamaha 50 (FS1-M) and by the first corner (only a matter of a few hundred yards from the café), we had our first casualty. It was another 50cc Yamaha (FS1-SE) which had broken its throttle cable (the nipple pulled out from inside the carburettor) and he gracefully retired back to the café to lick his wounds. The rest of us carried on at a brisk pace through some quiet but badly pot holed roads and we meandered around the villages of Newdigate, Capel, Faygate towards Rusper on small lanes with little other traffic on the road.

The run was uneventful and soon after passing a wood with a floor covered in Bluebells on the outskirts of Newdigate, Keith stopped to allow everyone to catch up. When he attempted to restart, his throttle cable snapped at the twist grip end and as the lunch stop (the Surrey Oak in Parkgate) was around 3 miles further on, the others shot off while Keith followed using his creative skills, he managed to manually pull on the cable and he limped to the pub under his own steam.

The run petered out after lunch as the leader's machine was deemed to have retired, so riders went their own separate ways. It was said that perhaps Yamaha's were not the ideal machine for these types of runs, but I could not possibly comment. The bike I wanted to take home with me was a superbly prepared DKW 125 Enduro but the owner seemed reluctant to swop it for my broken Yamaha.

That should have been the end of the 'Will it or Won't it' run for this year but as both Dave and Keith had not managed to complete the full course the first time, we decided to rerun it again in May, same route, using the same repaired Yamaha's and invite anyone else that was interested to join us.

Will it or Won't it - "Part 2": Not expecting many others to return, I was surprised when several new faces turned up along with a few of the regulars. The weather was warmer than

it had been in April, and 12 riders left Brockham, again following Keith and his Yamaha (FS1-M).

Six miles into the run we stopped to regroup and a nice looking NSU was struggling. The plug duly changed but it wasn't running properly so the rider opted to return to start and was adamant that as he returned under his own steam (although slowly), that this technically wasn't a break down.

The rest of us continued along the back roads and it seemed that the roads were quieter this time as we followed the same route. At nine miles we saw the first of a series of road ahead closed signs and we chanced our luck and continued onwards looking for the next right hand turning as stated on the route card. As we passed the workman setting up to fully close, the road the turning I was looking for came into view

and luckily the last few riders managed to blag their way through before the road was fully closed in both directions.

The slowest bike on the run had to be an interesting Velosolex, and while regrouping to see if everyone got through the road closed safely, he simply road past us all and ventured off alone into the wilderness. We were soon on our way and finally caught up with the Solex about four miles later and the look of relief on the rider's face was a picture as he was probably concerned that he had been left behind by the faster bikes.

Lunch again was at the Surrey Oak and afterwards, the nine miles back to the café went without incident other than we encountered another road closed sign. This time the road was completely shut so we were forced to do the stated detour but to be fair, this didn't take us too far out of the way.

The café was still open when we got back, and the sun was shining, and both Yamaha's had finally completed the full route (just under 40 miles).

I did hear one comment around there was only two 'proper' mopeds on the run. This seems to be a sign of the times, especially around the Surrey Hills as the more traditional cycle motor / feeble powered machines are not really suitable in this area.

Thanks everyone for turning up (some of you twice) and I hope we can all do it again next year but without the breakdowns and dramas.

Keith Clarke





For Sale

1969 Raligh Supermatic UBD 299G, gorgeously desirable moped, always gets an audience! ... Possible delivery via my MB trailer £1275.00.



1963 Phillips Gadabout 251TEV, all running just as it should. Possible delivery via my MB trailer but of course needs discussion! £1325.00.



For more information, contact Roger Pickett.
Email: rogerpickett@me.com

FOR SALE MOPED TRAILER

This has been adapted from a car-type 5x3 trailer.

Central runway holds moped-size tyre.

Drop tail board allows ramp up.

One side has castor wheels at all 4 corners so trailer can be turned on its side & wheeled for storage.

Strong anchorage points allow bike to be well tied down with ratchet straps or ropes.

Located in Wickford, Essex.

£250 ono.

Richard Rowsell

rfrowsell@gmail.com

07951702293



Club Regalia : Contact – Garth Jeffery. E-mail:
growler.jeffery@gmail.com

Tel: 01508-499794 Mobile: 07521-122213

Sew-on Badges, all £2.50p ea. White print on black background. *Illustrated*.

Red & Blue print on black background. Red & Blue print on white background.

Red & Blue print on silver background. *Illustrated*

Key rings £1 each *Illustrated

Small pin badge 1.½” (maroon) £2 ea. *Illustrated

Small EACC ‘Riders’ badge 1” (black/red) £2 ea.
*Illustrated

Large pin badge 1.½” (blue) £3 ea. *Illustrated

Stick-on badges (maroon) 2.½” diameter dome decal, fit on tax disc holder £2.50p ea. *Illustrated

T-shirts £7 ea. Sweatshirt Jumper £22 ea. Poloshirt £21 ea.
Fleece £26 ea.

New style high-vis £7.50p ea. Old style high-vis £7.50p ea.

