

# The M·A·C

## The Newsletter of the EACC

Number: Ninety Three April 2026



April edition already. I need to start with an apology to **Sandy Ross**, as last month I published an article he submitted, but I forgot to credit the author. "**Should I attend the Raleigh Motor Division Service School (\*) at Nottingham?"**

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I've not much to say this month, as family life etc been getting in the way of me finding time to play with my projects, but I am on the home straight with the reassembly of my Kawasaki VN900, that I stripped last year to get the frame powder coated, as rust was starting to appear.

A big thank you to those that took the time to write and send in their contributions. If anyone has any ideas how to boost club members and content for the MAC please submit your ideas.

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.

**I'm away on holiday from mid-May until the beginning of June, so please submit anything you want inserted to the June edition, no later than the 8<sup>th</sup> of May**

The email address: [maceditor@yahoo.com](mailto: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](mailto:aroddham.eacc@btinternet.com)  
**Telephone:** 01733 703655

**Membership & Webmaster:** Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.  
**Email:** [membership@autocycle.org.uk](mailto:membership@autocycle.org.uk)  
**Telephone:** 07798 696433

**Dating Certificates & V765 Applications:** Andrew Roddham:  
[aroddham.eacc@btinternet.com](mailto:aroddham.eacc@btinternet.com) 01733-703655

Mark Daniels: [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com) 01473-716817

**Treasurer:** Sharon Wikner, 54 Dane Road, Warlingham, Surrey, CR6 9NP.  
**Email:** [sharonjwikner@gmail.com](mailto: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.

**EventsSecretary:** Mark Daniels: [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com) 01473-716817

**Club Publicity:** Roxana Husain.

**Club Regalia:** Garth Jeffrey: [growler.jeffrey@gmail.com](mailto:growler.jeffrey@gmail.com) 01508-499794

**The MAC Magazine - the Club's Newsletter:** Alan Wilkins Email: [maceditor@yahoo.com](mailto:maceditor@yahoo.com)  
**On-Line:**  
**Website:** [www.autocycle.org.uk](http://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

Email Mac membership	£5.00	(£5.45 via PayPal)
Printed Mac membership.	£15.00	(£15.80 via PayPal)

### Dating and registration services remain as before:

One certificate	£15.00	(£15.80	Via PayPal )
Reprints	£6.00	(£6.50	via PayPal )

### Multiple certificates-

2	£30.00	Or (£31.25 via PayPal)
3	£45.00	(£46.60 via PayPal )
4	£60.00	(£62.20 via PayPal )

For further quantities, please ask and I will calculate the fees that PayPal charge the club for the service.

Our preferred method of payment is by bank transfer - it is free and reduces admin. If you wish to send a cheque, please make it payable to **East Anglian Cyclemotor Club** or **EACC** and make sure it is SIGNED! If you don't use online banking, you can take our details to your bank and they will make the transfer for you.

### OUR BANK DETAILS:

Account number 00848165. TSB bank  
Sort code 30-93-22

**\*PLEASE USE: 'Subs' or 'Dating'** as the reference when making a payment by any method.

If you have any queries, please contact me- Sharon Wikner (treasurer)  
07771705627

Or sharonjwikner@gmail.com

# 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](mailto:maceditor@yahoo.com)

# Events

**Every Tuesday: EACC Suffolk Section**, members can be found at the Falcon, Walton, Felixstowe late on Tuesday evenings

**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](mailto:lancashireslowriders@gmail.com).

**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](mailto: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 Kinton and Hook Norton Brewery plus a camping weekend.

Email: [judithrussellbrookes@hotmail.com](mailto:judithrussellbrookes@hotmail.com)

## **HISTORIC LAVENHAM THEATRE Biker Meet**

We are reaching out to you with an invitation to join us for a bikers meet in association with;

**RADIO CAROLINE - 648 AM** and a date for your Bikers club diary.

You are invited to :

SUNDAY AUGUST 9TH,2026 11AM TO 4PM BIKERS MEET.

Admission free to all bikers and biker clubs.

Historic Lavenham (Suffolk) August Theatre & Pub in the Park.

Bridge St Rd. Lavenham Suffolk.

A great located site with loads of facilities see attached pics in central East Anglia.

Facebook Page: [\(5\) Facebook](#)

E-Mail [sally@weloveconcerts.com](mailto:sally@weloveconcerts.com) <mailto:[sally@weloveconcerts.com](mailto:sally@weloveconcerts.com)> to obtain your free site passes and fuller information and come along and have a great day out.

Bands to be announced in the afternoon and evening.

Full details will be announced

on [www.weloveconcerts.com](http://www.weloveconcerts.com) <<http://www.weloveconcerts.com>>

Many thanks

[www.weloveconcerts.com](http://www.weloveconcerts.com) <<http://www.weloveconcerts.com>>

HISTORIC LAVENHAM THEATRE Pics 2025 see attached.

----Truly Special-----

1000's flocked to Lavenham hosting its 6th Annual Festival Theatre between Tuesday August 12th and Sunday 17th August ,2025.

Name attractions included Dr Feelgood , Clearwater Creedence Revival (returning for the 3rd year running !) The Carpenters Experience (returning for 2nd year running) Comedy Club Night headline Scott Bennett, Genesis Connected (returning from 2023) The Shires (returning for 2nd year),The Manfreds featuring Paul Jones, Shakatak (returning from 2023),T-Rextasy & Aladin Sane (Special unplugged show).

This year's dates have already been announced for August 2026 from August 8th through August 16th,2026

Sally Horsnell

Opus14 Concerts

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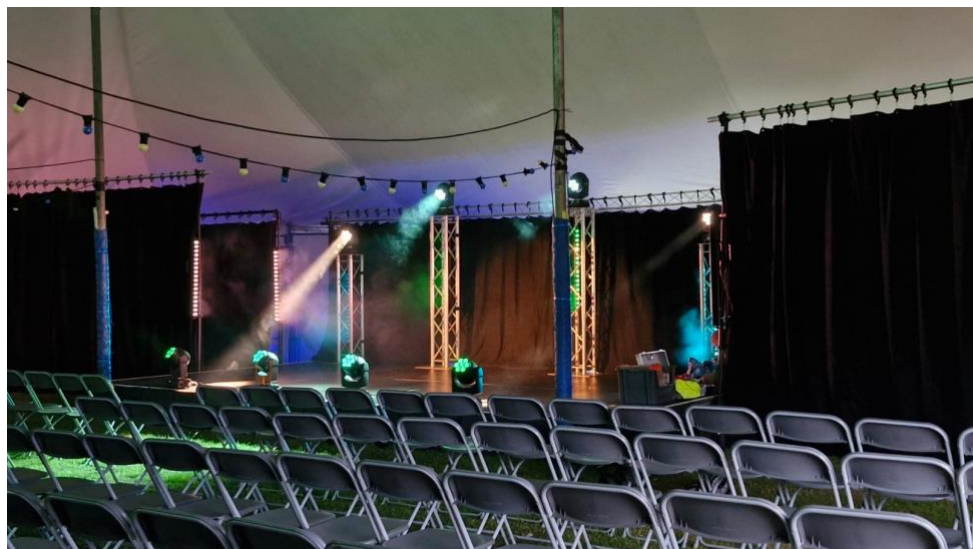
Tel: 01256 416384

Email: [sally@welopeconcerts.com#](mailto:sally@welopeconcerts.com#)

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**Lancashire slow riders** will be having a stand at the rally again this year. FREE camping for exhibitors, displaying a vintage/classic machine, ride outs over the 3 days.

See our fb page for details and application forms



Richard and Judith Brookes have arranged another of their excellent moped camping and riding

Dates: 1-3 May 2026

Location: Nr Hook Norton, Oxfordshire.

The Gate Hangs High pub and camping site.

<https://share.google/oydsziSw26wingFg1>

The plan is a ride around the local area visiting a few of the biker cafés and sights locally, with Friday being a Chippy run to Chippy

Saturday we'll take George to the George, perhaps stopping at an authentic French baker owned bakery for baguettes and croissants.

Sunday we're planning a visit to Moreton in the Marsh, which has a Wellington bomber museum, plus we'll see if we could get over to Bourton on the Water as I don't think you'd all appreciate Fish hill out of Broadway...

Please advise Richard at [pepper.brookes@gmail.com](mailto:pepper.brookes@gmail.com) if you plan to attend or need more details. Book the site through their website quoting Richard and Judith's Moped Weekend.



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# NEWS

## **Minutes of the seventeenth AGM of the EACC**

***Coddenham Community Centre***

***16<sup>th</sup> November 2025***

### **Opening of meeting**

The Secretary opened the meeting at 10:20m, there were 23 members present

### **Election of Chair for the Meeting**

Andrew Roddham was elected to chair the meeting.

### **Apologies for Absence**

Lindsay Neill

### **Approval of Minutes of the last AGM (16/04/2023)**

The minutes were agreed as a correct record.

### **Matters Arising from the Minutes of the last AGM**

None.

### **Officers' reports**

Full written reports were read out and are attached to these minutes. What follows is a precis:

#### **Secretary:** (Andrew Roddham) Attached

Andrew reported that he had attended the FBHVC "AGM" and planned to attend the upcoming FBHVC "Club Expo". The Club had been featured in July's Classic Bike Guide and a French magazine "Mobco". Andrew was happy to stand for election again but would also be happy to hand the position over to someone else.

#### **Treasurer:** (Sharon Wikner) Attached

Sharon noted there had been a reduction in both subscriptions and dating income. However, the recent increase in subscription fees would now cover the cost of producing the MAC. Bank transfer

payments continue to increase, and the number of cheques decrease.

**Editor:** (Alan Watkins)

Alan had informed the Secretary that he had nothing to report.

**Events:** (Mark Daniels)

A verbal report was given. There had been a reduction in the number of runs being organised. Shows were still being attended, most notably by the Lancashire Shlw Riders and the Suffolk Section. More assistance is needed for the Copdock show; let Mark Daniels know if local members want to be on the mailing list. Suggestions to reduce the pitch size or to hire a van could help reduce the effort needed to set up & take down.

Martin Gates has resigned from the Club and can therefore no longer organise the Mince Pie Run. Steve Bryke volunteered to take this on from the 2026/27 event. Mark Daniels will co-ordinate for 2025/26.

**Regalia & Spares:** (Garth Jeffrey)

A verbal report was given. From April 2025, there had been £46 of regalia sales (sweatshirt, Hi-Vis, Badges). The Treasurer's accounts report included sales from 2024.

There had been two spares' enquiries.

**Membership:** (Andrew Pattle)

Attached Membership numbers were slightly down in 2024, due to both a reduction in numbers renewing and fewer new members recruited. Although many clubs are seeing a reduction at the moment, the reduction in our membership numbers seems to be greater than the trend.

**Dating:** (Andrew Roddham) Attached

Andrew Roddham took over the responsibility for dating in January 2025. He thanked Andrew Pattle & Mark Daniels for running the service for so many years, as it takes a significant amount of effort.

254 certificates and V765 applications have been dealt with since November 2024. Only 2 have had to be refused.

As this work is slotted in between paid work and family duties, sometimes responding to requests is delayed. Usually the turn-around for requests is between one and three weeks. About 1 in 5 of the requests are for club-ineligible machines (i.e. scooters & larger motorcycles). If response time becomes too long, Andrew will prioritise club-eligible machines, but so far this has not been necessary.

### **Section Reports (attached)**

These were read out in full. What follows is a precis:

#### **Northamptonshire (Ray Paice)**

Since the initial meeting, numbers have dwindled to just 4 regulars and a couple of irregulars, that meet for lunch once a month. Most also do ride-camping weekends with other EACC members  
Ray Paice is happy to continue, unless someone want to take on the organisation.

#### **Lancashire Slow Riders (LSR) (Paul Newton)**

The report was compiled by Paul Newton as Paul Morgan is inactive. LSR section has attended many vintage rallies and are now involved in stewarding & having stands at some. LRS members also organise the EACC stand at the Stafford motorcycle shows.

A few ad hoc rides have been run but were not very well attended. There is a calendar of events for 2026.

#### **Suffolk Section (Neil Morley)**

EACC Suffolk section organised a total of six runs in 2025. Suffolk Section members also provided machinery at other events and had a large presence at the Copdock Show. Neil extended thanks to all members who organised and supported these events

Following re-opening of the Half Moon, local section meetings are expected to resume on Tuesday evenings at Walton, Felixstowe.

## **Election of Committee** (Overseen by Neil Bowen)

**Secretary** (currently Andrew Roddham)

**Treasurer** (currently Sharon Wikner)

### *Committee members (up to 6 committee members}*

The Officers of the Club and the current members of the committee (Andrew Pattle – Membership Secretary, Mark Daniels- Events, Neil Morley, Garth Jeffery - Spares & Regalia) were re-elected *en bloc*

**Agreed: *Nem Con***

## **Any Other Business**

The Club was just about to start its 19<sup>th</sup> year since the re-launch. Should the Club plan something special for the 20<sup>th</sup> year? It was agreed that the Committee would consider this. A suggestion was made that perhaps the LSR could be approached, as one of the more active sections of the Club.

## **Date of next meeting**

November 2026, the precise date to be decided by the Committee depending on the date for the Kneel's Wheels Run. (Post meeting note: agreed to be 15<sup>th</sup> November.)

## **Close of meeting**

The meeting closed at 10:52am

An email I received from Neil Morley. If anyone can help, please contact a committee member.

I've received an email reminder from James Matheson (Jaguar Enthusiasts Car Club) about the Rickinghall Show on Sunday 18th May 2026. Last year, the EACC had a small but notable presence at the show, and it was an enjoyable day out with like-minded enthusiasts!

Unfortunately, I am not available for this year's show and wondered if another committee member (or member) would like to step forward and take the reins on behalf of EACC?

Details are as follows:

**The 2026 Rickinghall Classic Car and Vehicle Show takes place at Rickinghall Village Hall Green on Sunday 17th May. EACC members are welcome to attend. The event is open to the public from 10am. All club displays need to be in place by 9:30am that day.**

**Contact for further information: James Matheson, Jaguar enthusiast car club (Essex/Suffolk),**

**Email: [jmathesonj@yahoo.co.uk](mailto:jmathesonj@yahoo.co.uk) Website: <https://jec.org.uk/2026/rickinghall-classic-car-show-2026/>**

If someone on the committee kindly volunteers to coordinate the EACC attendance at this year's show, I suggest adding their contact details to the above for a short article in the newsletter. Otherwise it can be published as-is.

Very best regards,

Neil.

## **Blast Cabinet**

I am nearly 80 years old and like many of you readers I have spent much of my life's spare time renovating/repairing/rebuilding all manner of tools and machines!

As I have laboured to remove rust, paint etc, using a hand and rotary wire brush, sandpaper and even acid, I have always been very jealous of seeing bits being sand/grit-blasted in a fraction of the time!

Some years ago, I was gifted a sandblasting kit similar to the Draper one I have seen on eBay etc. This comprised a big plastic container for the grit, with a tap at the bottom which was connected the blast gun with a fair length of rubber hose. The gun was then connected to a compressor, and the grit supposed to be sucked up (just like with a paint spray gun). The first problem is that you lose all the grit if you spray it outside, so I tried to use it in a big plastic storage cabinet with the lid half off so I could see what I was doing! The whole operation was marred by the fact that the grit only came in fits and starts, with frequent nozzle blockages! With an attendant lack of good air flow, after a short while I just gave up!

Fast forward to this year and the gift of You Tube! I had wondered about buying a blast cabinet, but they seemed to be a lot of money and designed only for a professional workshop!

So, I put a search into You Tube and was assailed by multiple videos by Americans who were all modifying a steel self-assembly cabinet from a giant DIY store called Harbour Freight. These were so detailed that I used them as a guide to making my own cabinet.

Basically, their original model "worked" the same as my kit. The grit is stored in the hopper-shaped base and was brought up to the gun by suction via a dip pipe. The work was rested on a wire mesh shelf inside so that the used grit fell back to the reservoir in the base hopper, along with the rust etc! From time to time this was drained out, filtered, and the grit re-used. It seems that this set-up performed as unsatisfactorily as mine – hence the videos to modify them!

**Before I describe my project, a word of warning.!** Whilst it works OK for small objects, my compressor seems not to have enough capacity! I think it is short on-air flow. The result is that I have to keep stopping whilst it builds up pressure again! My compressor is from Aldi and the flow is rated at 9.5 cubic feet per

minute (270litres per minute).  
It is obviously not enough for the job!

## The USA Videos

The Harbour Freight blast cabinet stands on legs to bring it to a standing height. The roughly square body reduces at the bottom to form a hopper-shape, terminating in a small, hinged access door to drain out the reservoir of grit. The operative holds the work and the gun inside, using some long reinforced “gauntlets” sealed into the front of the cabinet.

The top has a lid with a glass & Perspex viewing panel, and a side-door access to the inside. The air and grit hoses entered from opposite sides through grommeted holes. A rather dim light was provided at the top back inside.

The guys in USA were less than happy with the performance for the same reasons as me, i.e. lack of flow and frequent blockages! The Harbour Freight model was only about \$150, and a better model was many times this price, so they considered it was well worth modifying.

The following are the basic changes that the guys in USA made:

1. Drill the hopper door and fit a hose connection to feed the gun, instead of the existing “dip pipe” *inside* the hopper. In addition, they incorporated a “bleed” valve, the purpose of which is to enable adjustment up and down of the volume of air **suction** to suit different types of blasting material.
2. As the viewing glass is apt to cloud with the effects of grit, they reckoned it needed changing fairly often. Access to the fixing screws was awkward from inside via the side-door, so they changed to screws giving easy access from the top.
3. They added a moisture filter to the airline as it was damp grit which most contributed to clogged nozzles.
4. Poor lights were replaced with better – usually LEDs.
5. Dust extraction was added, mostly using a Henry-type Hoover. (Some added an intermediate container to recover the grit)
6. An air inlet was added to encourage good airflow across to the extraction point.

## My Version



I chose as my starting point a large plastic storage box, the type with an easy clip-on lid. This tapers down gently in width and length so that they nest together when empty. Dimensions at the top are 640mm x 400mm x 360mm deep, and I think this equates to about 80 litres.

It seemed easy for the guys in USA to buy everything they needed from Harbour Freight, or similar gigantic DIY stores all over the continent. Over here most of our comprehensive stores have gone so it is more difficult. Having said that the Internet has made it easier once again!

In no particular order I describe below the various operations I had to do:

1. **THE OPERATING GLOVES** – these are on sale at many eBay outlets, described as *reinforced for handling sharp or hot metal*. (Don't confuse them with similar items made of PVC for handling acids etc) They are very long to suit having your arms fully "inside" the cabinet. I had to cut mine down as the plastic tub is nowhere near as deep as the steel cabinet.

Cutting the 150mm diameter holes in the plastic was more difficult than I thought because it cracked easily – as I found to my cost when trying to saw it!

Eventually I cut it with big scissors and worked quite slowly so as not to stress the plastic.

The videos show the gloves secured by fixing around a 150mm dia.spigot on the **inside** of the cabinet with a big jubilee clip. (You can buy the spigot with the gloves for an extra price.)

I chose not to and then regretted as it took ages to find such an item!! –

eventually at a ventilation equipment supplier!

So, if you are going to use this method, I suggest you **pay the extra** and get them with the gloves



**HOWEVER!** I could not get on with this method as there seemed to be too much material!

So, I did it differently! From 12mm plywood I cut four 35mm wide rings with 150mm **inside**

diameter and brought the gloves **through** the spigot in the plastic, from inside to outside. Here I turned them back against the plastic, and then bolted the plywood rings through on the **outside** and the **inside** to sandwich the glove material and the spigot.

(Note: The spigots do provide a smooth surface for the gloves passing through the plastic, and help to hold the shape -BUT I do think you could do without them if you use my method.)

2. **THE LIGHT:** Luckily, I found in my workshop a fluorescent lamp exactly the length of the tub! (That's why we keep all this stuff isn't it?) I fixed this at the top of the back and drilled a hole for the cable.

As I wanted this cabinet to be



“portable”, and avoiding a trailing lead, I fixed a **double surface-mounted socket** to the **back** on the **outside**. I connected the lamp cable to a 3-pin plug, and made it just long enough to be able to plug it in to the double

- 3.
4. socket. (It's a **double** socket to also accommodate the extract vacuum cleaner.) For the power supply, I then made another short cable and wired it in to the socket, with a **female** in-line connector on the free end. To use the cabinet, I only had to make an extension lead with a **male** in-line connector to power up the socket .

5. **THE EXTRACT:** I looked for a fitting that could be fixed through a hole in the plastic and would be of such a diameter as to allow the hose of the vacuum cleaner to fit on.



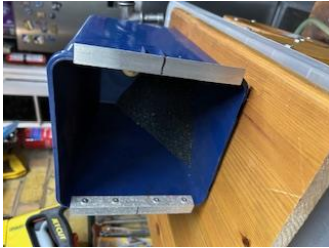
After much trial and error, I chose a plastic plumbing fitting (a boss?) to bring a 38mm ID pipe through with a threaded portion and a plastic ring to secure it. I used a hole-cutter and positioned this on the side of the tub 160mm up from the base & 90mm from the back, with a view to creating an airflow over the blasting area. (You may have to experiment with plastic soil pipes etc to make a good conversion fitting with the hoover as I did!)

6. **THE AIR INLET:** On the opposite side, I cut a hole 135mm up from the base & 60mm from the back & fixed a 22mm ID plastic tank overflow boss to allow air in. (However, writing this now, I cannot see why I didn't just use the same fitting as for the extract – or maybe just have a hole?)



7.

8. **5. THE GRIT CONTAINER:** Obviously using the Harbour Freight cabinet means the grit container is already built-in as the hopper shape below. Therefore, I had to devise something bespoke to suit this home-made solution.

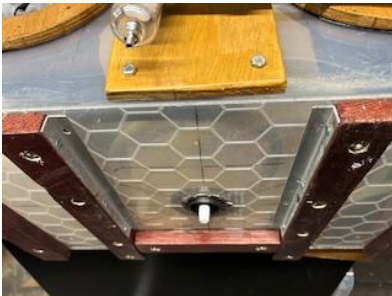


I found a spare 190mm x 190mm x 245mm deep kitchen caddy of the type supplied by Local Councils for food waste and modified it to sit *under* the tub.

The idea was to support the caddy on the underside, but also to allow it to slide out for

emptying/filling/cleaning.

I found some aluminium angle 16mm x 16mm x 1mm thick & cut two lengths to the width of the caddy. I pop-rivetted these *inside* the caddy, on opposite sides, through the **vertical** leg pointing **down**. The **horizontal** leg of the angle is **uppermost**, pointing **away** from the caddy and sitting on the top edge.



Then under the centre of the cabinet, I fixed two 44mm x18mm timber battens front-to-back as runners. On the *inside* faces, I screwed two more lengths of the 16x16 angle, one leg vertically pointing down as for the caddy, but the horizontal legs **facing opposite** each other.

In use, the horizontal flanges of the angle on the caddy slide on top of the flanges of the angles fixed to the battens. Therefore the

dimension between the inside faces of the battens is 2-3mm more than the width **across the angles** on the caddy, and minimum 2mm down from the **underside of the tub**, such that it can slide in and out with the angles on the caddy resting on the angles on the base, flange-to- flange.

Apart from being able to slide in and out under the cabinet, the caddy also "hangs" from the angles when in a central position for blasting.

I fixed a third batten crossways as a backstop for the caddy, so that in use it sits centrally under the drain hole. (see next item).

**6 THE BOTTOM OUTLET :** I used a basin outlet for the used grit to be brushed back into the reservoir caddy and cut a suitable hole. To finish off the cut hole I



secured the chromed centre piece of the outlet. This has a spigot which I cut with slits to allow the metal to pass through the back under as "tabs" to

plastic base and be turned fix it. You can then use a normal basin plug inside to block the hole whilst using the blaster.

**7 THE RESERVOIR GRIT OUTLET:** This requires a bit of searching among plumbing fittings, and there are various ways of doing it. Basically,



I drilled a hole in the centre of the base of the caddy, and fixed the outlet pipe. This I connected to a **tee** for a **valve**, with the main pipe ending in a **taper** to fit the hose going to the gun. PTFE tape was

used to seal the joints.

The principle here is to allow you to bleed off some of the air suction, which the US video-makers seem to think allows better flow of the grit material?

I have not experimented with this too much so far.

I went to the plumber's merchant and they came up with a combination of ½-inch iron fittings with a simple ball valve and a plastic hose taper –probably not the only way!

**8. THE MOISTURE TRAP.** My compressor does not have a moisture trap which is not good! As air is compressed the moisture in it is concentrated and contaminates the air. I bought a combined regulator and moisture trap off eBay for less than £10. It is quite small and light and was probably sent from China as it took ages to come!



This I mounted on the **front** of the cabinet, near the base, and about **centre** of the length. In this position the **outlet** hose to the gun could feed through the **front** wall of the cabinet at the **right-hand** end.

**(Note:** When fixing items to the cabinet I found it easiest to **bolt** on a piece of min.12mm ply as a pattress and then **screw** the item on to that with wood screws,)

**9: THE SUPPLY LINES.** I used a hole cutter to make a clearance hole for the airline at the **front** of the **right** side, **near the bottom**. This allowed the hose to easily attach to the end of the gun.



The hole for the grit supply was made through the **left** side, close to the **front** and the **base**, giving room for the heavier hose to curl around the length inside and fit to the gun.

**10: THE LID.** For the vision panel I used a second-hand piece of 4mm Perspex I found in the workshop. It had some scratches, but I could still see through it! I chose a size of 350 x 255mm placed as near to the front as the edge moulding of the lid would allow. I cut a hole 12mm smaller to allow a margin for the Perspex to seal to the plastic.



To hold the Perspex, I had some spare picture framing with a convenient rebate depth to accommodate the 4mm Perspex, plus some stick-on foam draught sealer strip. I mitred the picture frame moulding, put foam draught strip on the lid around the hole, and bolted it all in place.

(An alternative to the picture framing might be to

screw/glue on to a batten a narrower strip to match the thickness of Perspex plus foam sealing strip.)

Later, I bought a Perspex off-cut which came from a plastic sheet supplier who said they always had off-cuts for sale quite cheaply! But I haven't fitted it yet as the existing second-hand one does the job!

**11: THE GRIT.** I used the grit that came with the original set-up. I would say it is Aluminium Oxide and quite fine. There are various materials on offer including such unlikely things as walnut shells! You need to do a bit of searching on the internet to learn a bit more about the subject? The guns come with a choice of nozzles to suit different blast materials, so a certain amount of trial and error is involved in getting the best set-up.

(I think I am right that the videos do not actually specify what they are using?)

**DO NOT USE ANY KIND OF SAND! THE DUST CAN CAUSE SILICOSIS-EVEN WITH A MASK!**

**12: THE GUN.** I used the gun that came with the original Draper set-up. You can buy these on eBay but may need to buy separately the self-sealing air-line fitting to suit your system.

**Reflections:**

- a) I should have realised at the beginning that the compressor would struggle with air-flow rate.
- b) I should have taken more care cutting the plastic as I got a crack right down the front cutting the glove holes. (I had to reinforce this with a batten bolted over it). But ordinary hole cutters are fine for smaller holes.
- c) Having the caddy grit reservoir underneath meant I had to construct a bench with a hole in the middle to properly support the whole cabinet. Maybe a separate container on the floor would work?
- d) The extraction worked well, but of course my airflow was not producing so much grit, so there was not the dust you might expect. (NOTE: positional dimensions for inlet and extract are just a guess – maybe you think differently e.g. make them both the same?)
- e) The gun was inherited from the original Draper-style set-up. Maybe I could buy a better one?

- f) It's very tempting to consider a raised reservoir to feed the gun by gravity, instead of relying on induced suction from the gun. I wonder how this is done at professional blaster?
- g) I need to learn a bit more about blasting materials and nozzle sizes on the gun.

All in all, I found this a very challenging but satisfying project.

I take my hat off to these US videos-makers on U-Tube. Not only for their inventiveness, but for the patience and complexity of producing such detailed recordings. However, I did much re-running of them to try and work out dimensions etc!

I know you readers would wish for a video of this project-so much easier to understand than all the above text! I have re-written it many times to try and make it clear and apologise if it is hard to understand.

I hope the pictures help – but if anyone has questions or suggestions, please email me on: **rfrowell@gmail .com**

Richard Rowsell,

I just wanted to share with you 2 of my 3 Peugeot 103 mopeds that I own. The black one is a 1990 which has just passed its MOT today 27/1/26 and the white 1993 is having an engine overhaul. I also have a green 103 of 1997 era that will be fixed up sometime this year. I have only attended one meeting of the Northwest slow rider's club but intend to start attending more as I have been more of a classic car person owning 4 classic cars which are seen used on the road during fair weather meetings. Your club has widened my interest in smaller bikes, but I also own 3 larger bikes which are used for differing purposes i.e. touring, scratching about on back roads and off roading. I live north of Preston and would welcome any visitors to my stables to talk bikes, repair bikes or ride bikes. Keep up the good work.

regards

Kevin Roberts





## **I'M NOT A PROPER EDITOR YOU KNOW – Chris Sawyer**

**Cast your mind back to early 2020, most of us were starting to think about the new motorcycling activities to be planned for the coming year, waiting for the release of event dates etc. What could possibly go wrong?**

**Well, there was some news of an outbreak of something nasty again in the Far East (China), but that's a long way away, isn't it? As the month of January rolled on this threat started to creep westwards and we were forced to think about it. There was no lockdown then, just guidance about meeting in crowded places, washing hands and so on.**

**A few weeks later the first UK Covid case was announced and on 11 March a global pandemic was announced.**

**On 23 March the first lockdown was announced. We all had to change our ways.**

Having written the above and considering its consequences, the little story I'm about to tell seems trivial in comparison, but we all had to get on with our lives. How we were to get on with our recreations became insignificant compared to wider issues of everyday life. During the various lockdowns even the ability to travel around was restricted. Any thoughts of our usual activities really took second place during this time.

Like many of us, I belong to a few old motorcycle and vehicle clubs and it became clear that events and meetings would not be possible for the foreseeable future. At least we had the magazines that most of our clubs could still produce and distribute. Smaller and less formal clubs didn't have this luxury.

In this category are a couple of groups that I attend, one a motorcycle club based in my hometown (Stevenage) which meets every week in various pubs and features strongly what it calls 'ride-outs' on mostly modern bikes.

The second could not really be called a club, more a small meeting group. There were no rules, structure or finances. We just met up once a month at one country pub near Stevenage and chatted about whatever interested us. The name of this group is the North Herts Non-Conformists (NHNC) and it is based around an interest in cylemotors and the like.

The name of the pub where we meet is The Rising Sun.

**Pandemic? What Pandemic?**

Probably the only formal aspect of the NHNC is that we organise three cyclemotor runs each year under the auspices of the three main cyclemotor clubs (EACC, VMCC and NACC). We certainly don't publish a magazine of any kind with only a recorded nominal membership of 40 and a regular attendance of 5-10 people. We do, however, put out a brief email after each meeting to record who attended, what they rode, and to announce the dates of our runs, just a few lines.

Reading back over these notes, I see no mention of the pandemic in the meetings of January or February only that the latter was particularly well attended with 12 persons and a dog called Stanley!

The next meeting was recorded as 17 March. I do remember that there was indecision about whether to go considering the guidance then in place, eventually I decided not to go although two others did and, as I recall came to no harm. A week later the decision on further meetings was made for us.

Looking back now I see that I had an email from one of our group, David Ross, who was just asking what I'd been doing and telling me of his own moped pastimes. During this exchange, David suggested that it might be good to have some kind of newsletter so our members could at least have some exchange over the uncertain times ahead. I seem to recall that I'd read that other clubs and groups had considered this idea and certainly my own local VMCC section (Bedford) were starting one.

David said that his brother, Sandy, also one of our members 'loved to write'. I found this not only encouraging at the time, but eventually true.

I thought a newsletter of some kind was a good idea and as I kept the circulation list, I would draw together any email offerings and distribute them in one piece.

A simple task. What had I started?

I started our 'newsletter' by just forwarding my mail to David about what we'd been doing and inviting others to send anything in.

### **The first newsletter goes out**

David's mail was on 28 March, and I put out the prototype newsletter on 31 March asking for offerings and by 23 April, three articles had been received and Edition 1 was issued.

By 3 May, I'd had enough to 'publish' Edition 2. I really can't remember how the decision to issue the newsletter weekly was made. It didn't make sense as we normally met monthly. Maybe it was just that the articles came in and I sent them out. Anyway, that was to become the routine. Every Sunday I looked at what people had sent in, cut and pasted it into another mail and sent it out. It took no more than an hour.

I made a kind of promise to myself, that if one week, no articles came, then I would write the next edition myself and if no more came after that, I would end the newsletter, not sadly but glad that we had produced what we had and could be proud of that. Even if we only got to three editions that was some achievement.

I did consider that I was in the privileged position of stopping when the time was right compared to what you might call a proper editor of a club magazine who not only has to produce a 'professional' level publication but cannot just shut it down when he's had enough. Without a magazine most clubs would just fold up. This must be a serious responsibility that I was getting to appreciate in my own small way.

So, what of our circulation? I have about 40 email addresses on my list and roughly a third are people who regularly attend our meetings. Another third are people known to me as figures in the general world of cycle-motoring. This third includes people in clubs who might want to know about our three runs each year.

This leaves another third who are lapsed members and people who I just don't recognise who just were on the list when I got it.

Not exactly a wide circulation.

### **It all takes off**

The basic format of the newsletter was firstly, as self-appointed editor (later to be ironically called Editor in Chief), I write some ramblings of the kind that usually appear in magazines and nobody reads. You might call it an editorial. At the beginning this was about half a page. I made a rule at the beginning that whatever I wrote it was not going to be a weekly update on the pandemic, there was more than enough of that elsewhere.



The little cartoon is just a joke that somebody sent me and I kept it above my desk for inspiration. It's still there.

Next there were the articles, generally two or three.

Finally, I'd finish up with the story of my weekly workshop activities. It looks like in total this amounted to about 5 or 6 pages and about 1000-1500 words for the first 10 or so editions.

At this stage I was starting to get some confidence that the newsletter may sustain itself.

During the life of the newsletter there were a number of events that stand out, these were:

Around about Edition 18 (31 Aug 2020), I found that the increasing volume of articles and particularly photos was exceeding the capacity of g-mail. Therefore, my plan was to paste all articles into MSWord for editing and then save the final newsletter as a pdf for distribution. This proved to be adequate for even our biggest editions (see later).

Shortly after, at Edition 19 (9 Sep 2020), I managed to get a holiday camping out in my van at my most favourite place in South Devon. The reason for the late holiday was that the site was rammed with people isolating from London, all on furlough I suspect, I waited until 2 September when the schools went back. What about the newsletter then? Well by the miracle of modern technology, I took my laptop with me and did the editor-ing while I was away. This was not really the chore it seems because although there was no Wi-Fi on the campsite, I could repair to a nearby caravan site bar order a pint and edit away in the best office in the world.

I refer to this as our outside broadcast edition.

### **Enter the Page 3 Girl.**

During October, the chance sighting of one of my beloved Corgis in a motorcycle book, showed what was probably a publicity shot of a young lady on a Corgi talking to a bus driver. This got me thinking of a feature that the established Beds VMCC newsletter had which was a Page 3 girl. Let me say at the outset this is not

the kind of Sun page 3 picture of Samantha Fox with no vest on. We're a bit more refined than that!

I got to thinking about all the publicity shots of young ladies with bikes that have been used almost since the invention of the motorcycle. Of early Edwardian hand drawn pictures of demurely attired ladies who contrast somewhat with the ladies of the 70's who clothes do seem to have shrunk somewhat in the wash. Anyway, I found that as the caption to the Corgi picture has the name of the lady on the Corgi (Susan Shaw) I researched her and discovered that as a once



quite famous actress, there was scope for a bit of copy here (as we editors say). At the least a page although to get to page 3 my editorial often had to go on for two pages. I never had any problem with my readers sending in 'suitable' page 3 pictures and photos for inclusion. The first page 3 girl, Ms Shaw, went in at edition 21.

I must have been on a creative streak here because following right on in Edition 22 is me thinking that our august newsletter needs a bit of an upgrade. Firstly, I was aspiring to be like the big newspapers by having the kind of banner like they have at the top of page one. You know all gothic script around the paper's name and date.

## **The newsletter finally gets a name**

I turned as usual to that never-ending source of images, Pinterest. So, we find in edition 22 the mark one version. Moving on to edition 23 (11 October 2020) we see what was to become the fixed format where we combine a better design with a title for the newsletter. What better than The Rising Sun. I plundered this from an old format of The Desert Sun newspaper from Palm Springs California. I hope they don't mind! So, with a bit of cut and paste we now had a name.



By Edition 24 I was aware that we were getting close to the 6 monthly edition and thought to look back over the past editions and to see how much we'd produced. To do this I constructed a little table listing the dates, edition numbers and words, pages and photos. I also included the names of the people who'd written each week. I'd just managed to analyse the first ten editions up to that week.

Later in October, a stack of thin volumes that my friend Gordon gave me for light reading yielded another opportunity for editorial copy.

This was the Motor Cycling Yearbook, starting with 1953. This was the peak of the Cyclemotor era. The book listed all the models of powered two-wheelers available on the UK market in various sections including Cyclemotors. It was interesting to see how the various models came and went over the years. At one year per week. I had enough books to go to 1957 usefully filling a gap in editions 25 to 29.

Well you've probably worked out that we did get to Edition 26 (4 November 2020), our half-yearly bumper edition. I always made a point of not pushing the

contributors for articles although I did make a little effort this time and I was well rewarded. We managed 9000 words and 28 pages.

We were heading into deepest winter and another lockdown with Christmas looking a bit bleak. What I liked to do was imitate what big publications did as a bit of a joke in our amateurish way. So came Edition 33 on 20 December I plundered Pinterest again for festive clipart to suggest a Christmas Edition. I did allow myself a week off for the festive season, the only week we missed. The Rising Sun was taking up a bit more of my time, but I was really enjoying it.

Edition 42 (28 February 2021) was important, not for a change of format, but to report that the government had issued a 4-step guide to the end of lockdown for good (hopefully). It was a fairly complex plan but I attempted to summarise it and I realised that if it all went as planned, after May 17<sup>th</sup> groups of 30 could meet outdoors at a pub. May 18 would be our normal third Tuesday of the month meeting and so it suggested that we could restart our meetings, outdoors, for the first time since 19 February 2020!

### **Things get Nasty-in a good way.**

Furthermore, 9 May would actually be Edition 52 of the Rising Sun, the one-year point since we started so as there would (hopefully) be no more lockdowns and therefore what more appropriate time to end out newsletter and hopefully with a truly bumper edition!

The final piece of the jigsaw would be that our first cyclemotor run of the year, which is normally in May, could also happen that week on the next Sunday (23 May). The run is called the Nasty Run after the village of Nasty on the route.

The planets had aligned. The newsletter would have served its purpose well, finish on a high note and hopefully auger well for the future.

There would be no more novelty features in the remaining newsletters as really it had settled into a comfortable format that we could run with until the end. That's not to say that the general upward trend in words per edition didn't continue so there was still impetus.

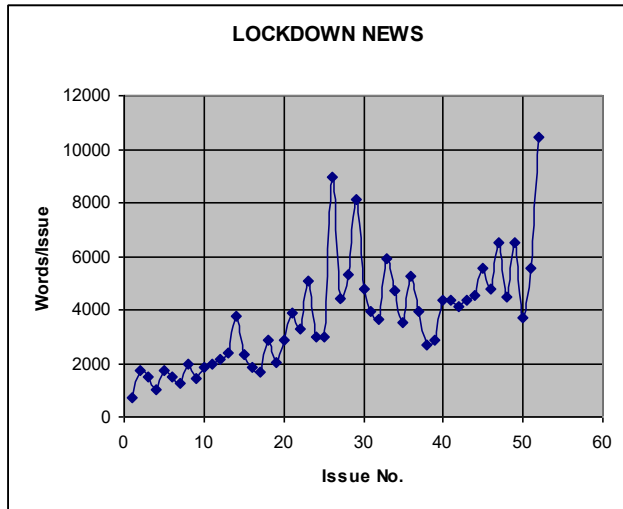
Our first Tuesday night NHNC meeting was held, albeit in the

pub garden in pouring rain. I braved the weather and rode the Corgi, only a few miles for me and the pub kindly let us use their new marquee. Five members attended and it was almost as if nothing had happened in the intervening year, we kind of carried on where we left off.

The Nasty Run also happened on the 23 May and was well attended although the grass in the field where we parked was rather long! There were seven riders and myself driving the recovery van (one customer).

### **The setting of the Rising Sun**

So, what of the last edition of The Rising Sun. Well, it was indeed a bumper edition. My table tells me that it consisted of 47 pages containing 11074 words and 34 photos. This exceeded our previous best, the half-yearly edition 26 which had 28 pages. We had seven contributors, which was high but not the highest, it's just that everyone pulled out the stops and wrote a little more.



Just to give you a flavour of what the newsletter typically comprised, there was in Edition 52:

The usual 'editorial' leading to Page 3 girl, in this case my favourite one of Twiggy on a Raleigh Wisp. **PIC 5**

A general article on cyclemotors, local history and the origins of Stephens ink. The latter a bit of a running joke.

An original article about motorcycling for a teenage girl in rural New Zealand. By our only lady member, Nicky. Nicky turned out to be a star writer.

The effects of gremlins on motorcycle maintenance.

Using a sidecar that looked like a boat actually as a boat and the consequences.

A suggestion about changing the Nasty run to another one called The Ugley (another village) Run. And also, a plea to please don't stop the newsletter.

A long (too long?) history of the Teagle Cyclemotor and my attempt to make one out of a Teagle brushcutter engine.

The American Shay side drive steam locomotives. From an honorary member Gerry Allen, a proper editor. Gerry was then the editor of the Cotton Owners Club magazine.

Engineering reminiscences of the authors mentor.



My weekly activities including finally running my Teagle special, a long (not) running saga.

Finally, a summary of my data table which revealed that over the year we had produced 194349 words, 661 pages and 535 photographs. The folder size is 2.15 Gb.

Out of a final circulation list of 39 people, 20 produced 205 articles.

I was fond of signing off with the immortal words of Forrest Gump:

‘That’s all I have to say about that’.

Chris Sawyer

24 November 2022

Revised 29 January 2026

### **Suffolk Section notes – March 2026**

Due to the adverse seasonal weather around the East Anglian coastal region during the first couple of months of the year, we tend not to operate events, so the only things to report are cold winds and rain - lots and lots of rain.

So, moving on to the forward calendar, next listed event in our region starts the new season on

Saturday 11<sup>th</sup> April, Rickingham Classic Auto Jumble & Swap Meet, held on the village hall’s 6-acre playing field, alongside a Country Market, on the second Saturday of the month. 9:00am to 12:30pm. Stall set up is from 7:30am and stalls are free of charge – though a small donation towards the Village Hall will be most welcome. There’s further of these events on 9th May, 13th June and 11th July. Contact ‘Dangerous’ Dave on 07806-437722.

Then the following day, on Sunday 12th April EACC, 20th Radar Run and Mopedjumble from Bromeswell Village Hall IP12 2PX. This event is always greatly

looked forward to, and always well attended. There's a superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. All welcome, and free day membership if you're not an EACC member, and the usual free pitches for jumble stands, call Paul on 07702-192008 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Radar Run also features an optional lesser route for cyclemotors, 11 miles shorter than the main route. The cyclemotor route runs along the same roads as the main route but omits two 'dead end' spurs, which means that back-up vehicles can cover both routes.

\*After 17-years of operating the Radar Run, Paul Nelmes has said he's wishing to retire from organising the event, so we need a volunteer to continue the event next year. Please call Paul or contact myself and we will assist in the transfer of next year's event organisation.

On Saturday 18th April, David Silver Spares Open Day & Bike Meet in Leiston. 9.00am to 4.00pm. Free entry to the bike museum for the day, plus a catering and refreshment van on-site. And there's another of these David Silver Spares Open Day & Bike Meets in Leiston on 16th May, and again on 27th June. More details on the Facebook page.

\*In early June, the East Anglian region is being visited by the Wirral Wobblers on their annual bike riding holiday. 2nd - 5th June they will be based in the Bury St. Edmunds area and expect to be in the Ipswich area 6th - 9th June. For anyone wishing to meet up and join any of their daily rides, please contact myself (01473-716817) for further details.

21st June EACC Teenage Tantrum Run starting and finishing at Parham Airfield Museum as in the previous three years. Gather from 9:00am; the café and toilets should be available from 10am. The run to Orford Riverside Tearoom for lunch will depart at 11:00. On return to the museum after lunch everyone can explore the excellent exhibits and café. Museum entry is free but donations to their funds are encouraged. Everyone welcome - Free day membership if you're not an EACC member.

5th July EACC 23rd Peninsularis Run 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 towards Martlesham.

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 popular 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. There's 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](mailto:mark.daniels975@btinternet.com) or telephone Mark Daniels on 01473-716817. The jumble opens 9:30am, the run sets off at 11:00am, and re-opens at 2:00pm when the run returns.

All welcome - and free Day Membership if you're not an EACC member.

See you on the road ... Danny.

## **LANCASHIRE SLOW RIDERS**

### **SECTION REPORT**

Not much been happening up north, the weather has played a big part, it has been a bit grim.

Spring is here and hopefully some drier weather.

A few of us been meeting ad hoc on a Wednesday or weekend at the Delph water sports centre, notice of meeting is posted on our fb page, sometimes short notice I'm afraid as a lot depends on the weather.

Managed a few ad hoc rides and discovered some new routes for future rides, not all moped friendly and some involve a bit of greenlaning but can easily be adjusted to suit.

Rally season starts in April, and another busy calendar already filled, starting with the LSR having a stand at Stafford Motorcycle show.

Keep an eye on our fb page for updates of events and rides.

Paul Newton Lancashire Slow Riders.

## Lancashire Slow Riders

Rivington Ride and Greenlaning.

At last some decent weather (mid March), time to get a bike out that's not used as much, mainly to cover some miles and explore new routes.

I opted for the Honda C50 and Steve Taylor his 1972 SUZUKI TS90.

No route planned so we just whinged it, set off from Coppull area and headed towards the west Pennine moors, up and down long sweeping valleys and hills, not a car in sight.

Over to Rivington and a quick stop off at a view point overlooking where we had ridden from, nice clear day and could see for miles.

Next stop a popular bike meet venue at 'The Barn', very busy at weekends and we don't go much anymore, but was bike free today, plus the carpark had been reserved for an event of some sort and was full of coaches, but we managed squeeze in a corner with our little bikes, others that turned up (on bigger bikes) were not so lucky and got turned away.

Time to head back over to west Lancashire and the delph for a brew and catch up with a few more LSR who would be there, not riding but basking in the sunshine.

But first. I suggested we ride down to a ford crossing the river Douglas, this entailed riding down a very little used green lane and apart from dog walkers and the occasional mountain biker it is traffic free.

At the bottom of the lane, I suggested Steve rode through the ford on his 'trials; bike', but he declined unless I went first on the Honda 50, which I duly obliged, it wasn't that deep but certainly covered the wheels up to the brake drum, but being a Honda it wasn't a problem.

Not to be outdone Steve fired up his Suzuki ts and followed, and then did it again just for good measure.

After our bit of greenlaning we headed over to the Delph and had a catch up with Dave Smith, Allan and Sue Haywood.

Around 4 hours riding altogether in brilliant sunshine and a few routes stored for future reference. Paul Newton LSR .











## Update on NH57 the spares Bike

New Hudson Registration.

Update on the New Hudson I bought as a spares bike, but decided it deserved saving.

V55 application sent off 1<sup>st</sup> Feb 2026

Email to say they're coming to inspect it, in a few weeks.

Then nothing until Friday 14<sup>th</sup> March, new V5 arrived, same day as my documents in a separate envelope, date stamped 5<sup>th</sup> March, but due to Royal Mail issues it was delayed, we been having issues with RM since November last year and sometimes only get post once a week in bulk, parcels seem to be RM priority but still not arriving as quick as stuff from TEMU China via Evri.

So, apart from post issues, DVLA turning applications around reasonably quickly, I've just sent another V55 in for a imported Honda so hopefully that gets processed as quick, watch this space.

Paul N



**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.

