

South East Moped Enthusiasts



March 2016 Newsletter

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

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

News.

Hi and a very warm welcome to the March 2016 edition of our newsletter.

Once again we have a full and busy newsletter 12 pages in all for your reading enjoyment. This is the first time I have had to leave out some planned articles. They will have to wait for the next edition, sorry. Things seem to be rolling along just nicely at the moment. Our readership level is currently at 94 and we do hope to increase this substantially as the riding season commences in the next couple of months. We will achieve this by our recruitment campaign we are planning at all the events that we hold whether it be runs or static events at shows. Hopefully those recruited as newsletter readers will move on to become EACC members and most importantly enthusiastic riders at our rideouts.

To this end we were very grateful to receive last week two club banners with our section's name in the middle, well done David Evans, many thanks.

Clive & Ann Fletcher are organising a club stand at the Heritage Transport Show at the Kent Showground on Saturday 2nd April, more details in the events calendar at the back of the newsletter. Please do try and come along and support this if you possibly can.

Our calendar is filling up all the time, there now seems a lot to do on most weekends throughout the spring, summer and autumn months.

For those of you who peruse the club website you will notice that our newsletter can be accessed from our section area. We are very pleased about this facility and many thanks to Andrew for this. It certainly has opened us up to many more readers.

Neil Catling will now be our sections social media secretary. He has started a group on Facebook and from March onwards he will keep updating the page.

Sharon has got a restoration project of her own to complete. She managed to purchase a very original 1950's "Corker" helmet at Kempton Park. It's seen better days and a lot of the stitching has rotted away along with some of the lining. It should be good when it's completed.



**Sharon's prized possession a genuine
"Corker".**

My thanks to Roger Kirkman for his article he submitted of his memories of his youthful days, his mates and bikes.

Mike Follows has submitted an article on the trials and tribulations he is experiencing

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regarding the registration of his Honda Postie bike. It is heavy going and maybe not interesting to some but it is an important read for anyone who is trying to register a reasonably new bike from Japan that was never marketed over here.

We hear the Dennis Hiller suffered a stroke, we do hope that he makes a swift recovery. Andy Speake has undergone heart surgery and we understand that he is recovering well. Carl Squirrell also received heart surgery and is now recovering well. Sharon and I along with all our South East members wish these guys our very best.

Future plans.

We are aware that the new sections have been added on the EACC website around the country and it is our aim to make contact with section leaders and indeed to visit their areas and establish good relationships and get some momentum going on throughout the country. We do hope in the future to organize runs and ride outs in other parts of the country. Whilst we might be centered in the South East it is our intention to help and encourage other sections to be active and thrive where at all possible.

Our Calender of Events

It perhaps would be a good idea to print the calendar section of the newsletter off so it is readily available to you. I seem to be getting an increasing amount of calls and mail's asking what we are doing this year. At the moment our events are published in this newsletter and of course the EACC website. They do not appear in the B*****g magazine. It would be best to

print off our calendar and maybe attach it to your fridge door with magnets! Or of course you could put the important dates into your calendar on your smart phone or pad. Sorry to moan!

Static events & displays for August & September

Mike is organising these two events in August & September, they can also be found in the calendar at the back of the newsletter.

'Capel Classic Car and Bike Show.

Saturday 20th. August 12 noon to 5pm. I am suggesting S.E.M.E. provide some exhibits/stand for this show. The EACC have provided us with a couple of 'cool' banners. This event is in Bob Elson's 'manor'. Helen and I visited last year, a lovely day out, so much to see and do, in fact we didn't get round everything on show. A new area for us, although we tried a mid-week 'run' over in that direction. Some of us could even ride to the event??!! I do realise this the day before our 'Bluebell' run. If anybody is interested please phone me etc a.s.a.p., so I can gauge support. I need to register our interest early March. Mike Follows 01732 700280 / 07887 950921 / email ; helen.follows@btinternet.com.'

'Edenbridge Motor Show.

Sunday 11th. September 10am to 4pm . A successful event for us last year. Even better for me as I received an unexpected pressie.! I think everybody enjoyed themselves and the organisers were pleased to have us there. If you are interested this year let me know and I will register our interest with the organisers. Mike Follows - contact details as above.

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Memories From Years Past

By Roger Kirkman.

The article in the January 2016 issue of the Newsletter "In Praise of the Norman Nippy" reminded me of my early teenage years, one of my friends had a very large meadow sized garden he had a 197 James that he used to ride around the meadow, sharing the bike meant you had to wait your turn to have a go, there was usually four of us that turned up on a regular basis to ride the bike. After I had saved up some money from my paper round I asked if I would be able to have a bike to ride on and keep at my friends house it was ok so we all trundled off to the local garage to see about purchasing a suitable machine. The garage had a Royal Enfield 150 Prince this was for sale at five pounds but I only had four pounds and ten shillings (£4.50) the garage owner was a friendly chap so accepted the money I had and the bike was mine. How to get the bike home was no problem as the bike was a runner and had petrol in the tank so the bike was pushed across the main road and onto the back road, I started the bike up and rode to my friends house along the back roads leaving the others to walk back!

We used to spend many a happy hour riding and fettling the bikes but after many weeks, days and hours riding the Royal Enfield, the gear box gave up and I had to look for another bike this time it was a BSA Bantam 125 already stripped down for field use.

One day, one of my friends decided we should build a Mini bike, we built a frame using electrical conduit used go kart wheels and some bits robbed from an old moped. We obtained an Ariel Leader, it was quite easy to find these sort of bikes in the early sixties, and intended to use the engine from it to power the mini bike but

being a 250 twin it was decided the engine was to big so we then settled for a Bantam engine. The old moped parts that were used included the brakes and the rear sprocket the Mini bike was soon assembled and put to use for riding around the meadow. unfortunately one day one of my friends fell off and caught the heel of his shoe between the rear sprocket and the chain ripping the heel off but apart from that incident the bike ran well.



A bike similar to what Mike and his friends created. This one is a Trobike I think.

The years passed and we all became old enough to buy road bikes. My friends all bought British bikes but I bought the first of many, a Japanese bike a Honda C110 50cc I have owned many Honda's since that first purchase with the odd Suzuki and Kawasaki but Honda have always been my favourite and I still have a collection of sixties and seventies Honda's to this day.

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"Ferris Bueller's Day Off"

Or

"Neil Catlings Ride Out"

One of my favourite comedy films of the 80's is 'Ferris Bueller's Day Off'. It's about a teenage American school kid who bunks off school and things don't go quite the way he planned.



An Itom very similar to what Neil was riding that day in 1970. Today's value £4000 plus.

So cast your minds back to a sunny midweek day in the second week in June 1970. I am of course at work but Neil a grammar school boy was not, he was supposed to be doing home study for his "A" Levels. So he was at home doing nothing much when his school friend Andrew arrived around on his 250cc AJS. After the usual cup of coffee they decided to go on a ride out on their bikes to wherever their fancy took them. Neil would be on his Itom that he had owned for a short while. Now let me tell you about this Italian Itom, whilst those who know, Itom's are keenly sought after and highly valued and fast 50cc two stroke bikes today, but way back in 1970 this particular bike was neither pretty or valuable and in a bit of a state. The

linkeage between the foot gear change had broken and only way to change gear was to operate the gear selection pushrod was by leaning over and manually pushing it in and out by hand. To get to this area of the bike Neil had had to remove the drive cover thus exposing the pushrod which went through the centre of the drive sprocket. To push it in was to go down the gearbox and pull it out went up, simple!

So off they went enjoying the ride and the summer sunshine. They had travelled about four miles with Andrew ahead with a more powerful machine and Neil doing his best to keep up on the little Itom. He was going uphill and was just about to go around a bend when a change of gear was required. He leant over whilst riding and pushed the rod in to engage a lower gear. At the same time his finger slipped and he felt a stinging sensation, nevertheless the gear was selected and Neil raised his hand back to the handlebar and rounded the corner. Having achieved this manoeuvre he then gazed at the source of the stinging sensation he had felt earlier.



Neil's finger as it is today, notice also his little finger looks a little strange, but that is another story!

To his horror what he saw was the end of his index finger of his left hand was now missing and copious amounts of blood was now pouring from the wound.

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With no further thought he leapt from the bike that was still moving sending it and him clattering down the road. He then jumped to his feet and started to do an impromptu war dance in the middle of the road with blood spraying everywhere. Common sense finally took over and realising that he would need some urgent help, he ran to the nearest house and started hammering on the door. The door eventually was opened by a woman who announced that she was busy and anyway she was on the phone!

Andrew who was up ahead of course knew nothing of this, waited a while and then decided to turn back. He was confronted by the Itom on its side in the road and not a sign of Neil. It was only when some bloke who was walking his dog told him that some lad had cut the end of his finger off and another kindly bloke had stopped in his car and whisked him off to hospital. Well what was a bloke to do, he picked up the Itom and lent it against a hedge and then went home!

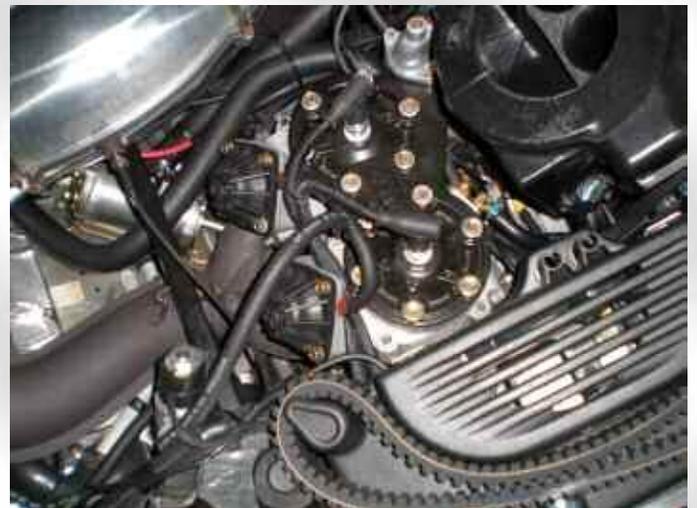
Meanwhile Neil arrived at Purley cottage hospital in the kind mans now very blood spattered car. The hospital quickly stemmed the flow of blood and then dispatched him by ambulance to the Mayday hospital in Croydon.

Neils mum was informed by the hospital when she got home from work, she told my mum (we were next door neighbours) who in turn told me as I arrived back from work. So I immediately got in my Trojan bubble car and went to the hospital to see him. He was on a bed and his dad was there his whole hand was in a huge bandage. I'll have to say it was a bit of a laugh, well you've got to haven't you? Later that evening Neil had an operation where they grafted a piece of skin from his forearm onto the end of his finger and he has had this wonky finger ever since! Howard, his brother, recovered the Itom the following day and on examining the bike found the mangled piece of his finger in the chain! The moral of this story, if you are supposed to be studying for your 'A' levels it's best you do just that, and when your bike breaks, fix it properly!

What happened to the Itom? Alas none of us can remember, bet Neil wishes that he had kept it, they are worth some money now.

Snowmobiling Anyone?

In seven of the last eight years Sharon and I have headed to northern Lapland for a post Christmas break. The thing that I most look forward to doing whilst out there is going out on snowmobile safaris, it's magical. Now over the years I have ridden many of these machines and yes whilst enjoying every minute out in the Arctic wilderness I have come to accept that EU legislation has taken its toll on these great machines. The two stroke engine ones have been replaced by four stroke engines. They are still quick and fun to ride, but they feel heavier and more ponderous and have lost the snap of the free revving acceleration of a performance two stroke motor. But hang on, this year the firm we hire from have gone back to two stroke engine machines to my amazement. It seems that it is possible to get two strokes through emission regulations.



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The snow mobile's magnificently performing engine.

The snow mobile's we hired this year were powered by a 600cc Rotax twin cylinder direct injection two stroke producing 125bhp, pretty powerful huh!. We were back to the good old days, the unending screaming acceleration was back, the machines were and felt so much lighter. I feel that you could just get it, grab it by the scruff of its neck, and go beserk. Snow mobiling is a lot like shall we say "green laneing" with trials bikes. The only disappointment was that in the areas we went this year, we did not venture onto the frozen lakes as in other years. These are the areas where you can really put the hammer down because of the smooth surface. I feel that these machines in the right conditions could easily reach 100mph but it's not the top speed I'm impressed by, it's the manner that 80kmh can be reached, mind boggling!



Two snow mobile enthusiasts with their trusty steed. Dont know who they are!

I spoke to the guy running the outfit and he said apart from the increased fuel consumption they

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seem cheaper to run than the fourstrokes and were much easier to start, bearing in mind that the winter temperature in the area we were never rises above -10c, When we were out there it was -30c, yes it was cold!

If you've never tried snow mobiling, get out there give it a go, you're never too old!

How not to register an imported vehicle manufactured outside the EU and not approved under a similar acceptable scheme as our 'single vehicle approval'!!

By Mike Follows.

Many of you will be aware that I received a wonderful present at the Edenbridge Motor Show last September, a 2012 Honda 'Postie' bike with just 1650 km on the 'clock', from our family who live in Japan but were on holiday in the UK. It seemed I was the only one in our section not to know about this, as son David had been in touch with Martin, Neil, Ken et al for months!

SAGA -part 1.

Being a simple soul, I assumed that a motorcycle manufactured by one of the worlds' largest motorcycle manufacturers, HONDA, based on the universal and enormously successful 'super cub' and built initially for the Australian government Postal Service in the early 80's, would be a simple machine to register.

In the meantime, David, had already acquired, with a little difficulty, individual 'NOVA' certificates to prove that that no further tax was due to H.M.R.C., having been paid on the four bikes he had imported. I first contacted Honda (UK) to obtain a 'dating' certificate, at a cost of £30, then took the machine by trailer to our local M.O.T. test station, Slipstream Tuning in Otford, to check that the was all ok. It

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passed with flying colours, no surprise at all, costing £29.65. I had asked the tester if the k.p.h. calibrated speedometer would be a problem and was surprised to be told that speedometer is not part of the M.O.T. test?

In passing I would mention that I did try to insure the bike so I could ride it to the test station, but my current insurer wouldn't consider it without a DVLA reg. number and a couple of others said they would insure it, but only for a maximum of 4 weeks, after which you had to submit the new number. As you will see it was just as well I didn't bother!

I then decided, after reading a couple web-sites and a chat with Andrew at the EACC, to apply for an age related reg. number. I have to point out that NOTHING that has subsequently happened is a reflection on him, as nearly all his experience is with much older machines.

Off I went to Edenbridge post office to collect the forms required, a V55/5, V149, and V355/5 together with appendix A ref : INF/1, only to be told, curtly, that the forms were only available direct from the DVLA. (Note to self, always go to my 'community' post office at Ide Hill for all my needs in future, where you will not get 'barked' at and only be offered kindly advice!) Incidentally, the advice on the DVLA website about where to find the forms required was not up to date, but has now been amended. Subsequently I spoke to a very helpful guy in Swansea, who ordered me a set of forms, but he warned that they would take 5 to 7 days to arrive. The forms duly arrived, I filled them out and returned them to specific address shown together with the fee of £55, copies of the 'NOVA' certificate, the MOT, the dating letter and shipping invoice together with photos of v.i.n. number., engine number. and side views of the machine. I didn't include the RFL fee as I thought that it would not be granted without insurance cover. Don't bother with recorded delivery, unless you are prepared to pay the 'tracked' price. I did and the P.O. were still unable to confirm delivery. Wondering what had happened, I asked our bank to see if the cheque had been presented, it hadn't. I then contacted the P.O.

tracking service, who promptly told me that they would not start checking what happened until at least a fortnight had passed since posting. Suddenly 'out of the blue' a heavy buff envelope landed on the mat. Refusal on the grounds of 1) no vehicle tax of £17. 2) no export certificate or original registration document. 3).no evidence of date of manufacture. 4) no acceptable type approval document, they returned the cheque. As far as 1) was concerned see above. 2). the original Japanese registration document HAS to be returned to authorities on export. The DVLA will not accept photocopies. I had enclosed a copy of the shipping invoice. 3) I had enclosed Honda's dating letter. 4). ok?

As far as I can see there is no way of contacting the officer dealing with the matter by phone to discuss things. The officer did supply a self addressed envelope , asking me to affix the necessary postage.

Have to say David said, told you so, you need single vehicle approval!!

Silly old sod that I am !!!!!??????

SAGA-part 2

Next I returned to the [.gov.uk](http://www.gov.uk) website and found reference to a 'motorcycle single vehicle approval' scheme (MSVA) . The scheme is run by the Vehicle and Operator Services Agency (VSOA) part of the Driver and Vehicle Standards Agency (DVSA), an executive agency of the Department of Transport. VOSA is the agency that deals with all matters H.G.V.

Despite the title (MSVA), the scheme actually covers mopeds, motorcycles, motorcycles and sidecars and heavy and light quadracycles, that do NOT have European Type Approval. In other words it is a pre-registration inspection regime. You have to have a Minister's Approval Certificate (MAC) issued by VOSA to apply a for U.K. registration number and a V5/C document. The system only appears to cover vehicles up to 10 years old. VOSA. has 19 inspection / testing stations throughout England, Scotland and Wales. The North of Ireland has its own scheme (with only 1 test station), which is

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broadly similar to the one operated in the rest of the U.K. Not all test stations have facilities to test 2 wheel vehicles, so you must check the details for each station carefully. All this information can be found at www.gov.uk/publications/guide-to-the-motorcycle-single-vehicle-approval-msva-scheme, or do as I did and just type in msva in the 'search engine'! This guide has 10 pages of information and is pretty helpful and gives details of the fees and, ominously, the cost of retesting on failure. (Martin W had warned me about this, i.e. expect to fail!). You are able to download the necessary application form from this document. You are also able to access the inspection manual used for the test at www.gov.uk/publications/motorcycle-single-vehicle-approval-inspection-manual. BEWARE don't download this document, it contains 30 different sections comprising a total of 247 pages, not everything applies to motorcycles, but an awful lot of it does. Some of the testing procedures for mopeds are different to those used for motorcycles, so read both guides carefully. The application form asks you to give 1st. and 2nd. choices of stations you wish to have the vehicle tested at. Make sure you give both the options or the form may be returned to you.



The Honda CT110 postie that the VOSA police declare is not fit for the UK roads. Try telling that to an Australian postal worker!

I posted off the application form with the necessary fee as requested and about 5 days later received a phone call from a very pleasant lady (Christine) who said that she was from the Gillingham, Kent, VOSA station (my 1st. choice) and unfortunately their motorcycle tester was away on compassionate leave and they were making arrangements to 'borrow' one from another station or use a 'contract' inspector. Christine gave me a choice of 2 provisional dates about 2 weeks hence. A couple of days later she phoned to confirm a date and gave me a choice of times.

On the due date, good friend Maurice arrived to help me load up the 'postie' and we set off in plenty of time for our 13.00 hrs appointment, unloaded the bike and checked in. Ten minutes later two inspectors arrived to start the testing. One of these guys was apparently learning the 'job'. The 'lead' inspector started the check and I almost immediately took a dislike to him, a slimy sneering slob who seemed to be intent on scoring points, laughing with the 'apprentice' who appeared to be a decent guy. The whole inspection took about an hour and half. Maurice had to walk away during this performance, as he was getting increasingly 'p---' off with his attitude!

I was told the bike had failed on 5 counts and that we were to load the bike up, and return to the office where we would be given the paperwork to enable me to apply for a re-test. The tester didn't appear as expected, the office being 'closed' although there were people hanging about in the waiting room. I banged on the door and a lady appeared, who I then asked what had happened to the paperwork. Soon the other guy appeared and ran through the failure notice with us explaining what he thought was necessary, and in some cases making suggestions. I am not sure he was supposed to do this. Turns out he was actually a HGV tester who was training to be a motorcycle tester and was in fact a motorcyclist who rode a big Kawasaki and used to have a Ducati.

The points the bike failed on were :-

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1. Stand not fitted with an inhibitor. This means that you COULD ride off with the prop stand still 'down'. I have heard of several bikes, built later than mine, that are not fitted with one and are European Type Approved. A suggestion was made that the stand could be fitted with a microswitch that shorted out the ignition unless you retracted the stand before putting the machine in gear using the clutch. All well and good, but of course Honda 'cubs' have auto clutches. The suggestion now being that the prop stand be sprung so that it retracts as soon as you bring the bike up to the vertical. You have to be careful as the prop stand has to stay in place whilst turning the handlebars from 'lock to lock'. The 'postie' has 2 prop stands, so I will remove one for the re-test. A machine HAS to have a stand

2. Speedometer not capable of being read at all times day or night. The existing speedo only read in kph so I overlaid the OUTSIDE of the glass with necessary mph figures and dots as per the manual making sure you couldn't peel them off. The tester tried to tell me that overlays are not acceptable, so I politely told him to read the appendix. He then told me that the dots I had fixed were fine, but the figures being on a solid background meant failure. Maurice has a cunning plan to 'get round' this.

3. Front edge of mud flap not radiused by 2mm. Maurice has some split moulding we can fix on the front edge. The tester was 'scraping the barrel' to pick this up, as there is a radius on the mudguard but apparently not big enough!

4. Cat B plate not fitted. MY OWN fault, should have checked, easy enough to rectify. An illustration of what is required is shown in section 23/1 of the manual. Has to be fixed permanently to machine. I am going to fix one under the seat on the fuel tank.

5. Exhaust not indelibly marked with manufacturers marking. Partly MY fault, I should have checked where it was on the silencer before

going for the test. I will remove the heat shield and find it if possible. Apparently it is acceptable to indelibly inscribe it on the exhaust. I now have found the necessary part no. on David Silver's website.

TO BE CONTINUED!

Bodges From Yesteryear?

Over the last couple of years, as a lot of you know, I have been centering my efforts on a couple of top to tail Autocycle restorations. In this process I have uncovered quite a few things whilst stripping parts down, stripped threads, glued on items, some items refitted using wire etc. However, one recurring theme I have uncovered whilst stripping brakes down, these are little pieces of metal used as shims to space out brake shoes. These have been made out of off cuts of steel and aluminium. Sometimes it's kind of fascinating when removing a brakeplate that obviously has not been removed from its hub for some 60 years at least as to what you will find. I try to imagine the person fashioning a piece of metal small enough to insert between the brake shoe and the operating cam to save the cost of a brake relined or new shoes. These bodges seemed to work, I'm glad these have now been removed as I would always be wondering what would happen if these little pieces of metal were to become dislodged as you were braking quite firmly from even 30 miles an hour. You would end up with precious little brakes to apply. The question is was this type of bodge rampant throughout the motorcycle world in the fifties? I have worked on many old cars over the years and have never come across this type of thing in the car trade.

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Imagine some guys, long dead I guess cutting out these little bits of metal to save money!



Well my collection of autocycle bits is at last coming together I can report. Neil should have many happy autocycling miles ahead of him.

In The Shed

Once again, a busy couple of months to report. Work is progressing slowly but surely on the New Hudson which Neil will be having so that he can ride happily off into the sunset come his retirement. I guess on the face of it and if you examine the picture with last newsletter ones there seems to have been a lot of work done. As readers of these pages will gather, the bike has come together from parts that I have managed to acquire over the last couple of years. This has led to problems along the way where things just don't quite fit. I have had much angst from such simple items such as pedal cranks of all things. I had a set that I had previously had nickel plated from an Excelsior these are slightly longer than New Hudson ones and however I tried to make them fit, they then compromised the fitting of other items like the exhaust down pipe for instance, so I have had to resort to an original set of cranks that I didn't want to use on the bike. On a more positive note I've made up a neat wiring harness with all the nice period soldered on bullet connections and connectors. I just hate those awful horrible red and blue connectors

you can buy anywhere that you just crimp on to wires, some of you may know what I am talking about? Another thing that has gone well is my making up of new control cables. I have been making up these cables from scratch. It's so much cheaper to do it this way than get a firm to make up the cables and when all goes well, immensely satisfying. It does involve a lot of soldering and you mustn't make mistakes when measuring and cutting cables as once cut there is no going back. The soldering on of important nipples is great when the solder flows nicely into the joints. The use of a good quality flux is most important. Neil will of course be testing out the results of my handiwork, I do hope that his application of the brakes using my brake cables will arrest his progress into oblivion in a satisfactory manner! If anyone has got one I'm after a headlight of the pork pie shaped variety. Other news from the shed, the wheel build for the Tandem is ongoing. David Benn is doing this Mobylette to bicycle wheel modification. I do hope it works out as I really want to put the tandem through its paces this year.

A new addition to my workshop work area is a very nice piece of stainless steel sheet that fits perfectly onto my work bench. Sharon bought it for me for

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Christmas. Seems a strange present but it is much appreciated. After you've finished doing some mucky work all you have to do is spray on some WD and wipe clean, lovely.

There is loads more I could tell you. but I haven't the space, more in the next episode. I bet you just can't wait!!

Events Calendar.

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

2016

13th March

ECP Teenage tantrum run from Bruisyard Village Hall call Carl Squirrell for details on 01728 621096

20th March

EACC The 13th Radar Run & moped jumble starts from Bromswell village hall Suffolk see website for details.

20th March

The Pioneer Run for veteran motorcycles from the Epsom Downs to Brighton Sea Front a great event to see and ride with some lovely old bikes.

2nd April

EACC South East Moped Enthusiasts club stand at the Heritage Transport Show at the Kent Showground Detling Maidstone, ME14 3JF Contact Clive Fletcher on 01622 678011

3rd April

EACC The Duloe Daffodil Dash from Duloe Village Hall Call Ralph on 01933 386841 or see website for details.

10th April

EACC South East Moped Enthusiasts, The North Downs Run, Edenbridge Leisure Centre, Wellingtonia Way Edenbridge TN8 5LU. For more details call Martin or Sharon on 01883 626853 or 07774562085

24th April

EACC Norfolk Section "Drive it Day" ride out for details contact Dave Watson for details on 07766 780134 or email xdavwat@yahoo.co.uk

8th May

EACC South East Moped Enthusiasts . The South Downs Run, Civic Approach carpark, High Street, Uckfield TN22 1AR, for more details call Martin or Sharon on 01883 626853 or 07774562085

18th May (Wednesday)

ECP Summer evening run from Needham Market starts at 7pm call Carl Squirrell for details on 01728 621096

TBA June (Wednesday)

ECP Summer evening run details to follow

19th June

NACC North Wilts section Swindon & Cricklade Railway Run, Tadpole Lane, Blunsdon SN25 2DA Contact Jeff Brooks on 01249 750743

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25th June

NACC As it Was Buzz, cyclemotors only run from The Royal Oak public house, Pewsey, Wiltshire SN9 5ES

25th June

NACC East Coast Pedalers Melton Village Fete. Display at Melton Playing Fields, Melton IP12 1PD call Carl Squirrell on 01728 621096

26th June

NACC The Odiham Run, from The Four Horseshoes PH, Long Sutton, Hampshire RG29 1TA

26th June

NSU Quickly Annual get together at the Leighton Buzzard narrow gauge railway LU7 4TN vintage transport day. Call Roger Warton on 01908 562901 for info

1st-3rd July

EACC Camping Weekend at the village of Martham Norfolk. Road runs throughout the weekend for details contact Dave Watson on 07766780134

TBA July (Wednesday)

ECP Summer Evening Run details to follow.

14th August

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

20th August

EACC South East Moped Enthusiasts display at the Capel Classic Car and Bike Show. Recreation Ground, Mortimer Road, Capel, Surrey RH5 5LB Noon till 5pm call Mike Follows on 01732 700280

21st August

EACC South East Moped Enthusiasts. The Bluebell Run, Horsted Keynes Station, Station Approach, Horsted Keynes RH17 7BB, for more details call Martin or Sharon on 01883 626853 or 07774562085

11th September

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

17th & 18th September

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

25th September

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

28th August

50 Mile Run starting from Horam contact Carl Squirrell for details on 01728 621096

South East Moped Enthusiasts



March 2016 Newsletter

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

TBA October

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

2nd October

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

27th December

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