

The M - A - C



The Newsletter of the EACC

Number Forty Two October 2017

News.

The Editor (that's me) has had a small avalanche of correspondence following the last edition of the MAC. This is all regarding its content and particularly the editorial content and opinion. All of it I might add has been 99% positive. It appears that you seem to like and indeed enjoy its edgy and gossipy slant. While not really wishing this publication to become like a Fleet Street red top I will from time to time voice my opinions on certain issues. And likewise you the members are certainly very welcome to voice yours.

As many of you now know it was sad to report the death of Derek Ashworth on 27th August. A stalwart traditionalist, a true Autocycle enthusiast of note. His funeral was held on 12th September and 17 bikes and riders accompanied Derek on his final journey. An obituary follows in this edition of the MAC.

Andrew called an EACC committee meeting which was held on 10th September where the main topic discussed was the future of the printed edition of the MAC. The detail of this will be properly put forward and voted on at the AGM. Briefly the problem we have is that the printing and posting of at least 440 editions of the MAC has become too much for one person to deal with. It was unanimously agreed by all present that professional help with the printing and despatch will now be required. Between now and the AGM we will be getting together an estimate of the costs involved. One good thing that came to light was that following initial enquiries regarding costing it showed that the professionals may be able to print for less than it costs the club at the moment. All this and more will be dealt with at the AGM.

We understand that Guy Bolton will be stand down from his position as regalia secretary, this is due to ever increasing family commitments. So if any of

you out there want to step up to the plate and take up this not too onerous position please let Andrew know and it will be sorted out at the AGM. Form an orderly queue now!

The EACC AGM will take place following the Kneels Wheels Run on Sunday 18th November. If any club member has any item that they would like to put on the agenda for discussion can you send it to Andrew in writing or by email by 18th October. One small note, if you do want an item discussed at the AGM you do have to attend the meeting.

In this issue there is a good article by Julian Harajda on a restoration of a machine with a difference a three wheeled Messerschmitt Mokuli Type 130. The attention to detail is second to none.

As from the 20th May 2018 vehicles over 40 years old will not be subject to MOT testing. This is good news for many of us in the world of small engine bikes and indeed for the whole classic vehicle movement as it will no doubt save us all money. But is it altogether a wise move? Read more on this topic in the Editorial opinion column.

Although a long way ahead, on 28th July 2018 the EACC will be holding a Cyclemotor and Roller Drive (CARD) run. This is an open event that will encourage and very much welcome any type of Cyclemotor and roller drive powered bicycle / bike, this includes the Velo Solex. Read more on this in the Cyclemotor article.

The South East Moped Enthusiasts are holding their annual Christmas dinner at the Horseshoe PH in Warlingham on 13th December. If you would like to come along please do let us know during November.

Whilst there are EACC sections in some parts of the country, the only section currently that holds moped jumbles at the ride locations is in Suffolk. Mark Daniels has suggested that all sections should endeavour to locate venues ie; village halls that

would be suitable for the moped jumbles and the start of run locations. The South East Moped Enthusiasts are hoping to hold one moped jumble next year. Remember this is not just for one dealer to display their merchandise - it's for all members to bring along whatever they wish to sell, for no charge.

The contributions that I receive for inclusion in the MAC seem to come in fits and starts. One month I am inundated and another month very little. So please when you have a moment, do send me some news or views you have. Projects you have just started or completed are always of interest. Adventures or events you are planning. Also can I make it clear run reports are welcome. **Don't** make them too long and do try to make them interesting as there are 750 readers and others, who in the main tell me they enjoy the content. I would also like to thank all the contributors who have bothered to send articles to me this year it is much appreciated and no doubt by you, the club members.

Derek Ashworth.



I first met Derek many years ago now when I took part in my first Coast to Coast and continued to meet up more often than not on an annual basis at the same event. He would always be riding his immaculately prepared New Hudson which incidentally always seemed to perform better than most. It was in 2008 that I really got to know him

personally when he and others took part in the End to End Challenge having spent the best part of two weeks with him I really got to enjoy his company. He was a man of wise words, always helpful and a true traditionalist in every way. Yes, he **didn't** take fools gladly and would certainly tell you if he thought you were wrong. I kind of liked that, straight talking, no messing. He was the co-founder of the Granadaland Section, which in its heyday had a strong following of riders who always bonded well at their local hostelry! Derek was still riding his bike up to two months ago. Whilst we all knew he **hadn't** been well he **didn't** like to make an issue of it, none of us realised the seriousness. He single-mindedly chose to join us on the East to West this year, it certainly was a great attempt by a brave and courageous man. He leaves behind four charming daughters and seven delightful grandchildren. His popularity was reflected by the turnout for his funeral. We all knew he would have been pleased by the escort that followed the cortege. Goodbye Derek.....top bloke.

Restore or not to Restore? That is the question.

During the coming months we will be discussing the ins and outs of restoration, refurbishment, re-commissioning or whatever other name you wish to call it.

Over the last few years the classic vehicle movement has seen a step change in the fashion for restoring vehicles and motorbikes and in our case the small engined moped's etc. Restorations or shall I say the fashion for the over restored super shiny and re-chromed machine has dropped away remarkably it has also moved over to the custom car scene as well, where the rat look has become the in thing. In the States the home of the outrageous custom built choppers that feature on many TV programs. The trend has changed here too, in comes the bobber look / yard built bikes which are stripped of all frills and take on the hardened look of a well used street machine. If any of you have viewed Sin City motors this is a programme that actively creates cars that look extremely distressed and weather beaten. What has all this got to do with our type of bikes.

Well from my viewpoint I've noticed the change and the increase in interest in bikes that wear all their originality gathered over a forty or fifty year period. Yes we are talking surface rust and the general appearance of a used machine and all the dilapidation that comes along with it. Some are only interested in originality and marvel at the scruffiness that only years can create. Others quite correctly may say that this is not originality at all because the bike never rolled out of the showroom looking like that, nor did it look like that in its first five years of life. It only looks so tired and sad because it's spent the last 35 years stored in less than suitable conditions. Notice I say five years of working life, having surveyed many moped's over the years and come to the conclusion that most were used for five years or less, autocycles led a much more used and harder life.

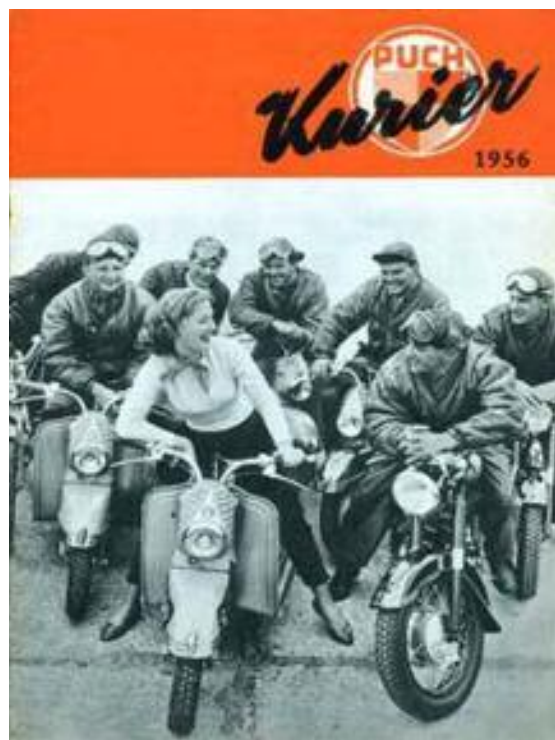
So there you have it, originality is in and over restored is out. However it's your bike and you are perfectly entitled to do what you like to it whilst it's in your ownership. Money will always raise its ugly head, do think as you bundle up a whole bunch of carefully prepared items from your precious bike and prepare to make your way to the chrome platers, am I spending my money wisely? As the net result will not put a penny on your machines value or for that matter make it go any better! More on this somewhat contentious topic in the December edition of the MAC.

An item sent in by Claire Henney in Essex I was unable to separate the picture from the PDF document. I am sorry, but the script is as follows:

Whilst holidaying in Belgium, a fellow camper was also touring. The Dutchman used his 49cc, 1971 Tomos to travel from Antwerp to Ghent. He had wanted to go to Namur in the Ardennes. The steep roads in this region, soon put him off, so he decided to go home. He made his own trailer and along with the extra bags on the bike, the added weight is 85kg, plus the bike & the man. He has lowered the gearing to give him a bit more low down grunt. The downside he said was that top speed is now 38kph (23mph on the flat!) His next task is to reduce the trailer weight he

says. The bike is original save from the silencer. It still has the dealer's sticker on the rear guard. He runs it on 50:1 petrol, it doesn't smoke and hasn't seized, even when attempting the steep hills in the Ardennes.

Black and White Bit.



An Austrian lady shares a joke with other Puch enthusiasts.

The Three Wells Moped Run.

30th July - 5th August 2017

(edited highlights from the Forum)

Dave Watson has been organising a long distance moped endurance run for the last few years now. These are events that need a gritty determination and a never give up attitude when the weather is more than likely to throw everything it's got at you, plus any possible mechanical gremlins that are out there may well work themselves into the mix. Seems like fun huh? Well they are just that, man, machine and the elementsa heady mix. Any event like this needs plenty of pre planning, route structuring, hotel bookings and the one hundred and one other things. Also you do need to ride with the comfort of good solid backup as support if things start to go wrong. This years event was called the Three Wells moped Run, this would take

the intrepid riders from Martham in Norfolk up to the coast where the first Wells would be encountered "Wells Next to Sea" from there the route would meander across the country to the second Wells "Llandrindod Wells" in mid Wales. Then on down to the third "Wells" in Somerset and then the ride back to Norfolk.

If readers want to read a detailed blow by blow account of this run then please go to the EACC forum where you will find numerous pictures and a report. Also there is an excellent article by Matthew Hodder from the view of the job he did so well as backup support driver.

However for all readers who can't readily access the net I have compiled a précis, day by day account. If there are any inaccuracies my apologies, I wasn't there.

The riders were Dave Watson (Organiser) Bown & New Hudson Dave Wickens Puch Maxi Jim Davis Mobyette, Phillip Chenery Honda PC50 & Honda Graduate Keith Blackhouse Honda Novio, Matthew Hodder (back up support driver) Renault Kangoo



Day1

Took the riders from Martham to Bacton for breakfast then on to the first "Wells" (Next to Sea). Phil's Honda by this time was already starting to consume alarming amounts of oil. On they went through Kings Lynn then to Sutton Bridge and finally to Spalding and the pre booked Travelodge where Matthew had already arrived checked in for everyone and bags were in the rooms.....excellent back up support. Miles 108.

Day 2

Straight on the bikes to Colsterworth for breakfast, then onto the lunch stop at the National Memorial Arboretum then on to the Travelodge at Telford. Miles 145



Day 3

Clive & Ann Fletcher joined the riders for the day, they all journeyed on to Iron Bridge then on into the Shropshire Hills that proved to be a real test for the lower powered moped riders. The on to the second "Wells" Llandrindod were they were made very welcome visiting the national cycle museum. Then on to the Travelodge at Hereford. Miles 124



Day 4

An easy and relaxing day to Stroud and then on to the Travelodge at Stonehouse.

Day 5

After using large amounts of engine oil, Phils Honda PC50 was substituted for his Honda Graduate. Clive & Ann joined again for another days riding. On to the Clifton Suspension Bridge and then to the Bristol docks and a visit to the SS Great Britain. Then ever onwards to the Cheddar Gorge and so to the third "Wells" in Somerset with Phil not having much luck with the down on power Honda Graduate which had now broken it's exhaust studs.

Day 6

A long day. Jim loaned Phil his Honda and climbed aboard his spare Mobylette. Roger Kirkman and Clive & Ann were there at the start of the days ride. Another change round in bikes. Jim's Mobylette went into a sulk so Phil was back on the Graduate once more. It was a good job that Matthew was on hand to load and unload. Said goodbye to Clive & Ann and then on to Wantage for breakfast. Dave Wickens's ultra reliable Puch Maxi wouldn't start but this was sorted with a plug change. After finding a more rural route we finally arrived at the Fourwent Ways Travelodge quite late, the ever reliable Matthew had checked in and sorted a later booked meal time. Miles 163



Day 7

After breakfast at the Little Chef they headed ever onwards. The planned lunch truck stop was closed so on to Old Buckenham for £2 tea plus scone and jam. Dave's freewheel broke on the Puch Maxi this was easily by passed by removing the chain! Then to the Reedham ferry and the rain chucked it down so much so that Keith's Novio wouldn't start may be because of the wet but he coaxed it back to life and made it to the finish.

The weary riders made all made it to the finish 840 miles covered in 7 days. Well done everyone involved and not forgetting Matthew for being the ever helpful backup support.

Safeguard your legacy.

On reading the FBHVC magazine that I receive an article caught my eye and this is a reprint from the VJMC journal. Tansha, that I think has a great deal of relevance to us club members who have over a period of time collected and acquired old bikes and in many cases sheds full of bits and pieces to do

with our hobby. I'm not talking vast collections here, modest collections come into the frame as well. None of us are getting any younger and we do not know what the future holds for us. The article is as follows:

Record the details of your collection, not just the bikes but tools and documentation including brochures and books which may be of significant value. Appoint someone you can trust to ensure your family are not left, in the event of your demise, exposed to "avaricious associates, dishonest specialists or chancers" who might take advantage. There has been at least one known example of £250 being given for a workshop's contents that were valued at 50 times that much.

The Steeple Morden run.

By David Osborn.

The weather during the previous few days, looked as if the Steeple Morden Run could be the first washout in its short running history. An optimistic local weather forecast offered a window of opportunity between 10 and 2. This was enough to attract 15 optimistic riders. There was variety of machinery on offer, from the very small to rather large, but as always all interest in our activities is very welcome. Bits and pieces included a Corgi, an Excelsior Consort, a rather nice sounding Excelsior Talisman Twin special (I remember coveting one of those running around the village far too many years ago than I dare to remember)

Also in the line up was a PC50 with footrests mounted on the front wheel spindle! I suggest you **don't** try that one until you consult the originator. Amongst some of the other machinery was very nice Velocette. No breakdowns or incidents. And the weather held up.



Steeple Morden riders at the 355 Fighter Group Memorial

Messerschmitt Mokuli Type 130 restoration.

By Julian Harajda.

On the 10th January 1957, Hermann Merkel, a baker in a suburb of Frankfurt, bought a Messerschmitt Mokuli type 130 with a basket frame, in one of the standard colours offered, in this case Pigeon Blue.

The little delivery tricycle was used by various people that worked in Hermann's bakery to deliver bread and other products to local customers. The Mokuli was well used and of course abused but stayed with the business for quite a few years.

I've always had a bit of a hankering to own a Mokuli, and back in the summer of 2014 whilst trawling the internet one lunchtime, I came across a small advert for three Mokuli's with some spare parts. A quick telephone call to the vendor and it was agreed they were mine but I had only seven days to collect them. Two days later I was in Hofheim, a suburb of Frankfurt, loading up the three Mokuli's and various boxes of parts onto my borrowed neighbours trailer. Having concluded the deal I was given a folder of paperwork including brochures, handbooks and a guarantee booklet and the surprise that the vendor was in fact the grandson of the original owner, also called Hermann Merkel. It transpires that the little type 130 had never left the outskirts of Frankfurt and was now leaving the country altogether.

On arriving home all the parts were put away with a view to restoring the type 130 to factory original condition in view of the history.

It took about a year to start the restoration, we'd moved house and were in the midst of some major renovations and building work including most importantly a bigger garage, so time was initially spent on restoring all the ancillary parts before starting on the main frame.

Firstly, the wheels were dismantled, the rims were in appalling condition so were rebuilt with new rims along with stainless steel spokes, followed by new bearings and seals, and the brake shoes were re-lined. With new tyres and tubes fitted, at least I could admire 3 finished parts.

Next the hub carriers, which were again shot blasted and fitted with new king pins and bushes, all machined up by a small local engineering company. The steering rods, very similar to the Messerschmitt KR200 track rods, were repainted, and I bought a bar of oilon, an oil impregnated nylon bar which was used in the manufacture of the track rod bushes. I was hoping to use the standard KR200 bushes but they would not have fitted into the hub carrier arms.

The small amount of chrome plating, namely the steering column, pedal cranks and headlamp rim were sent off and duly returned looking like new.

A list was drawn up of other small parts needed with a view of purchasing these at the Mannheim autojumble. I bought twist grips in the original ivory colour with a matching Denfeld rubber saddle, new seat stem, rear light, a period clock and new handlebars.

The petrol tank was washed out, checked for leaks, shot blasted and primed, ready to go off for painting.

I needed to make sure I knew how all the parts fitted together before painting so started a dry assembly in my barn, this included making a new chain guard from scratch, I only had pictures to work from but no original to copy. For some reason I had a few sets of front springs, I chose the best looking set, shot blasted and painted them ready for fitting. I was only spending an hour or so at the most each week, so progress was slow, I was concentrating my time on the house renovation, having completed the garage extension I set to on the main frame. I had already restored the original mudguards and part of the dry assembly process was to make up new mudguard stays. All the metal

parts went off for shot blasting before painting in the original Pigeon Blue, the colour code is still available. I asked the paint shop to paint just the mudguards to ensure I was happy with the actual colour, it looked a bit grey in the workshop but taking it into the sunlight it proved to be just right, the rest of the parts were duly painted.

Assembly then started in my new garage. This is the part I enjoy most, fitting newly restored parts in a clean environment.



Progress was slow as I had limited spare time. A problem arose when the restored springs and steering assembly was fitted, the track rods seemed to be at a very acute angle. They can only be fitted one way so I was unsure what the problem was. I laid out all the spare springs I had, and noticed there was one which was about an inch shorter overall, I fitted this and the problem was solved... sort of, but I only had one spring of the shorter type. A local spring manufacturer made a new pair so as to ensure they both had the same compression, quite expensive at £120 the pair when you can get a pair for an MGB made for around £40, nevertheless, after only a week they were ready. With the new springs painted and fitted I carried on. The engine was completely rebuilt, parts are very cheap and easy to get hold of, power output was increased by 60% by use of tuning parts. A new complete clutch was fitted along with barrel, piston, crank etc, in fact the cases are original as are the gears, everything else is new, including the carburettor. Next I ordered all new cables for brake, clutch, gear change, decompression etc etc. These I ordered from Johnson Cables and it only took a week for them to be returned, average price was around £12 per cable.

So with everything pretty much assembled, the little Mokuli was looking finished, all that was left was the wiring. My good friend Alan, a car electrician, came over one day and in almost no time at all, he made up a new wiring loom. The power is generated by the magneto, no battery so the wiring is basic to say the least. For safety and road legality we wired up a horn, originally there was nothing, the horn is sited under the load bed so overall the original looks are not compromised. With the wiring fitted, we cranked the engine over to ensure all was working, nothing was! A poor earth was diagnosed and resolved. Next Alan suggested we try and fire the Mokuli up. A temporary petrol tank was tied to the handlebars, a drop of fuel, a tickle of the carb and we were ready to give it a try. As we gently cranked the pedals, the engine coughed, we looked at one another and Alan said, "this thing is gonna start"



He stood on the pedals, and half a crank later the Mokuli fired up, first kick!

With no silencer fitted it sounded like an F1 car (well it did to me) we duly fitted the new silencer and started it again, this time letting it tick over which it did beautifully.

I found a local sign writer who hand painted the logo on the tank, this looked superb and totally as original. The only decals available for the Mokuli show the Augsburg eagle in the wrong colours and I wanted everything to be as per original. I made up a couple of sign panels and painted them in a period off white, then back to the sign writers to have the name of the original bakery hand painted in a Germanic script to best match the original shop sign. With the tank fitted, signs fitted this only left a new chain bought from a vintage moped parts

supplier.



Whilst giving the completed Mokuli a good clean and polish, I noticed a small crack in the paint on the petrol tank, closer examination found the paint lifting in various places. It turned out that the primer and top coat were not compatible with the red oxide primer and had had a reaction. Gutted, I took the tank back for shot blasting, naturally the beautifully hand painted logo and name were shot blasted off. Back to the paint shop for the blue to be reapplied and again back to the sign writers for the script to be repainted once more. A week later with the tank fitted, I started the Mokuli up and slowly drove it on the little private road we live in as it was not yet registered.

I completed the registration application documents with the help of the Messerschmitt club registration agent, and posted copies of everything required by the DVLA and waited. Two weeks later a refusal! They need more proof of manufacture. A second application was successful and the new V5 arrived only a week after my second application was posted.

With insurance arranged through Hagerty and a new pressed steel number plate fitted, the first proper road run was to.....my village bakery!

First impressions are the engine purrs along quite nicely, the gear change is smooth and quiet but the tricycle has a high centre of gravity so a typical motorbike "lean" needs to be utilised even when going around a very easy bend. So all in all, a good fun restoration of a very rare and quite unique little vehicle.

Cyclemotors have never been more popular!!!

A strange title statement maybe but it is indeed a statement of fact. There are more Cyclemotors used regularly on the UK's roads today than there has ever been. By that I mean the ever increasing sales of electric bicycles. No don't pour scorn on this, because what is a Cyclemotor, it's a bicycle that is fitted with a motor pure and simple. The world is moving on and technology is moving ever faster but the faithful bicycle is still with us and there is a huge resurgence of their use whether it be for commuter, leisure or sporting pursuits. This in turn has resulted in research into power sources that can assist the rider. The current trend and helped with the advances in battery technology is for electric motors to be fitted to either of the wheel hubs or a motor that forms part of the crank wheel assembly, also there are other methods about like roller drive an auxiliary chain drive attachment motors. There is a vast choice of manufacturers, electric bicycle shops are popping up on high streets near you. There is of course the internet that can supply you with ready to go electric bicycles or all the equipment that you will need for effort free cycling in kit form at the merest click of your mouse.



The Ave TH7.

I will have to be honest when all this first started I was a bit dismissive and my thoughts were only for the internal combustion engine, but being human as we all are I came to change my opinion. Having never sampled an electric powered bicycle before, I was lucky enough to try out Mike Follows's German built Ave TH7. It's a fine looking machine built to a roadster design with no crossbar so it's easy to mount and marketed as a unisex machine.



The crank mounted power plant.

The electric engine for this particular bicycle is mounted in the frame and forms part of the crank wheel assembly. The motor is manufactured by Bosch and is 250 watts. Power for the engine is delivered via a 36v Lithium battery mounted in a slide out slot that forms part of the rear carrier. The bicycle itself has a 7 speed Shimano hub and the brakes are hydraulically operated. It also is fitted with a dyno hub lighting system.



The Lithium battery location.

Well what's it like to ride, well here goes. The bike being of German manufacture oozes quality and is solidly built as you would expect. The first thing that I noticed was the absence of a throttle control. There was a display screen in front of me telling me my battery was fully charged and little else until you start to move. There are three settings, economy, touring and sport. So I set it to touring and off I went. The reason for no throttle is that the motor is there to assist pedalling so you start to notice the assistance straight away. You cycle along quite merrily with no particular effort at all on any flat surface and small incline until that is and you certainly know about it, you reach 14.5 miles an hour, and at 15 the power assistance has gone, you are on your own now. For everyday cycling that's ok because normal cycling speed on a flat surface is about 12-13 mph so the assistance is very helpful. If however you are a sports cyclist then this is not for you and understandably why should it be. I did 8 miles on my test trying out all settings and speeds and played with the gears as well. The brakes were superb quite the best bicycle brakes I have ever encountered. My overall impression the bicycle worked well and did what it

should but, why oh why, are all these new road going ideas subject to government interference and legislation? It seems to me that we are continually controlled as to what we can't do. Which numpty in a government department decided on the 15mph limit for assistance? 20 mph would in my opinion be much more satisfactory, of course you would have to set a limit purely for public safety and I think 20 mph would have made so much more sense.

So there you have it a functional machine that will get you to the shops and back without a problem. The cost for all this however is somewhat eye watering. I have now been in three electric bicycle shops and done a fair amount of research the price for these showroom bikes of all types ranges from £500 to wait for it, £5000! You can now get off the floor! I suspect there will not be a lengthy queue of club members forming at the door of electric bike showrooms any time soon.

However there is another way, I have decided to build my own much more economically priced machine. This will become yet another project that I have burdened myself with, and you will be able to read and see how I get on, and if successful my fervent hope is that you the 750 readers will jump headlong into the fray and start your own electric cyclemotor project! The good news so far is that for the sum £10 I've purchased a whole bunch of post office bike bits and pieces, so I'm on budget and it should be an interesting winter in the workshop!



These parts will become an electrically powered cyclemotor during the winter months.

Editorial comment.

So with the change in date for the exemption of motor vehicles to take the MOT test, a great many will celebrate saving quite a bit of money, myself included. In recent years my bikes registered before 1960 have fallen into the exemption category. This has helped me both financially and in another way. I have three autocycles, two of which are perfectly legal for the road, the other is not, although I do use it. Shock horror you might say, my problem is with tyres or should I say the lack of new ones. The bike is running on very old tyres, although with plenty

of tread there are signs of age that would not satisfy a MOT examiner. Since the "King Tire" went out of production there have been no suitable tyres to fit, and believe you me I have looked and whatever the experts say what is currently on offer will not fit between the wheel and the frame on my particular bike. So until something suitable is produced I shall continue to amble down country lanes at a gentle pace on my old tyres.

Now let's move forward to 20th May 2018 all vehicles that are 40 years old will be MOT exempt. According to government figures there are about 230,000 cars that fall into this category and I would suspect that there are at least if not more motorcycles. The government says that owners of classic cars and motorbikes are normally very responsible and maintain their vehicles very well and I am sure that they are correct in what they say. I'm not really interested in the car side of the argument, but bikes I am. The bikes us club members are interested in and ride, travel in the main at a sedate pace so if anything were to fail like my old tyres for instance I am confident that I would bring the bike to a standstill, dismount and scratch my head and say "Oh Dear". Now bike technology, particularly the performance of the engines stepped forward massively from 1960 to 1978, and bikes like the Honda 750-4 and others similar had come into being with performance that could only have been dreamed of in 1960. We talk about responsible owners and most are but I must also point out in our world of careful restoration and refurbishment might our view of our much loved powerful motorcycle become somewhat clouded a second pair of expert eyes is a good thing to inspect your prized possession before it ventures forth onto the public roads. Say if a similar tyre situation existed on a 1978 large motorcycle, I shudder to think of the consequences, I myself would not dream of taking it on the open road, however would everyone think like me?

My feeling is that it will only take a couple of accidents where something on a vehicle that was previously MOT able has failed and there could be a re-think, and remember there is always the spectre of the much discussed "Road Worthiness Testing" lurking in the background. This I understand has been put on the back burner for the time being but I'm sure it will be introduced at some point.

In the Shed.

As usual it's been a busy time in the shed, and when isn't it. The Excelsior Consort is progressing in a reasonably satisfactory manner. Unfortunately I can only work on it when I get a free moment, hopefully it will be completed at the end of the year and with any luck it will be used as my main bike

of choice next riding season. Like any restoration / refurbishment some bits of it have been more awkward than planned and others have been accomplished with a lot less heartache than envisaged.



The completely seized up front suspension assembly.

The front girder forks, suspension and steering are a point that I would like to highlight. Whilst wheeling the bike about prior to the work starting, I noted that the steering felt decidedly crunchy, so like everything else it was on my list to be looked at. I had been quite lucky undoing all the nuts and bolts on the bike with no problem until it came to the front end. It seems that every part of the steering and the suspension had siezed itself solid just through lack of use, I guess. Every part of the suspension had to be laboriously undone under great protest all spindles had to be driven out by force and as for the head races ugh! Thankfully because the bike had not been used for over 40 years and just stood and solidified itself. On inspection the suspension spindles had very little signs of wear. The grease or what there was of it had dried and taken on a look similar to a rich clay earth. It's been pretty much the same throughout the bike, every area that required or needed grease had dried up. All this pretty blows the myth that the "oily rag" gang seem to employ is that all you have to do to an old barn find is to clean out the fuel tank, strip and clean the carburettor and replace the plug and you are off and running. Well anyway it took me hours to get the whole front end apart and because of its rusted state I have had to strip and restore this part of the bike properly.



It took many hours work to get to this stage.

The good news is that I have had to spend precisely no money in the last two months but I have put in a fair few hours work into it. My labours free so all to the good.

I have also been dealing with Fantic Issimo. A bike that many of you, including myself, had not heard of, and a very rare one to be seen in this country. On the face of it, it has to be said that the bike itself is a little bit butt ugly and certainly not a design classic. But within lurks a little gem..... The Minarelli engine, it is a strong performer, it won't break any speed records, but what it does have is loads of torque which is good for all the hills near where we live. Sometimes you get a bike and it brings with it a load of heartache and despair. The Issimo looked very much down on its luck when it came into my possession but since I've got it running and sorted out the siezed front suspension and made the brakes work not to mention a complete re-wire owing to someone neatly cutting all the harness away, it has worked its way into my heart. Even after a test ride Sharon seems to like it, and she, believe you me is quite picky over the bikes she likes and dislikes. She is really a four stroke type of girl and not known for mechanical sympathy when it comes to two strokes. Maybe, just maybe, a little Italian like the Issimo may well win her over!



The Fantic Issimo a bit of an ugly duckling but it goes well.

2017 Calendar.

. Sunday 1st October 2017

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

Wednesday 11th. October 2017

South East Moped Enthusiasts Mole Valley Run, meet 10.30 for 11am start from Haroldlea Drive RH6 9DT at the junction with Balcombe Road (B2036). Limited on street parking. 37 mile route through the beautiful Surrey countryside, one or two short hills. Lunch stop at a lovely pub on the way. Have to admit we managed morning coffee and afternoon tea on the way round previously! Further details from Mike Follows 01732 / 07887 950 921.

Sunday 19th November 2017.

Kneel's Wheels Run and the EACC AGM at Great Blakenham village hall (IP6 0NJ). The last moped jumble of the season combined with a ride to explore the Wild West side of the A14 on a completely new route. The lunch stop will be the same as last year: at Claydon Crown. Great Blakenham is on the B1113. Leave the A14 at junction 52 and turn west towards Great Blakenham. Take the right-hand lane, which will lead you to the first turning on the right. When you get to some Give Way signs, bear left toward Needham Market, then take the first right: Mill Lane. The village hall is along this road on the right. Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on 01473 743587).

2018 Calendar.

Sunday 7th January 2018

The 35th **Mince Pie Run** Meet at the *Orwell Yacht Club*, Wherstead Road, Ipswich, IP2 8LR for tea, coffee and mince pies. At 11:00 we will leave on a run to *The Shipwreck Bar* at Shotley. For details and directions contact David Evans on [01473 687820](tel:01473687820); please 'phone if you can, as this helps with planning the catering.

Everyone welcome - ~~free day membership if you're~~ not an EACC member.

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

Sunday 25th March 2018

West Anglian Section's Duloe Daffodil Dash from Duloe Village Hall.

This run will take in villages around North Bedfordshire and Cambridgeshire in the area of Grafam Water. There will be refreshment facilities at the village hall before and after the ride. An informal moped-style "bring and buy" is envisaged, so bring along items for sale or swap. The hall will be opened just after 9am with the ride leaving at 11am sharp.

Directions: Duloe is ¼ mile West of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river bridge and straight on at the roundabout (where the B1048 goes right). Turn right at a mini-roundabout, follow the road up hill to a roundabout, go straight on, under the A1. The village hall is on a right turn in Duloe, ¼ mile after the A1.

Sunday 8th April 2018

South East Moped Enthusiasts North Downs Run. Meet at the Edenbridge Leisure Centre car park, Wellingtonia Way, Edenbridge, TN8 5LU. Run starts at 11.00am. Enjoy 38 miles of the Kent and Surrey countryside and a pleasant lunch stop at the Star Inn at Lingfield. For more details call Martin or Sharon on 01883 626853 or 07774 562085.

Sunday 6th May 2018

South East Moped Enthusiasts South Downs Run. Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11.00am. Enjoy 34 miles of Sussex countryside with a great lunch stop at Six Bells biker friendly pub. For more details call Martin or Sharon on 01883 626853 or 07774 562085

Saturday 23th & Sunday 24th June 2018

The Second "East to West Adventure." The start point for this event will be from near Crimdon Pony World, Crimdon Dene, Hartlepool, Durham, TS27 4BL. We shall be setting off on this adventure at around 10:30am; we will then make our way across the country to the overnight halt at Alston. The following morning we will set off on the journey to Whitehaven in Cumbria. Those who want to follow our route should note that there will be some interesting deviations from the well-ridden route. So come and join us on this event, meet up with friends both old and new, it's more than a run, it's an adventure in some very scenic parts of the country. For more details please contact Martin & Sharon on 01883 626853 or 07774 562085 or mwikner61@gmail.com .

Sunday 28th July 2018

The **CARD Run** starts at Iliffe Way, Stowmarket. CARD = **C**yclemotors **A**nd **R**oller **D**rive.

This will be a shorter, gently paced ride for the slower machines: cyclemotors, VéloSoleXes, etc. The run will total 20 miles so will also be well within the range of most electric bikes. We'll meet in the Illiffe Way car park (there is a toilet block nearby ... and a Costa if anyone's desperate for a coffee). The run sets off at 11:00 on a route of around 20 miles. There will be a drink stop at the *Five Bells* in Rattlesden. Then we return to Stowmarket and the Osier Café at the Museum of East Anglian Life.

Sunday 19th August 2018

South East Moped Enthusiasts, The Bluebell Run. Meet at Horsted Keynes station car park, Station Approach, Horsted Keynes, RH17 7BB; enjoy 38 miles of Sussex countryside skirting the South downs with a lunch stop at The Sportsman at Goddards Green. For more details contact Martin or Sharon on 01883 626853 or 07774 562085.

Club Information.

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

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

Secretary

Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943

E-mail: membership@autocycle.org.uk

Website Forum

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

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

Standing information

EACC committee members. Andrew Pattle (Secretary)

Sharon Wikner (Treasurer)

Mark Daniels

Alan Course

Paul Efreme

David Evans

Neil Morley

David Watson (Publicity)

Martin Wikner (editor of the MAC) 54 Dane Road, Warlingham, Surrey, CR6 9NP.

Tel: 01883 626853 or 07774562085 or mwikner61@gmail.com

Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.