

The M·A·C

The Newsletter of the EACC

Number Forty Five

April 2018



www.autocycle.org

A couple of very original bikes (apart from one seat) that took part in Alex's Run.



Club Information.

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

Secretary & Web Master.

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

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

Standing information

EACC Committee Members.

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

Club Officers.

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Club Regalia

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

Sections

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

Lancashire Slow Riders: Paul Morgan 07709 914134

Leicestershire: Jim Lee 018568 461386

North Hertfordshire: Andy Cousins 01462 643564

Norfolk: Dave Watson 07483 210625

South East Moped Enthusiasts: Martin & Sharon Wikner 07774 562085

Suffolk: Neil Morley and Mark Daniels 01473 659607

West Anglian: Alex Lees 01480 219333

Wiltshire: Richard Woodbridge 01793 770862

Rotherham Roamers: John Bann 01709 855411

Thanks to Ken Brown for supplying the front cover pictures for the February and April editions of the MAC. Permission granted for publication by the Mobylette museum (France)

Quick Glance 2018 Calendar.

7 th April	EACC Club Stand Heritage Transport Show
8 th April	EACC North Downs Run
15 th April	EACC Radar Run
28 th -29 th April	EACC Club Stand at the Leisure Lakes Steam & Vintage Rally
6 th May	EACC South Downs Run
12 th -19 th May	The NACC Wirral Wobblers trip to Norfolk
20 th May	EACC 37 th East Anglian Run
20 th May	EACC The Merkins Cafe Run
23 rd May (Wed)	EACC River Valleys Run
27 th May	EACC The Reservoir Dogs Run
1 st -3 rd June	EACC Northern Camping Weekend
13 th June (Wed)	EACC East of Eden Run
16 th -17 th June	EACC Club Stand at the Woodvale Rally
23 rd -24 th June	EACC East to West Adventure

8 th July	EACC Peninsularis Run
18 th July (Wed)	EACC Pevensley Levels Run
29 th July	EACC “CARD” Run
12 th August	EACC Periwinkle Run
19 th August	EACC Bluebell Run
5 th September (Wed)	EACC Owlers Run
9 th September	EACC 15 th Coprolite Run
9 th September	EACC Club Stand at the Edenbridge Motor Show
11 th November	EACC Kneel’s Remembrance Wheels and EACC AGM

News

As you will be aware the February edition of the printed and posted edition of the MAC hit the streets as it were in early February and I think its launch went reasonably well. It was some weeks after it was published that I managed to get my hands on a copy. Yes there could be improvement here and there and I do wish it had a thicker cover. I have had considerable feedback and of course as expected it’s all come from the postal club members. It’s been 100% positive. There have been good suggestions on lay out which Ill certainly try to work on. Reproduction of the photos wasn’t brilliant, but that was probably more down to me than the printing company. There was a bit too much script in the last edition so we will get more pictures in amongst the articles as I have come to know what you like. Several members have said that they may change to postal membership. Anyway whatever anybody may think there is one thing for certain it has taken a considerable amount of the stress and hard work from Andrew’s shoulders, which is all to the good. As for me it’s not quite as easy as it was but I do so hope that the club can carry on with this method of producing the MAC. However on a more cautious note there will need to be sensible changes made at some point with financial arrangements. I’ll say no more on this as I’m only the editor.

Thanks once again for those who have taken the time to contribute for the MAC. In this edition there are a couple of good articles from Peter Moore on cyclemotors.

You will be aware there has been a lot of stuff relating to Cyclemotors in recent editions and yes I will hold my hands up to that. At this time I am really trying to promote interest in this rather rare species and hopefully it will fire you all up with enthusiasm to get your cyclemotors out for the CARD run in July. Soon there will be much more moped features.

I was contacted by Frank Brzeski who informed me that he will be dealing with the late Derek Ashworths collection of bikes and large amount of accumulated spare parts for autocycles and cyclemotors. I understand that there are complete autocycles including a

concourse Bown that has never turned a wheel and others. Frank will be attempting to catalogue these vast amounts of spares and equipment. It has been decided by Derek's family that instead of getting some dealer to come in and buy it all as a job lot, it would have been Derek's wish to sell items individually to enthusiasts at reasonable prices. For details regarding this call Frank on 07742 067025

Congratulations to the guys who took part on their Honda C90 Cubs in the Dragon Rally. This is basically a bikers weekend camp that takes place in Wales every year in mid winter in the harshest of conditions. This year the conditions were extraordinary, the participants had to contend with rain, sleet and snow plus an almighty wind got up at about 10.30pm on the Saturday night and did its best to destroy tents and topple bikes. The guys from Kent did over 350 miles during the course of the weekend. Tough men, indeed.

The NACC's Wirral Wobblers are an adventurous group who once a year take their bikes on trips further than most. In recent years they have gone to the Isle of Man, Northern Ireland and last year to the Netherlands. During May they will be taking a trip via Spalding and then on to Norfolk for the rest of one week. There they hope to enjoy some good flat riding plus boat trips on the Broads. They do hope to meet up with EACC members during the course of the week. This would be a great opportunity to meet fellow enthusiasts and take part in ride outs during that week. For more information regarding their trip contact Ted Bemand dynazone@gmail.com and our own Norfolk section leader.

I was sad to learn that on the 3rd March the well known bikers Hartside Cafe was pretty much destroyed by fire. It is situated at the top of the Hartside pass just west of Alston in Cumbria. It has become a central staging post for those travelling across the Pennines. I understand it was well alight by the time fire crews got there. Fire appliances from Penrith had to be escorted up Hartside by a snow plough.



My electric powered bicycle is now complete and ahead of schedule too. Read all about this quite startling machine which has performed way beyond my expectations, in the "In The Shed" section of the newsletter. As previously stated this project has gained

considerable interest. I do hope that I have managed to inspire some of you to take up the electrical challenge.

I hope everyone who rides is looking forward to the very busy riding schedule we have lined up on the calendar this season.

Alex's Birthday Run. By Mark Gibb

We have celebrated our son's birthday with a moped run through all of his teenage years, known as the 'Teenage tantrum' run it was his request when he turned 13 for us to hold such an event to mark the occasion. First as a pillion, then on his Honda C50 and now on a Yamaha SR125 (via a Honda CB100N), Alex has now turned 19 and so this year we decided on 'Alex's birthday run' instead. Previously under the NACC banner the run was for the first time under the EACC this year, a big thanks to those who have helped with the paperwork and advertising.

After a couple of weeks of very wintery weather we were happy to see a dry morning and a very good turnout for the day. After a chat over a cuppa and biscuits in Bruisyard village hall we set off on a 26 mile round trip taking in a lunch stop at the Brundish Crown public house who catered for us despite it being Mothers day (apologies to any Mothers who missed out on a Sunday lunch due to our visit). The only mechanical casualty was a Raleigh with a plug whisker quickly solved at the lunch stop after a few miles on my parents trailer (thanks Mum and Dad). The twenty eight riders plus pillions made their way back to Bruisyard in dribs and drabs and a few needed to head home early to take care of their duties as good sons and daughters. We battled the rain back to the village hall to drink more tea and eat some birthday cake. Smiles all around. I would like to thank my other half Sharron, my parents and the rest of the family for their help with serving the tea and coffee and for clearing up at the end.

All in all an enjoyable day by all accounts, machines from Honda, Yamaha, New Hudson, Raleigh, Motobecane, Puch, Excelsior, NVT, Suzuki, Malaguti, MZ and Royal Enfield took part.

Just to clarify things

I wish to clarify a few things. Firstly the EACC is run and managed by the committee and during the course of the year any matters that need dealing with are discussed and voted on by the committee members. Any major changes are discussed and voted on at the AGM. There is no one person who is overall in charge of the club. Any content in the MAC you dislike or disagree with or have a personal view on should be addressed to the editor (that is me). Andrew is not a headmaster type figure who has to field complaints

about the MAC, with the hope that he will give the editor a good telling off, like a small boy. Please if you do send me a letter, can it be all in English. I'll be the first to confess that I am not fluent in Latin. I have no wish to laboriously transpose hand writing to computer so that I can enlist the services of Google Translate. I am always available to be contacted by letter, email or the phone. I do prefer the phone and over the last year I have had some great engaging conversations with a lot of you. The greatest gift that us humans possess is the ability of **verbal speech**.

Letter's

Dear Martin,

Please could you include the following for me in the in the April edition.

'Hi Guys and Gals,

Just a quick thank you to all of you who took the trouble to get in touch, either by card, email, word of mouth and even hospital visits during my recent enforced stay in Pembury Tunbridge Wells Hospital.

You don't realise how important it was to Helen and myself. Made us aware, once again, how important friends are. The dear old NHS may be creaking under all the pressure being piled on it, but trust me, when the 'chips' are really down and things are looking none too clever, they come up 'trumps' every time. Our family owe them so much.

Not out of the 'woods' yet, but well on the way.

Now where's the garage key!!

Very best wishes and thanks again,

Mike Follows.

Dear Martin

Please accept my compliments regarding the latest issue (number forty four) of the M.A.C newsletter.

The layout is much improved, and the content is excellent, as usual.

I loved your article in issue forty two of The M.A.C, "Cyclemotors have never been more popular!!!"

I read with interest of your plans to build your own electrically assisted bicycle. I bought a broken down and well used Viking folding e-bike with the same intention a while ago. Purchase price was a whole £20!

My original intention was to learn about the workings of e-bikes by getting the little Viking up and running again, but also to simplify the system and install it on a 1980s Raleigh MTB I have in semi-path-racer guise. I liked the idea of having two-wheel drive. A leg-powered rear wheel and an electrically powered front wheel.

To be honest, I got as far as getting the Viking rolling with electrical assist again, but lost interest until I read your article.



From a broken down old fold up.

Freshly inspired, I set about the old Raleigh, only to realise that it needed major work to get it to a standard that I would be happy with.

Happily, a stroll around Halfords threw up an economic solution. A bargain deal was available on their cheapest MTB, The Slant. This bike has an old school 18 speed Shimano/SRAM gearing system and 26" wheels. It also had a steel frame, and traditional mudguard and carrier mounts in abundance. For less than £100 it was perfect for my needs.

With the Viking stripped down to remove the useful bits, I had the motor taken out of the 20" wheel and built into an old school 26" MTB rim by a local bike shop. I have built wheels before but that was back in the early 1980s and I never much trusted my own wheel building then, let alone now! the cost was almost as much as the MTB had cost, but well worth it for the superb build on a Mavic rim.

Nearly all the parts were ones I already had. The exceptions were the some new e-bike brake levers that cut the power to the motor when used, and the frame mounted bag that houses the electronic controller. There is no throttle, no speed selector, no LED display. There isn't even an on-off switch. The 24v battery sits in the Wilko bag attached to the old

Batavus rack. The controller is triggered by a pedal-assist-sensor that switches power to the front wheel motor when the pedals are turned. All old school, built on a tiny budget, simple and hopefully reliable.

It has been part of the fleet since early December and is great fun to ride. Regards Ged Asbery



To a more usable everyday machine.

Black and White Bit.

Steve McQueen arguably the king of cool enjoys a ride on diminutive Honda C50. One wonders if this machine is still in existence and what its value would be if its provenance could be proved. This follows on from the fact that one of the two Ford Mustang GT Fastbacks that were used by McQueen himself, during the filming of the famous nine minute car chase in the 1968 film Bullitt has been discovered in the States in its original unrestored condition. So what of the C50, is it languishing somewhere or gone to the great scrapyard in the sky? I wonder if any club members have bikes that have been sat upon by a famous backside?



Steve McQueen samples the power of a Honda C50

A Deconstructed, Direct-Drive Minimotor.

by Peter Moore



The picture above was lifted from a Facebook group; thanks go to the anonymous author of the post, and the photographer from 65 years ago.

The caption in the album in which the photograph sits reads

"RUB ON TYRE MOTOR ADAPTED TO DIRECT DRIVE 1953".

This certainly looks like a considerable modification to the standard Trojan Minimotor configuration, carried out in period, and photographed on what appears to be a Services, or Military establishment.

The bicycle features a frame with a cranked top tube, braced front fork, bolted-up seat stays, hub brakes, a reversed seat post and mattress saddle, and a Hercules chainring. Whether that makes the bike a Hercules does not necessarily follow! It does feature front and rear number plates and thus seems to be road-ready.

The frame has been modified to accept two brackets by which the motor is attached using the two studs on the rear of the crankcase, and what appears to be a plate fitting the base of the cylinder barrel. The crankcase has been flipped over side-to-side so that the flywheel is now on the left, but crankshaft rotation is now correct for the chain drive on the right hand side. The cylinder barrel and head remain in their usual orientation.

The original drive roller has been changed for a 10 toothed sprocket driving a primary chain. This runs to a bicycle chainwheel mounted on a jackshaft in a housing clamped to the frame seat tube. Tension in the primary chain is maintained by a jockey wheel on a short bracket off one of the crankcase bolts, and there is a neat chain guide shoe just below the chainwheel to help prevent derailment. Inboard of the chainwheel is a small sprocket driving the main drive chain to the rear wheel. This drives an adapted chainwheel attached to the rear wheel hub. The manner of its attachment is not clear from the photo. Overall gear reduction is impossible to calculate since it depends on the size of the hidden cog on the intermediate shaft - but it does look possible to get a reduction similar to the Trojan's standard ratio using available bicycle sprockets. The main chain is tensioned by sliding the clamp for the intermediate shaft on the frame tube.

The bicycle features a single speed freewheel, and it must be that the drive chainwheel on the rear wheel has no freewheel.

The machine must be pedal-start, so the rear wheel has to be capable of driving the chains, as well as receiving drive from them under motor power. The same must be true of the sprockets on the intermediate shaft - so no freewheel there. So, whenever the bicycle is moving, so are the chains. Starting (and stopping) must be by using the decompressor. The motor should have had one by 1953. Not as convenient or easy as lifting the motor from the tyre as in the original roller drive arrangement.

The original Trojan fuel tank is re-used, sitting back-to-front on the top tube of the bike. Relieved of the duty of carrying the motor, this is an unnecessarily heavy item now, but obviously convenient to use on this one-off creation. The exhaust is neatly positioned to soil the rider's right shoe with oily emanations.

Some tinware for chain guards would appear to be a necessary next step for this machine.



A mixture of Wirral Wobblers and Lancashire Slow Riders enjoy a ride out on a sunny wintery day in Merseyside.





Some of the riders and the bikes that took part in Alex's Birthday Run on a wet 11th March





Some of the bikes that took part in the Duloe at the Riseley lunch stop

A rare and unusual Mobylette Duloe participant.





**A very Smart James Superlux and a Brookhouse Corgi that took part in the
Duloe Daffodil dash on 25th March**



Ferry across the Mersey by Ted Bemand

The famous ferry gets you to Liverpool (as does the two tunnels).

I grew up in Liverpool, knew all the best places to liberate hub caps....early Volvo P1800 (the Saint's car) caps were the ultimate, just like a Viking shield! (NO, I never nicked any, but I did I have an early P1800 and stupidly sold it to buy a Land Rover!!!) Outside the city is the flat plain of Lancashire, finally rising, east of Chorley, to the Pennines.

And Chorley was the aim of four 'dual nationality' Wirral Wobblers, (Doug Mc Garvie, Allan Griffiths, Martin Archer and myself) in answering the invite from the Lancashire slow riders (LSR's) to attend their Delph Winter ride out. The Delph, an old quarry, now a 20 metre deep circular 'black pond', was also the LSR's regular watering hole.

With thoughts of Sir David Attenborough's early encounters with unknown tribes, we parked our vehicles with some trepidation...one false gesture and their leader might club us to the ground? Perhaps they do a New Zealand type 'Hacker'?

But no, they were moped enthusiasts much like us! ...some in multi coloured outfits (my faded maroon (NOT pink, Martin!) two piece not looking out of place). Others were in black padded jackets.

There seemed to be an awful lot of them? Some with horizontal zipped suits? I discovered these were divers! Feeling their way around that black, uninviting pond! And I thought WE were mad, riding in 5deg temps, but they said the water was also 5 deg....so what is the difference? And there is no wind chill under water!

The four of us, in our Wobbler tabards intermingled with the LSR riders. We set off, with Paul Newton leading, to soon make a short stop at the Farmers Arms, (a pick up point for other riders). We were now down to 13 machines, the Ceccoto moped failed to even get out of the car park. Then lots of small, quiet lanes, mainly just bikes and horses. Certainly different to the quite heavily populated, busy Wirral lanes.

At the occasional cross roads Paul Morgan on his CZ motorbike stopped, across the road to enable us to ride through. And with his 'outrider' role nobody got lost. As we approached Southport, our destination, the green fields became absolutely flat. With a raised boundary ditches, they looked, for all the world like giant snooker tables. It seemed we were crossing the UK's main production lines for turf! Some fields already neatly sliced and bare. We were the 'snooker balls' tracking across the skinny single track lanes, reminded me of Holland last year. My head cam recorded some interesting still pics, the warm winter sun, at 18 deg. angle; relentlessly beating down on the riders cast a nice shadow, enabling me to get in on my own pictures!

Southport, a one hour stop at the Carousel. The regular meeting place for the big bike guys, favourable comments, hot coffee/tea/eats and we were off again. A convoy parade down the famous Lord Street and then we retraced our route back to the Delph.

Approximately forty miles, no breakdowns and some new acquaintances made. Hopefully some more linked runs will ensue.

How to While Away a Wet Sunday Afternoon

By Peter Moore

Bicimotore There's a word to roll around the mouth. A Google search soon sends you down some unexpected pathways, and so it was that I came across a cyclemotor of which I was completely unaware. It's modern, too, but the more you look, the more it makes sense that I'd never heard of it. Take all that you read from here on with a healthy dose of scepticism since it is all uncorroborated and comes direct from the worldwideweb.

The machine glories in the name **Pizeta Scoiattolo** and appears below.



You will already have worked out that we're in Italy. Pizeta were, and are, bicycle manufacturers. Their current range appears likely to feature Taiwan-built bikes, or at least frames, since the catalogue illustrations all seem to be quite generic within the various classes of bike. In this sense, I suggest that they are similar to Cinzia, of whom I have heard and have owned one of their bikes. I group them as similar to Apollo and Carrera in the UK, but may be being unfair!

Scoiattolo translates as "Squirrel" so I may well refer to this machine as s Things do improve on inspection, however. The handle bar control arrangement is commendably clean and simple. The two standard brake levers remain, and there is a right-hand twist grip throttle with cable routed within the handlebar. Two additional wires are visible. One is most probably for ignition cut-out and the reason for the other one may become apparent later. It's not a lighting switch, for there is a wheel-driven dynamo mounted to the left of the rear wheel. Nor is it a horn, for there is a bicycle bell.

It seems that the Squirrel was produced up to the year 2000, and that fits the general appearance and fittings of the machine illustrated, which looks to me to be based on a typical 1990's bicycle. I did not find a start date for production, but suspect that it may have been short-lived, but have seen a suggestion that the model was available in the 1980's. Based purely on the dates, I suppose that this was an attempt to compete with the Italjet Tiffany and Class, but evidently few Squirrels were built and sold. For reasons that will become apparent as we explore this machine, I can't imagine that it was economic to build and sell.

The machine is based on a gents or ladies town bike frame with single speed, and cantilever brakes, but carrying a rear rack and seemingly hard-case pannier bags. The front mudguard is usefully valanced, but the front fork modification looks horrible. A standard uncrown MTB type fork is reversed and short leading links carry the sprung stirrup in which the front wheel is fitted with a quick release skewer. The stirrup is located at the top via a short vertical rod sliding in a rose joint bolted through the fork crown. That rod is welded to the top of the stirrup via a steel bracket which extends forwards into a bent strip steel bracket providing the anchorage for the bottom of the suspension strut, and the front brake cable stop. The top mounting of the suspension strut is no better - it's a tubular spacer around the handlebar stem (or possibly extended fork steerer) to which a T piece bar is welded projecting forwards to provide a mounting for the eye-bolt of the strut, and the bracket of the front lamp. I cannot imagine this set-up providing rigid location for the front wheel, either initially, reliably, or with any durability.



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So, the bit which interests us - the motor. It's an underslung unit mounted off or behind the bottom bracket via clamp plates across the chainstays. It's 2 stroke, petrol, and fan-cooled. There is neat and effective plastic shielding around the front and the cylinder, for the cooling draught, and protection from muck and spray from the front wheel. The unit is described variously as 35, 38, and 39cc in the various adverts I found for examples on Italian sales site Subito and elsewhere, so we get the idea. The unit is mounted offset to the left of the bike's centreline for a very good reason, but this offset has necessitated the use of an extended pedal axle, together with a long, tortuous and not very efficient inlet pipe. There is a visible pull-starter on the front of the motor, and adverts also refer to electric start; and I believe a rechargeable battery set is housed in the right hand pannier for a tiny electric starter motor ahead of the exhaust silencer. So.... the second push button on the handlebar is??

The motor crankshaft is positioned longitudinally, and the motor is offset. Why, because this is a shaft drive machine! Delightful, Expensive, but delightful. There

is a die-cast aluminium housing mounted on the left of the rear wheel, and its shape indicates a bevel drive. All enclosed and very clean. There appears to be no internal hub brake built-in, since there is no control for such a brake and the original cantilever rim brake is retained. However, the handlebar shows no sign of a clutch lever, so I presume that somewhere in this driveline there is a centrifugal clutch.

The origin of the motor is unknown (to me) but the adaptation for use in this bicycle frame has necessitated the manufacture of several model-specific components: engine mounting plates and bracket, inlet duct, exhaust, shaft and housing, bell/clutch housing, and final bevel drive unit and casing appear to be the obvious ones. Not a cheap machine to manufacture. Or simple.

The fuel tank wraps around the seat tube of the frame neatly in the manner of many Mobylettes, the Italjet Class and Tiffany, and no doubt many others. There is a sturdy rear rack with sprung top clasp, the aforementioned dynamo lighting set, and a coil-sprung saddle.

So there it is. A motor-assisted town bike for shopping, commuting etc. No evident pretensions to speed, power, or sportiness, but everything geared towards ease and comfort of riding - shaft drive, front suspension, sprung seat, ease of starting, and the simplest of controls. By the 1980's, the world and the market had been taken over by mopeds offering all of these features and I cannot see what this cyclemotor had to offer at that time to out-compete the moped flood. It looks to me as though someone did not spend enough time developing a business case for this model - too expensive to manufacture, and a disappearing market.

It must have dawned on the company, for they produced, and still produce, a battery-electric bicycle using the same frames, forks, running gear, rack and panniers, and even the same name - Scoiattolo. As an electric bike, the machine makes a lot more sense.

Do I want a Scoiattolo Pizeta Bicimotore? Of course I do! Do I need one? Of course not! Isn't that the nature of our hobby and interest?

In the Shed.

With the costs of purchasing an original working vintage cyclemotor go ever increasingly skyward, I just wanted to prove that there is another route that you can take to enjoyable cyclemotoring, that might prove less costly than shop bought new bikes and the petrol powered vintage machines.

The schedule I set myself for completing my electric powered bicycle was easily achieved and it was all powered up and ready to go two weeks before the end of February. Never have I completed a bike build with fewer complications. So now let's get down to the nitty gritty. Once the bike frame and forks arrived back from Foremost coatings it was just a case of reassembling the cycle parts and then of course fitting the rear motor wheel

which slotted into my slightly enlarged parallel dropouts easily. It was then just a case of connecting up all the wires to the supplied control unit. You really can't go wrong with this as all the terminals only match the corresponding terminal on the wiring from either the electric motor or the handlebar controls. The kit I purchased supplied a rather smart twist grip throttle control which was basically a direct flyby wire linked to the control box. I elected not to use or connect the crank pedal movement sensor. The control box itself fitted neatly into a small bag that fitted itself via Velcro straps to the cross bar of the bike. It took a bit of an effort to stuff all the wires in this bag before the zip could be done up. I had fitted a rear carrier to the bike and to this a small rather rustic timber box was fitted permanently. I chose this method as the battery would be weighing between 5 and 6 kilo's, so I wanted it to be secure as this was quite a weight to be moving about on its own.

So now what battery to choose? I did think long and hard about this, as you might be aware that the battery is the most expensive part of any electric bike. I decided to go for a 48 volt 15 AH (amp hour) battery. This was a bit more money than the 10AH I had been considering. The cost of this was £315, yes it was a bit of a shot in the dark and I just hoped that I hadn't made a expensive mistake. Well the battery duly arrived and was put on charge for 6 hours. One annoying thing was that the battery arrived with the main leads with just a female connector on and I had no equivalent male connector on the leads from the control box. I wanted this connection to be good as I was dealing with 48 volts, so bodes were out of the question. I scoured the net and found the suitable connection and ordered. There then followed a few frustrating days of waiting.

The connection arrived and with much excitement I wheeled the bike outside. I figured that the step down wire which reduced voltage to 250 watts would work when the wires were disconnected. Best start slowly or so I thought! Having connected the battery I mounted the bicycle, pressed the red actuating button all three lights on my hand control illuminated, I was good to go! What followed next was quite amazing, I went off down the road like a scalded cat, I was infused with adrenalin as I approached the T junction at the end of the road at what can only be described as an alarmingly fast speed. Thankfully the brake that I had never tried before worked well. I brought the thing to a standstill and I took a moment to collect my thoughts and thought, WOW. Clearly the step down wires have to be connected for the power to be reduced!

I have now done several miles on the bike including a 25 mile test, and all I can say is that it's a lot of fun to ride. You do get a bit of range anxiety when the battery meter shows that the battery is running down, but the power still keeps on coming. Everyone who has tried it comes back with a broad grin on their faces. Sharon too, has become an electric bike enthusiast. She rather disparagingly remarked that it is one of the few bikes that I have completed that has worked properly!

Costs for the project Electric bike kit £143.00, battery £315 Total cost £458 yes £58 over budget, the extra cost being the more expensive battery.

All I've got to do now is see how it performs during the riding season. The 40 mile Duloe Daffodil dash saw the bike complete 35 miles before the battery faded, so I cycled the last 4 miles (not really a problem). Because of the length of the run I had to conserve power. Had it been just 25 miles I could have ridden considerably faster.

2018 Calendar.

Saturday 7th April 2018

A busy weekend for the South East Moped Enthusiasts:

The EACC South East Moped Enthusiasts Club stand at The Heritage Transport Show at the Kent County Agricultural Society Showground, Detling, Maidstone, Kent, ME14 3JF; 10:00am–4:00pm. This has become our biggest show event of the year. Our allocated club area will be in the main hall and all owners of officially entered bikes receive two complimentary entrance tickets. So being indoors with excellent facilities, inclement weather doesn't matter. This is an excellent event so don't miss out. For further details and entry forms contact Clive Fletcher on 01622 678011 or clann67@tiscali.co.uk. Or contact the show's organisers at www.kentshowground.co.uk/heritage-transport-show.

Sunday 8th April 2018

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

Sunday 15th April 2018

The **15th Radar Run and Mopedjumble** starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual **free** pitches for jumble stands - call Paul on **01394 671222** to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome. The Radar Run has an alternative, shorter route suitable for cyclemotors.

Sunday 6th May 2018

South East Moped Enthusiasts South Downs Run. Meet at the Civic Approach car park, High Street, Uckfield, TN22 1AR; starts at 11.00am. Enjoy 34 miles of Sussex countryside with a great lunch stop at Six Bells biker friendly pub. For more details call Martin or Sharon on 01883 626853 or 07774 56208

12th-19th May

The Wirral Wobblers Norfolk Trip for more details contact Ted Bermanad
dynazone@gmail.com

Sunday 20th May 2018

The 37th **East Anglian Run** starts at Lord Thurlow Village Hall, Great Ashfield (IP31 6HN).

This is the oldest-established event in our calendar: the first East Anglian run in 1982 was the very first event staged by the EACC. The Village Hall will be open from 9:30am for refreshments, toilets and moped jumble. The run sets off at 11:15 on a route of around 30 miles through lovely country lanes and villages. The lunch stop will be at Fair Green in Diss, where there's a pub, a café, and a chip shop ... or you can picnic on the green. Everyone welcome. This year we revert to a 'clock wise' route

Sunday 20th May 2018

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

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

For further information contact Richard Woodbridge on **01793 770862** or Steve Hoffmann on **07891 251118** or **01249 447965**.

Wednesday 23rd May 2018

South East Moped Enthusiasts—River Valleys Run. Meet 10:30 for 11:00am start from Edenbridge Leisure Centre car park, off Wellingtonia Way, TN8 5LU. A 42-mile route around the Eden and Medway valleys. Some gradients, one steep hill might mean a walk on a cyclemotor or low powered machine. Lunch stop at a village pub on the way. Further details: Mike Follows on 01732 700280 or 07887950921

Sunday 27th May 2018

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

As normal, we will head out from the Marks Tey Diner at 11:00 and stop at the Railway in Kolverdon. The return run will be a 9 mile ride to the **East Anglian Railway Museum** in Chappel. They have their Transport Extravaganza open day; classic vehicles get free entry to the museum and rides on the trains and normally a couple of classic busses.

Parking is on grass so bring wood for stands if possible, although most of these events have a limited supply of wood. It's a 5 mile run back to the Diner from Chappel or there will be a short cut back for people who don't want to go to the museum (split at Great Tey

and a total run of 10.5 miles from Kelverdon). We can leave the railway together after an hour or two or people can leave as they wish.

The route map and GPX tracks for this run are available on **our documents page**

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

nice: **reservoir.dogs@cloudbase.biz**.

Friday 1st to Sunday 3rd June 2017

The second EACC Northern Camping Weekend

There will be group rides out on Saturday and Sunday and these will be marshalled to make sure the slower machines don't get left behind.

Having had a site meeting today with the site owner [Charlie] he is more than happy to help us, with the site arrangements,[we cannot access the site on the 1st of June till dinnertime but he has said that he will work with us on this one, should anyone want to book direct with Charlie please tell him that you are part of the

EACC/MOBYLETTE/RALEIGH/AUTOCYCLE W/END RALLY there are 18 hook ups at £15.00 pounds a night including electric, and £7.00 pounds a night for tents, there are toilets and shower on site. Charlie's number is 07817939458,venue details are as follows: HOOTON LODGE FARM CAMPSITE AND FISHING, KILNHURST RD, HOOTON ROBERTS, ROTHERHAM SOUTH YORKSHIRE, S65 4TE, don't hesitate to contact the organiser, John Bann, if you're interested in attending: **01709 855411** or 07798 731951 or **mobymagic@gmail.com**

Wednesday 13th June 2018

South East Moped Enthusiasts—East of Eden Run. Meet 10:30 for 11:00am start from Edenbridge Leisure Centre car park, off Wellingtonia Way, TN8 5LU. A 32-mile route around and through the Eden Valley, unfortunately a few hills. Lunch stop at a village pub on the way. Further details, Mike Follows **01732 700280** or **07887 950921**.

Saturday 16th & Sunday 17th June 2018

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

Saturday 23th & Sunday 24th June 2018

The Second “East to West Adventure.” The start point for this event will be from near Crimdon Pony World, Crimdon Dene, Hartlepool, Durham, TS27 4BL. We shall be setting off on this adventure at around 10:30am; we will then make our way across the country to the overnight halt at Alston. The following morning we will set off on the

journey to Whitehaven in Cumbria. Those who want to follow our route should note that there will be some interesting deviations from the well- ridden route. So come and join us on this event, meet up with friends both old and new, it's more than a run, it's an adventure in some very scenic parts of the country. For more details please contact Martin & Sharon on 01883 626853 or 07774 562085 or mwikner61@gmail.com .

Sunday 29th July 2018

The CARD Run starts at Iliffe Way, Stowmarket.

CARD = Cyclemotors And Roller Drive.

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

Sunday 12th August 2015

North Hertfordshire Section's Periwinkle Run: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am and we anticipate an 11:00am start. The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at *Three Tuns* in Great Hormead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. If you require any particular Item can you let Danny know in advance of the day as his stock is too vast to bring it all along. In 2014 we did not hold a raffle as usual and we were asked by many members why so, the following year, we brought it back. If any members want to donate a prize could they please bring it along on the day where it would be greatly appreciated.

For more details contact Andy Cousins on **01462 643564** or **07969 369062**.

ajcdirect@googlemail.com

Sunday 19th August 2018

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



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