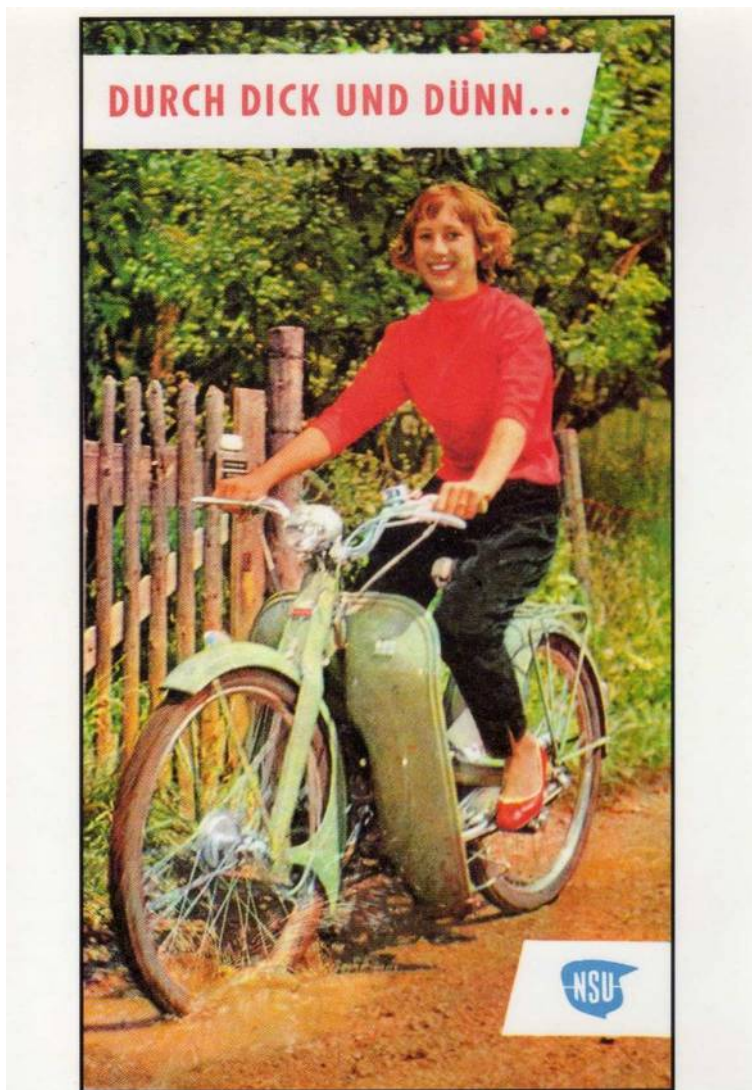


The M·A·C

The Newsletter of the EACC

No: Forty Eight (Not for Resale)

October 2018



www.autocycle.org.uk

Keith Ashby would like his “cabin” to become an autocycle spare parts centre.



Derek Langdon's self built Mini Motor powered recumbent on the CARD 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.

Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS. Phone: 01449 673943
E-mail: membership@autocycle.org.uk

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.

Editor of the MAC (Vacancy)

Club Regalia

Clive & Ann Fletcher 11 Buckland Lane, Maidstone, Kent ME16 0BJ Tel: 01622 678011 or clann67@tiscali.co.uk

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

North East: Ron Paterson ronpaterson21@gmail.com

Rotherham Roamers: John Bann 01709 961434

South East Moped Enthusiasts: Martin & Sharon Wikner 07774 562085

Suffolk: Neil Morley and Mark Daniels 01473 659607

West Anglian: Alex Lees 01480 219333

Wiltshire: Steve Hoffman 07891 251118 Richard Woodbridge 01793 770862

The cover picture for this edition of the MAC is one from David Evans's delightful collection of NSU promotional advertising post cards.

Quick Glance 2018 / 2019 Calendar.

7 th October	EACC Club Stand at the 27 th Copdock Bike Show
11 th November	EACC Kneel's Remembrance Wheels and EACC AGM
10 th March	EACC Alex's Birthday Run
7 th April	EACC North Downs Run
14 th April	EACC 16 th Radar Run
5 th May	EACC South Downs Run
19 th May	EACC 38 th East Anglian Run
7 th - 9 th June	EACC Northern Camping Weekend
22 nd - 23 rd June	EACC 3 rd East to West Adventure
28 th July	EACC 2 nd CARD Run
17 th -18 th August	EACC Lancashire Slow Riders CARD Ride weekend
18 th August	EACC Bluebell Run

News

It will soon be time for this year's AGM, it will be held following the Kneel's Remembrance Wheels Run on 11th November. Although this has all been said before

this is your chance to see how the club is run and hear what has been happening and perhaps have your say. Last year we only just managed to have sufficient numbers (25) to form the quorum that is required under the club rules to hold the AGM. A lot of you just went home after the run. Maybe it's because you consider it to be a little bit boring, but as I remember last year's AGM was over and done with in just over an hour. So please do try to put some time aside to attend, it is your club, remember.

Ron Paterson is interested in starting a **North East Section**: Durham, Tyne and Wear area. We currently have around twenty members in this area; if any of you would be interested in a local ride out, forming a local group, or just receiving news of what Ron is planning, please e-mail him at ron.paterson21@gmail.com.

Club members seem to like the section notes it is hoped that section leaders will continue to submit news for the MAC,

It has been noted by several club members and questions asked as to why there has been nothing in the MAC about the Norfolk sections activities for well over a year now. Please refer your inquiries to Norfolk Section Leader, he may be able to throw some light on the problem.

As this edition of the MAC is short on contributions, there is an item re-published from the clubs archive, plus recent feedback.

From now on can all contributions to the MAC be in by the 15th of the month preceding publication. So for example the 15th November is the deadline for the December /January edition.

Section Notes

Suffolk Section.

I tried to go to the Essex Section Battlesbridge Run on 22nd July, but got stuffed in hold-ups through the roadworks at Chelmsford, so by the time I got to the start some 10minutes late, there was nobody there, so it was just a drive back home again through the same awful roadworks traffic – bit of a wasted day....

Cyclomotor and Rollerdrive CARD Run at Stowmarket on 29th July. In what was one of the hottest and driest summers we've had for many years, Andrew managed to pick the only day of rain, and it did come down pretty hard. Due to having no cyclomotor on the road, I cheated slightly and took the Elswick-Hopper Lynx, but fell behind the group when I stopped to assist a broken down New Hudson autocycle, then guided Luke Booth round to the halfway stop after his Motrom (Rumanian) cyclomotor played up and he'd detached from the group. These activities however, gobbled up the Lynx's limited fuel reserve, which ran out on the return leg. I fortunately got a top-up from a Mosquito to get me back to base, but the Mosquito

itself stopped on the way back as it's sparks ran out, so that had to be recovered by the back-up service. Challenging day in adverse conditions.

Periwinkle Run on 12th August was a good turnout, with a fairly busy day on the parts jumble. Along with Andrew on his James Superlux autocycle, I rode the latest 'Dazzle' chequer-plate scooter, and were joined by fellow Suffolk Section rider Joe Lee on his KTM Hobby. Very impressed with the performance of Matt Cox's RM4 Q-bike – that's a machine to watch out for....

I went with Martin Gates to the Bluebell Run on 19th August, but his NVT Easy Rider Sport broke it's throttle cable in the car park before he'd even managed to set off, then the attempted repair resulted in a stripped thread in the throttle cursor, so we had to go two-up on Dazzle (which coped with the challenging hills very capably). Martin's bad luck earned him 'wreck of the run' award – oh dear!

Coprolite Run & Mopedjumble with IcenICAM edition-47 at Bucklesham VH on 9th Sept. One of the 'big five' Suffolk Section calendar events, a nice sunny day, and a strong turnout of 40 riders to Ferryboat Inn at Felixstowe Ferry. We managed to get 3x Hercules Corvettes together for this run, with Martin Gates, Andrew and myself riding. All 3 Hercs actually got there, and all 3 nearly made it back, but my 'old faithful DSL822' died in the home straight, so I pushed it through the finishing tape to cheers from the crowd. It's ok, and fixed again, to break down again another day. The main rider groups stayed pretty much together on both legs, and several people commented that it had been a really good ride.

Next up will be the new Norfolk Broads Run on 23rd September, then busy-busy to sort out EACC/IcenICAM stand at the giant Copdock Show on Sunday 7th October. We have new plans to stage a very ambitious display this year, so all welcome to visit our stand in the Club Hall.

See you on the road – Danny.

South East Moped Enthusiasts.

Our Bluebell Run on the 19th August was well attended as usual and well done Mark Daniels and Martin Gates for making the long journey your effort was appreciated.

The Romney Marsh Owlers Run on the 5th September was a great day out, Two cyclemotors taking part along with 12 other bikes albeit my cyclemotor's rear tyre cried enough rather handily only about 100 metres from the lunch stop!

The Edenbridge Motor Show on the 9th September was blessed with more superb weather and our EACC stand had an assortment of 18 bikes on display. There was lots to look at at the show including a mighty stationary engine which needed its

own additional compressor to start it. Thanks to Mike Follows for organising and all those who brought along their bikes.

The Rotherham Roamers

We the northern section namely the Rotherham Roamers are planning an EACC rally for the third year. After the success of this year's event that we held in June that went quite well.. It's also open to non members. Camping is available with all facilities, showers, toilets etc .Anyone wishing to attend please contact me at mobymagic@gmail.com Thanks, John Bann (section leader) *date details in the calendar. Ed*

Wiltshire Section

The latest edition of the Whizzer newsletter is out so if you want an update on this sections activities and lots more contact Steve Hoffman and he will be happy to email you a copy. shffm@sky.com

Letter's

Martin,

I think the 'Capebie' that Peter Moore spotted at Stafford is, in fact, a Lapébie; it's probably quite a rare beast. The only thing my French moped encyclopædia says is:

Lapébie – adresse inconnu

Sous-marque de Mercier

The unknown address would be the registered office (if there was one) because it's pretty certain that the machines would have been manufactured in Mercier's works in St Étienne. 1957 seems a reasonable estimate of its age: the SER–Itom engine was made from 1955 and Mercier made a model with this engine until 1960.

It was common for French bicycle manufacturers to put the names of famous racing cyclists on their machines, so the marque Lapébie is most probably named after Roger Lapébie, who was French Champion in 1933 and won the Tour de France in 1937; although another possibility is Guy Lapébie, who won a medal in the 1936 Olympics and was placed third in the 1948 Tour de France.

As Peter says, the engine is an Itom, built under licence in France. The name SER comes from the surname of Louis Serouge. Établissements Louis Serouge were precision tool makers in Levallois–Perret that diversified into making their own 49cc and 65cc engines in 1953 and, two years later, licensed the Tourist engine from Itom.

Andrew



The Lapebie that Peter Moore saw at Stafford (a rare machine)

Hi all,

I organised a run on Sunday the VJMC & the East Anglian Cycle motor Club on the 22nd of July from Battlesbridge to the Halfway House pub, stopping on the way at Wakering Stairs (next to Foulness Island) & Shoebury East Beach, for an ice cream & comfort break.

The run through the back roads of my local area proved to be busier than I had imagined, mainly due to the cycle club going the same way as us, except for a short section, in any case, the day started well, with me giving details of where we were going, how fast or not! & how we would play follow my leader.

Those that came, Huggy, Viv, Robert, Graham, Tony, Doug, Meg, Clive & Ann & Me. (Mark Wilson)

We all had a great day I assume from 2 of the people that went on the run, see below.

Hi Mark

I just wanted to say that I thought you did a fantastic job of organising yesterday's bike run. We had a great day, let's do it again soon. Cheers, Doug and Meg

Dear Mark,

Thanks again for an excellent ride out, we really enjoyed it. Good route, good number of people & well organised (apart from all those damn bicycles that may be talked about for years) & is first time Rob has been on a bike for best part of 3 years.

Viv & Rob

I await for someone to tell me they have organised a route for another ride out.

Regards Mark.

Dear Martin,

I am writing this letter so you can publish it so members can read it. In our conversation on the phone earlier this evening regarding the magazine. I was disappointed in what you said about the criticism you have been getting and I felt I had to write to you in support. You are doing a great job, in my humble opinion carry on with the good job.

The things these moaners are moaning about, there is 3 things they can do; 1, Try editing the MAC if they think they can do better. 2, Shut up, or 3, leave the club.

I know a bit about being on a club and being on the committee as in the late 1960's early 1970's I was in a rifle club .22 calibre and on the committee so I do know a little bit.

Yours faithfully

Lindsay Neill (5227) West Midlands

Thank you for your support Lindsay, those who criticise and condemn my seemingly every utterance, never seem to want their complaints to be published.....strange that. Because of this ongoing situation this is all too late now as this is the last edition I will be editing. I will make no further comment on the matter, Ed

The Card Run

It seems only fitting that a club that was set up some 36 years ago with the specific intention to promote the use and preservation of the Cyclemotor should at the very least have one day a year set aside for a ride out where this type of machine can rule the roost as it were. Yes other bikes are welcome to come along and follow at a cyclemotor type pace. And so the inaugural Card run was held on the 29th July. Not withstanding the fact that after nearly six weeks of dry and fine weather this was the

day the heavens decided to open their doors once more. So then, what was the turn out like with the weather being so suspect? Well, not bad at all considering. Cyclemotors of all types including roller drive machines arrived from both far and wide. Many more than Andrew had been expecting. I think there were fourteen of us in all including a small group of mopeds. Had the weather been fine we were sure there would have been more. The only disappointment was that there were no Velo Solex's, some had been promised but none materialised. After a slight delay when Andrew's Lohmann decided it wouldn't play (he transferred to another machine). We set off on a very pleasant meander down the country lanes near Stowmarket and guess what the rain stopped. After about 15 miles we stopped for a fluid refreshment halt followed by a five mile run back to the Suffolk museum for lunch. So what did all this achieve...well in short a lot. I learnt about the lubricating properties of water with rubber and a roller! Joking aside, this is just a start, the run will take place again next year and indeed every year so at least cyclemotor owners can enjoy their bikes at a pace of their choosing, without being left behind. Hopefully this will build year on year. Already the Lancashire Slow Riders are planning a similar event of their own next year, and well done to those guys.

On returning to the start Andrews Lohmann started straight up! A diesel with a rebellious streak I guess. Well done to all those who turned up especially the long distance travelers Peter Moore and Derek Langdon

Anyone for a Bobber?

Probably you will have heard the word Bobber used when motorbikes have been discussed. So how does this relate to our sort of bikes? Well let's go back to define the name Bobber and the history of how the word came about and in turn deal with any misconceptions that you may have.

The bobber was the forerunner of today's custom bikes, and was originally concocted in the late Forties by GI's returning home from war, complete with stacks of saved-up Army pay to spend on a bike. The lack of new product in any great numbers from Harley-Davidson and Indian, whose factories were worn out by the ravages of flat-out production to meet the demands of the war effort, meant they had to buy used - so they did, then they modified the result to get more speed and allure, often going racing with the results.

To do this the bobber boys invariably used a Harley or Indian as the basis, but Triumphs became popular - and cool- too, especially after the making of the controversial 1953 movie "The Wild One" starring Marlon Brando astride a Triumph Thunderbird. This was based on the events of an alleged 1947 riot on the Fourth of

July Independence Day holiday by motorcycle gangs in the sleepy Californian farm town of Hollister, where the movie was latter shot.

But as more and more war veterans were demobbed, the massive shortage of even secondhand civilian machines sent prices skywards, leading them instead to acquire now unwanted military dispatch bikes which they then “bobbed” by cutting back the rear fender (aka mudguard) - hence the term ‘bobtail’, leading to bobber. They also stripped off other unwanted parts to make the result as light as possible for dirt tracking or, especially, street drags. A bobber this represented a minimalist approach to building bikes made to go, not so much show, hence anything that didn’t constitute a necessity was deleted.

Going from a dead stop to flat out as fast as possible was the bobber boys main objective, as practiced in illegal street drags on two and four wheels staged all over America throughout the 50’s- as depicted in the movie American Graffiti. There were lots of unfinished freeways comprising President Eisenhower’s fledgling Interstate Highway System where you could drag race pretty safely, often for big money in side bets. But then those same freeways got completed, and the cops who’d previously left them to get on with it moved in to shutdown the now illegal sport. So drag racing became commercialised, with privately owned drag strips built by promoters eager to take it off the streets and into venues where they could make money from it.

The bobber later mutated into the chopper in the sixties - although the garish, raked-out choppers that we’re all the rage a decade ago before the advent of sub-prime mortgages, are now a thing of yesterday. The clone manufacturers who built them have mostly gone to the wall, leaving the minimalist and far more rideable bobber-style customs and their close cousins the garage-built hotrod, to enjoy their current resurgence.

Bobbers didn’t much happen in Britain first time around in the late 1940’s - function mattered back then, not form, at a time when motorcycles were viewed as basic transportation.

So where does all this leave us in the autocycle and moped world? Well just take a look at a well known internet auction site and you will see any amount of mopeds, step through’s and even the humble Honda CG125 that are now for sale having had the bobber treatment.

Purists will go into apoplexy. If, however it brings more youngsters into the world of small engined bikes, then perhaps you may agree it is no bad thing.



A “Bobbed” Mobylette owned by Barry Cooper



The Bobber trend is all about minimalism!



Two Cyclemotors that took part in the Card run, one petrol and one electric powered





Peter Moore's roller drive machine at the CARD run (sorry forgot the name).

Bikes Gather for the Coprolite Run





Two more Coprolite run machines





Bikes this time seen on the Perwinkle. Its nice to see a Solex that is used!



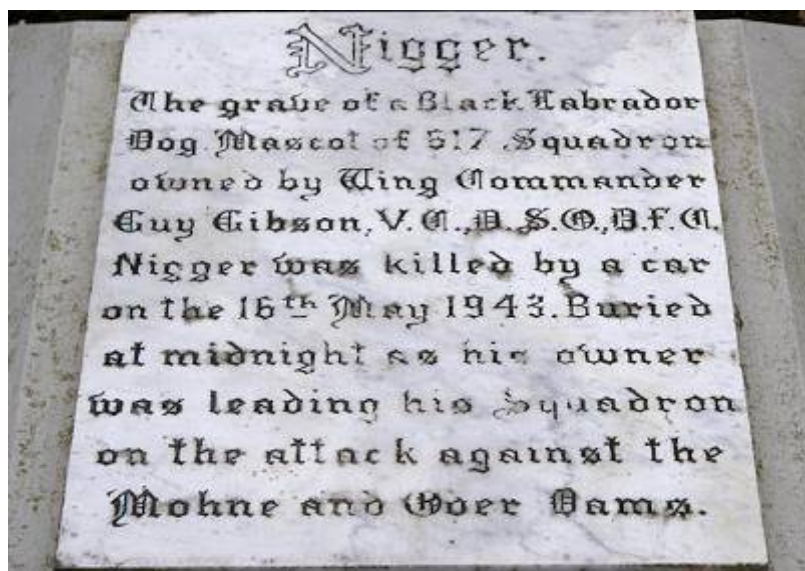
This article was first penned between Christmas and the New Year 2014. Pretty much soon after it had been completed it was known to have some historical inaccuracies. However with Adam Knopp's feedback and Andrews autocycle recognition abilities the article has had an interesting update.

Also with the recent somewhat sad news that RAF Scampton will be closing in 2020, I do hope that all the history and heritage of this iconic air force base is not bulldozed into the dirt along with the rest of the site. It would surely be wrong to deny this small piece of RAF history to future generations.

RAF Scampton, The Dam Busters, a dog, autocycles, and me!

by Martin Wikner

During the New Year break with my wife ill with the flu, having carried out my nursing duties, I found myself sitting in front of the television watching an old black and white war film: 'The Dambusters'. I've seen this many times before but this time I noticed that political correctness has got in the way and any reference to Wing Commander Guy Gibson's dog's name was fudged out. Well, most of us know what his canine companion was called, so we won't go into that. As many of the scenes on the ground were filmed at RAF Scampton, I studied what I saw on the film and certainly recognised some of the buildings. You see, I made a visit there about a year ago to deliver a car to one of the construction engineers working for a firm relaying the surface on parts of the runway. While there I did my best to snoop around and I came across the **grave** of the Wing Commander's dog.



The grave of the Wing Commander's dog at RAF Scampton. You will have to get past the armed guard on the gate to view it though luckily they granted me an entrance pass.

Anyway what's all this got to do with bikes I hear you say? Well, the story, whether fact or fiction, is that after the dams raid, Excelsior (Norman?) presented 6 or maybe 10 autocycles to RAF Scampton for the squadron's use, presumably as airfield runabouts. Maybe the truth is somewhat clouded in myth because I have a grainy picture captured from the 'net of Guy Gibson riding an autocycle, most probably at Scampton and in the picture we also see running in the background his dear old dog, whom we can't name for fear of outraging someone. What is known as a fact is that his dog was killed on 16th May 1943, just outside the main gates by a car in the late afternoon of the day of the raid. Before leaving for the dams raid Squadron Leader

Gibson left instruction that the dog should be buried in the grass outside his office at midnight just as he would be commencing his first bombing run. So maybe the bikes were delivered before the raid because the dog is very much alive in the picture.



**Wing Commander (before promotion) Guy Gibson VC
riding an auticycle with his faithful companion.**

The dog's grave has stayed in the same position ever since the night of the raid except when it was temporarily covered over while they did the filming of the movie in the late 1950s. Well, what's it got to do with me? On my visit there I found RAF Scampton eerily quiet. The Red Arrows, who are the sole occupants based there, were in Cyprus at the time training. Many of the buildings, including some of the hangers, look to be very much unchanged since the war. So after having a nose around and inspecting the dog's grave I set about delivering the car, which involved me driving down the runway to where the contractors were; it was kind of spooky as I watched the hangers shrink into the distance through the rear view mirror. I imagined the Lancaster bombers rolling down the runway

all those years ago, and was I driving along the route where Wing Commander Gibson VC rode the Excelsior autocycle followed by his faithful black Labrador dog? I have to say, it was kind of ironic that I was driving down the runway in a German car!

July 2015

Feedback

Dear Andrew,

Hope you are well.

I have just read the article 'Excelsior at Scampton' and believe it to be incorrect. It has been known for decades in the Norman club through ex-workers, that the Norman brothers, who were in the RAF, gave half a dozen or so bikes to the Dambuster squadron. I believe this to be an honest mistake, as I kept calling my Norman an 'Autobyk' and not 'Motobyk' before I bought my 1939 Junior model.

Best wishes
Adam Knopp

So, what is the autocycle in the picture? Excelsior or Norman? As Adam says, Fred Norman did present Guy Gibson with a motorcycle but this is usually quoted as being a Lightweight Motor Cycle. Norman made a machine called the Lightweight Motor Cycle; this was a 'proper' motor cycle, not an autocycle. Martin, in the article, points out that this picture must have been taken before the Dambuster raid. Therefore, it is very likely that the autocycle is nothing to do with the gift from Fred Norman, but another machine

altogether. Is it an Excelsior? Maybe, as Adam suggests, that suggestion is a result of confusion between Excelsior's and Norman's model names: Autobyk and Motobyk. All autocycles look pretty much the same from the front, and the picture isn't very clear either. It looks as if there is a speedometer on the left-hand fork leg and having the speedometer there rather than on the bars suggests that it has a spring fork. Also, is that the filler cap on the bike's right-hand side? The autocycle that matches those criteria would be a Francis-Barnett!

Andrew

September 2018

For sale

Due to ill health we have a camping trailer for sale. It was purchased from Halfords 2 years ago. It is a galvanised Erde trailer with opening tailgate. It is 5ft long and 41 inches wide. It has a removable hi-top and a waterproof cover. As it has been stored outside so the tyres may be in poor condition. £200 Tel: 01536 710998. We are located in Rothwell, Kettering near junction 3 off the A14. Ask for Margaret or leave a message or email davidjtalbot@googlemail.com

After collecting motoring literature for almost 40 years and amassing a library of over 5,500 books and booklets, plus magazines, brochures, photos and colour slides, prints posters, cigarette cards etc. I dramatically reduced the collection in 2003, and have since thinned it out further.

The time has come, however, when I need to clear the remainder. There are still some 2000 books and booklets, hundreds of magazines, 1000 plus brochures, prints, posters, calendars, photos, colour slides, postcards, cigarette cards etc available, and I am open to offers for any. I have compiled a 63 page list of just the books and booklets which costs about £5 to photocopy and post.

Whilst it contains virtually nothing now on motorcycles, no doubt many of your members will have an interest in other forms of road transport, so I would be grateful if you could put a mention in your club magazine, and anyone who would like a copy of the list please send a £5 cheque. (I don't have a PC)

Many thanks A. Duncan, 4 Albion Close, Seaton, Devon EX12 2X8

2018 Calendar.

Sunday 7th October 2018

Club stand at the 27th Copdock Bike Show, **Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607 if you'd like to help or supply machines for the stand.**

Sunday 11th November 2018

Kneel's Remembrance Wheels and the **EACC AGM** at Great Blakenham village hall (IP6 0NJ).

The last mopedjumble of the season combined with a ride to explore the Wild West side of the A14. The lunch stop will be the same as in previous years: at *Claydon Crown*.

This day is the one hundredth anniversary of the armistice that ended World War I; as usual, we will be having a two minute silence at 11 o'clock. Our route takes us past several churches that may be taking part in 'Ringing Remembers': Offton, Elmsett, and Bramford in particular have excellent sets of bells.

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**).

All the route information for this run can be downloaded from **our documents page**.

2019 Calendar

Sunday 10th March 2019

Alex's Birthday Run starting from Bruisyard Village Hall (IP17 2DX). The hall will be open from approximately 9am with all the usual facilities. The run will be about 25 miles long, including a pub lunch stop before returning to the hall for a cuppa and some cake.

Sunday 7th April 2019

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 5th May 2019

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

Sunday 19th May 2019

The 38th 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 mopedjumble. 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'll be using the 'anticlockwise' route.

Sunday 14th April 2019

The **16th 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.

Friday 7th to Sunday 9th June 2019

The third EACC Northern Camping Weekend in the Rotherham, South Yorkshire, area.

More details later; please feel free to contact John Bann: **01709 855411** or **mobymagic@gmail.com**.

Saturday 22th & Sunday 23th June 2019

The Third “East to West Adventure.” This will be the final run in this particular series of adventures, we may well be back at some point in the future. 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 our route instructions are up to date and have a more traffic friendly route into Whitehaven. 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 2019

The Second CARD Run starts at Iliffe Way, Stowmarket.

CARD = Cyclomotors And Roller Drive.

This will be a short, gently paced ride for the slower machines: cyclomotors, VéloSoleXes, etc. The shorter route 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. An extended 25-mile route is available for keener riders. 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 18th August 2019

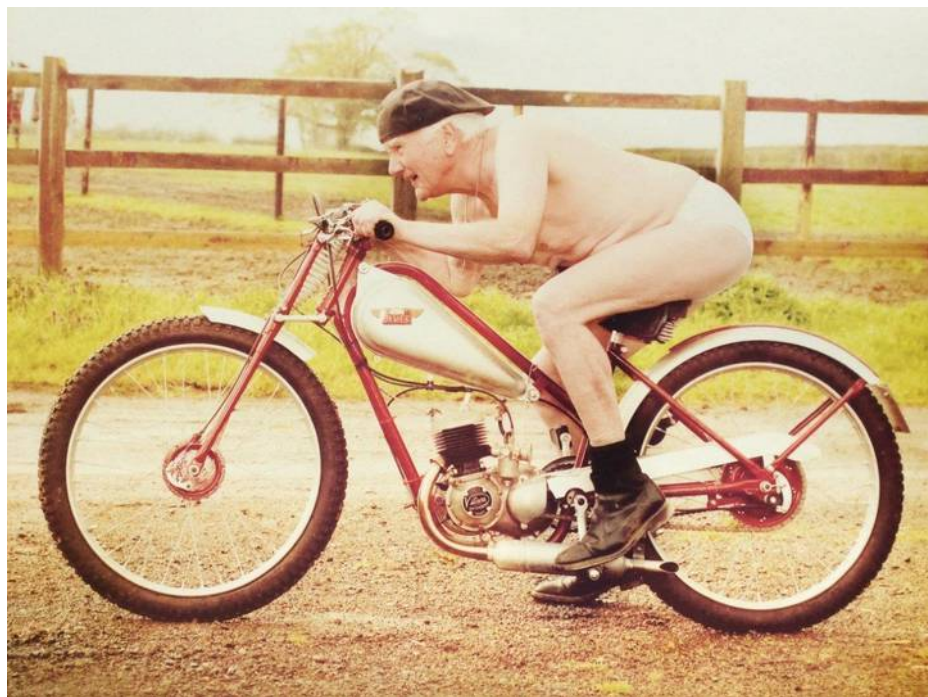
South East Moped Enthusiasts, The Bluebell Run. Meet at Horsted Keynes station car park, Station Approach, Horsted Keynes, RH17 7BB; enjoy 38 miles of Sussex

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. The route sheet and GPX tracks for this run are available on our documents page.

17th-18th August 2019

The Lancashire Slow Riders The CARD Ride Weekend

More details of this Cyclemotor and Roller Drive bike event to follow



Long time EACC stalwart Chris Saunders who is often seen at EACC events seems to have taken the local hot spell in his stride.

He often gets many favourable comments about the single speed James Villiers racer which when Chris is in racing mood (see attached photo) really leaves everyone with their mouths wide open.....rumoured he touches 60 miles per hour due to his additional streamlining.....sure this would bring a smile to everyone's face if you think it could go in the next M.A.C!



While on holiday in the French Alps driving up Alpe d'Huez, we caught up a race with young cyclists competing. At the Tour de France finish we watched the young club, followed by older cyclists followed by an elderly cyclist on the machine pictured: an electric cycle powered by solar panels. Most of the other oldies were pushing up the 6130ft!

Brian Hastings



The South East Moped Enthusiasts were blessed with superb weather for the Edenbridge motor Show EACC club display.





Well done, the Lancashire Slow riders for organising a CARD Ride weekend for next year and a well derived Logo for it.

