

South East Moped Enthusiasts



May 2016 Newsletter

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

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

News.

Hi and another welcome to this the 26th edition of our newsletter. As always please read and enjoy.

The Heritage Transport Show on 2nd April, our first event of the year went very well. Organised by Clive Fletcher, it was very much a last minute thing. Hopefully we will be back next year in greater numbers. What we took away from this, our first appearance at a commercially run show, was that the interest shown was on a much more technical level rather than the casual interest shown at the village fete type event. Well done Clive for making the effort.

The following day we made our way up to The Duloe Daffodil Dash organised by Ralph Richardson of the West Anglian Section. I counted 44 bikes that made the start of this one. Good weather, nice friendly people and a great turnout.

Our first run of the year was the North Downs Run. The weather was just perfect and we considered not too bad a turnout for us considering some of our regulars were on the other side of the world.

Bob Elson has got himself a nice Tomas Classic that he picked up from Barnstaple in Devon. Oh, and he also happened to see a Seagull outboard engine for sale while he was down there, so he snapped that up to add to his collection of Seagull's. You can't have too many Seagulls you know!



Bob Elson's recent purchase a Tomas Classic

Clive Fletcher is fettling his newly acquired Honda PC50 and also a CZ250 so I understand.

Steve Hogarth has made a good recovery from his recent hip replacement operation. Billy, his dog, also enjoyed his stay at Paul Hamlin's place whilst Steve was under the knife.

Mike & Helen Follows have recently returned from their month long trip to Japan visiting their son David. Whilst out there Mike enjoyed a two day bike trip into the Japanese countryside with a bunch of local biker mates of David's. Mike loved all the Japanese cuisine while out there, Helen didn't!

Neil Catling has had a busy month, he retired then went to New Orleans and then on to Memphis. He is now in Berlin on a stag weekend and he has also taken time out to do his Prob 1 bike test. I understand Prob 2 takes place next week, good luck mate. You had better rest up after all that lot!

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**Our men in Japan! Mike & David note the
badges.**

Mikes Honda Postie unfortunately failed its SVA test yet again. He's not giving up though, only one thing to put right this time. It involves dismantling the speedo, Ken's on the case with this.

Clive is planning an event in Wales on 23rd July at the Llangollen bike festival I think that this will be in conjunction with the Lancashire Slow Riders, more details will be on Facebook as and when I know them.

Ken is also going to modify Mike's trailer so it can carry three bikes. Hmm I thought that we were having better reliability on our runs, as this is generally the backup trailer.

Our group page on Facebook has got off to a reasonable start with 55 members so far. More on this later.

Neil's New Hudson that I have built for him is now finished and running well. More about this later. Just wish that he would stay in this

country for a moment and then I could present it to him!

I have been dowsing the streets of Surrey with petrol every time I do a test run on the Honda Express!

I have produced a good flyer to hand out to people at our events. I asked to borrow some of the format from the Lancashire Slow Riders and adapted it so it suited our needs. I print it in an A5 size and I think that it looks rather good, if I say so myself.

If anyone is not too good at sewing, and is having trouble attaching their cloth badge to their jacket, Sharon will be only too pleased to do the task for you, the charge for this is precisely nothing.

The South Downs Run.

Plus important stuff please read

Our second run of the year is next weekend, the 8th May, so come on you lot get on your bikes and come on down to Uckfield, no excuses now! Last year it was a great success coupled with good weather and a different pub. This was the Six Bells at Chiddingly this is a great biker pub and if the weather is good a lot of bikes of all types congregate there at lunchtime. Now the other night at our pub meet Chris Mercer mentioned that at the moment there are some major road works going on in the centre of Uckfield and this may affect how you get to the car park. Also the part of the car park that we usually use may have a lot of the contractors plant gear in it, but the other section of the car park is available to use. For those of you who know the best way into Uckfield coming from the north is using what used to be the A22

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before the bypass was built through Maresfield. Thanks for the information Chris, hope all this helps.

The Heritage Transport Show.

As previously stated in our news section our thanks to Clive's efforts seemed to me to be very worthwhile and we will definitely be looking to do it again next year with a lot more bikes and my hope is that it could become a beginning of the season meet up and social occasion. Every bike you enter receives two free entrance passes. The organisers seem to what I observed, to be really helpful.



The S.E.M.E display at Detling.

The Detling showground is a nice place. We got ourselves a good position in the nice carpeted hall. All the facilities are good, toilets especially. There is a lot to see of just about everything, so there is not much chance of getting bored. Lot's of buses, farm machinery, cars, bikes and miniature steam engines to name but a few. It's certainly an event that if the weather was bad it wouldn't be spoiled, because you are indoors. So let's all make a big effort next year. Oh, and there is a bar!

The North Downs Run.

We had a good day for our first run of the year, there were thirteen of us which was not bad considering there were some of our regulars many thousands of miles away.



Just Stopped for Lunch on the North Downs.

Bob Elson was on his newly acquired Tomas Classic, Dave Wickens turned up on his very smart Yamaha RS100 quite a rare bike so I understand, I immediately fell in love with it and awarded it with best bike!



Lukes Trusty Vespa Ciao

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David Wickens nice Yamaha RS100

Clive and Ann were on their new for this season Honda C90. It was nice to see Peter Olbrich on his extremely well performing Honda Camino, some people can make these bikes really go well. When I owned one it seemed to chew up the rather expensive drive belts. Paul Hamlin arrived with his mother in law Nanu with his Mobylette Av42 at a crazy angle on his trailer hastily tied on with what I could only describe as well rotted hemp washing line! Well he volunteered to not ride and act as backup. I noticed that the seat of his bike has this strange lump on it that I must say I would find extremely uncomfortable especially if you were to hit a bump in the road!

The ride itself was enjoyable and drama wise uneventful. We all enjoyed the pub stop, the food was great and the service greatly improved since last year. The ride back to Edenbridge was all good too. So let's do it all again next year.



Marino Palermo's Norman Nippy.

Riders were: Clive & Ann Fletcher Honda C90, Ken Brown Yamaha 125, Bob Elson Tomas Classic, Ian Clover Tomas Flexer, Luke Booth Vespa Ciao, Paul Debnam Lemoto, David Wickens Yamaha RS100, Marino Palermo Norman Nippy, Peter Olbrich Honda Camino, Mike Beauchamp Honda, Sharon Wikner Honda C90, Martin Wikner New Hudson. Backup (and many thanks) Paul Hamlin & Nanu.

Awards: Best effort Mike Beauchamp
Best bike David Wickens
Wreck of the run Paul Hamlin

Social Media.

Now those of you who know me will gather that I am not a huge fan of social media. The purpose of this article is to encourage you guys to embrace it to some extent. How much or how little you embrace it is entirely up to you. We live in a modern world and we have to move with it and the social media is just part of it. So far anything I have said about it has been met with an extremely lukewarm response. It seems that

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there are those who use it and a great many who don't and indeed state that they will not. What I'm saying here is give it a try, it does not cost anything and can be interesting. You can involve yourself or just be a silent non participating observer, it's up to you. For myself, yes, I have had disappointments with it in the past coming up against some, how shall I say, rather aggressive keyboard warriors. Our South East Moped Enthusiasts group page is solely for the purpose of our bike activity and nothing else and is now indeed doing well to promote us. It's easy to join the group and hopefully you will see our news as it happens once we get it running properly. We have 55 members so far and may I say thanks to all you guys who have submitted pictures and comments. It's all been great.

These are other groups that you can join that may take your interest:

South East Moped Enthusiasts.....(that's us).
London Classic Moped Group
Moped Autocycle & Cyclemotor Collector
East Coast Pedalers
Lancashire Slowriders



Ken's Lathe machining my tandem sprocket.

FutureBikers?

I don't suppose any of this matters really because when the problem finally manifests itself I guess I will have shuffled off this mortal coil. I am concerned that in future years there will be fewer and fewer bike riders about. Let's face it, the laws have changed in the UK hugely over the years regarding obtaining a motorcycle licence. For the young enthusiastic bike rider in his or her teenage years it is particularly depressing. I will try to put this simply, a young person cannot now get thier leg across a large capacity motorcycle until they are at least twenty four years of age and to do even this you have to literally jump through several hoops to get there. Imagine yourself as a young person years ago, let's say in the sixties or seventies. As soon as you were sixteen you got yourself a provisional licence and rode a bike of up to 250 cc and later it was only 125 cc. Now most during the course of the next two years took their test. Then as you know when you are young different things become a priority and these enthusiastic young bikers then became car drivers because in those days cars were cool and it was much easier and impressive to meet partners of the opposite sex if you possessed a car. So your interest in bikes waned and other things took on more importance like marriage, kids and mortgages etc. So you moved away from bikes for those financially constrained years. Then when your circumstances changed for instance you had more disposable income or more spare time you could go back to the pleasurable pastime of biking just because you can.

Now let's fast forward to today. We may have the same young enthusiast who likes bikes so

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he will get his dad to buy him a restricted twist and go scooter or similar to ride on while he or she is in their sixteenth year. They will pass their CBT (easy) and just ride around. What is the point in doing anything more because it costs a lot. Very soon they become seventeen and hey presto they can drive a car and this now becomes more important to them. Mostly they will pursue the car driving and pass their test because let's face it, that's what you've kind of got to do. By the time the modern youngster has reached the age of 24 there are other things occupying their mind rather than indulging in the expensive route of obtaining a bike licence. So moving on the years when they may want to take up biking again they can't because they haven't got a licence.

The reason why I'm beefing on about this is because my old mucker Neil is at the moment going through the process of obtaining a full motorcycle licence at retirement age and it's costing him the thick end of £650. How many people are there like him? My guess is not many.

Also I'm sure there aren't queues of 40 year olds doing it either.

So in another 25 years what does the future show, a bunch of born again bikers getting their CBT and riding around on classic mopeds with "L" plates on for a year then not bothering any more because of costs?

Sorry to be negative...

In the Shed.

Once again the workshop has been extremely well used in the last two months, it now seems as though I have got so many projects on the go I sometimes feel as though I am juggling about twenty balls at once!

Just a short recap, I bought a New Hudson two years ago and with it I got some spares. A frame, a tank, two bare wheel hubs and a box of engine bits. I hung the frame on the wall of the garage and that was it. However after a year I looked at it and thought that it would be nice to make this bike live again so I started searching for bits and pieces at jumbles and that's where we are now.

The New Hudson that I have been building for Neil since the beginning of January has been completed and is now running well. There is a tale to tell however. The engine that I acquired for this bike was an unknown quantity, the only thing that I knew was that it was a "runner".



All cleaned up ready for re-assembly.

So it was duly fitted, I had noted at the time that there appeared to be some main bearing movement on the flywheel side and whilst there was compression and a good spark, the engine didn't feel that smooth when turned over. Well nothing ventured nothing gained, I decided to get it running before any decision was made. And run it certainly did, but boy was it noisy bearing wise. So I just couldn't hand the bike

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over as it was because my feelings were if it was run for any length of time it might start to destroy the engine casings. So out came the engine and a complete strip down ensued all the time thinking that that this might delay the completion of the bike. Now I love these Villiers 2F engines they are great to work on and they really are a robust design. What I found was as the engine had lain idle for many years, moisture, and I guess condensation had found it's way into the crankcase and rust had formed in globules on the crankshaft and in the main bearings only. The transmission side of the crankcase which had the 140 grade oil in everything was just fine with little or no wear on the transmission drive sprockets indicating to me that this engine had not had a great deal of use. Everything else piston, rings and by some miracle the big end was fine. So a big clean up of all parts, the bearings were replaced easily after a little heat was applied to the casings. The whole thing was stripped, cleaned and re-assembled and put back in the bike in the space of a weekend and it fired up immediately.

Its runs smoothly now and all the horrible bearing noise has gone. The rest of the bike went together without too much problem. I had to get Ken to bend a pedal crank arm to the same shape as another New Hudson arm I had and I was all ready for the all important road test which I might say went without incident apart from the baffle parting company from the silencer. I retrieved this from a ditch and popped it into the nice Fortnam & Mason's hamper that is now fitted to the bike and returned to base unsilenced, cor what a racket these engines make. It's now been re-inserted from where it came and secured properly. Not an easy build as you may have read in earlier editions of the newsletter but it all came out good in the end.



Finished, it goes as good as it looks.



The New Hudson in January.

Lets turn to something else, the Honda Express. To say this has been exasperating would be an understatement. It's been a tale of two fuel tanks really. Having spoken to a few people about these bikes the fuel tanks are really the Achilles heel of these bikes, they are really poorly made. Because the diminutive size of the bike it would not be easy to fit another tank as it would look out of place and bodged as the normal tank fits underneath the luggage rack. The problem is that this is a dual tank, it has a petrol chamber and an oil chamber. Now many

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people think that rusting occurs between the two chambers but this is not always the case, it's just poor construction. Petrol can find its way into the oil chamber through gaps between spot welds. The other problem is the little window in the side of the tank used to check the oil level, they leak and there is no replacement now listed. So the aperture has to be welded over, if not, petrol pours out of the hole, petrol should not be there in the first place, but it is.



Kind of looks pretty, it was a challenge getting there though.

People have said to me that you could patch it with filler but with my experience I have found that petrol seems to find its way past most things after a while. So I'm on my second tank and Ken is getting good at welding up oil window inspection holes! The other problem I've had with the bike is the attachment piece of plastic that fixes the choke in position on the carb. No replacement is available so I've had to use a car brake pipe ferrule but it's not satisfactory. Apart from that when the bike is running it goes really well, Sharon hopes to be using it soon.

Also if anyone has a complete air filter and plastic casing for one of these bikes please get in touch.

ECP Events.

Received this by email from Carl Squirrel regarding his groups events for this year, I've placed it in as I have received it, as I thought that some of you might like to cut and paste it elsewhere. I have also integrated it into our calendar of events

East Coast Pedalers 2016 Calendar of Events

May 15th "Windmill Run" Start to be confirmed - (Stowmarket area)

June 25th Melton Village Fete (official NACC event)

August 28th 50 mile run starting from Horham

September 17th/18th Grand Henham Steam Rally (official NACC event)

December 27th Cold Turkey Run starting from Framlingham

May 18th (Wednesday) Summer Evening Run Needham Market 7pm

June 15th (Wednesday) Summer Evening Run Wenhaston

July 13th (Wednesday) Summer Evening Run Horham

August 17th (Wednesday) Summer Evening Run Framlingham

For up to date info:

e mail: eastcoastpedalers@hotmail.com

phone 01728 621096

or check our Facebook Group Pages.

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Midweek events.

Mike Follows will be organizing some mid week ride outs in due course. More information when I get it via Facebook or email.

Events Calendar.

All the South East Moped Enthusiasts events are in red, you will note that all club events are clearly marked showing which club is running the event. Please look at the EACC website for more runs and events, more are added all the time.

2016

8th May

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

15th May

ECP Windmill Run start to be confirmed (Stowmarket area)

18th May (Wednesday)

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

15th June (Wednesday)

ECP Summer evening run Wenhaston

19th June

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

25th June

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

25th June

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

26th June

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

26th June

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

1st-3rd July

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

13th July (Wednesday)

ECP Summer Evening Run Horam call Carl Squirrell for details.

14th August

EACC North Hertfordshire Periwinkle Run from Cottered

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village hall. Hall opens from 0930
run starts at 11.00am. Moped
jumble, for further details
contact Peter Smith on
07977936123

17th August (Wednesday)

ECP Summer Evening run from
Framlingham call Carl Squirrell
for details

21st August

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

28th August

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

11th September

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

17th & 18th September

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

25th September

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

TBA October

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

2nd October

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

27th December

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