

## Spotted at NVT



In the last issue, we showed you the VBF moped at this year's Sars Poteries Rando Cyclos ... You wait years to see a VBF, then two come along at once..

This one was in the jumble at NVT: Nationaal Veteraan Treffen. NVT is a huge one-day motor cycle rally held at Woerden in the Netherlands.

The VBF at Sars Poteries had a Le Poulain Cyclobloc engine, this one is a different model and has an ABG engine: a VAP model B. (The model B was covered in issue 15 of *The MAC* in our series about VAP engines.)

The frame is similar to the Le Poulain version, but modified to fit the different engine. For example, this frame has a bottom bracket, but on the Le Poulain, the pedals were incorporated in the engine. Other differences are not dictated by the engine type but point to it being a later model, or a more expensive model, or both. It has telescopic forks and the fuel tank has been moved from under the saddle to the front of the frame.

It probably dates from 1954 or 1955.

One question that we haven't answered is: what does VBF stand for?

VBF was originally a cycle manufacturer and "Votre Bicyclette Favori" is one suggestion. VBF certainly used this as a slogan—but it looks more like a phrase that has been fitted to the initials than their origin.

## Spotted at the Coprolite Run

For this 'Spotted' we have, not one machine, but seven ... and they're all Clark Scamps!

There were eight Scamps at the Coprolite Run - plus two extra wheels and motors; number eight and the two wheels were on show inside the hall.

Four of the Scamps took part in the run and three of them made it all the way round. The fourth suffered a rear wheel puncture—which is not a simple roadside repair on a Scamp. Cyclomaster owners will appreciate the difficulty of changing a tube on a bike where the engine is part of the rear wheel. The Scamp is even more awkward and it's quicker to unbolt the engine from the wheel than to attempt to fix the puncture with the power unit in one piece.

Of course, it wasn't coincidence that so many Scamps turned up at a single event—well, not wholly. It was coincidence that a couple of Suffolk members happened to be restoring Scamps—and the idea grew from there.

Three of the Scamps—one of each colour—were reunited a fortnight later to go on display on the EACC stand at Copdock.

Two of the Scamps have since passed to new owners; it's unlikely that this many Scamps will be seen in the same place for many years.



## Club News

### AGM

The club's AGM was on 20th November at the "Kneels Wheels" ride.

The full minutes of the meeting are available on the club's Website. If you want a copy and you're not online, drop a line to the secretary.

The two main features of the meeting were the reporting of a financial loss and an increase to the subs. Oddly, the two are not really connected. The cause of the loss was the club's 'buy out' of the regalia stock. Mark Daniels paid for all the regalia when we revived the club, because we hadn't accumulated enough money within the club. Now the club can afford to pay for the regalia so ... we have. So, there was a large one-off payment this year resulting in a net loss.

However, although the underlying finances were still healthy, costs have been steadily rising since we set the subs at £3 back in 2008. Printing and postage costs go up every year and our FBHVC subscription also keeps pace with inflation. So, an increase to £3.50 was agreed at the AGM.

### Rally expenses

In the AGM debate on subscriptions, it was suggested that there should be a larger increase to provide a fund for running events. We like our events to be self-financing, but things don't always work out as planned. For instance, if the weather is bad on the day of a run, there may be too few people there to cover the cost of hiring the hall. In cases like this, the club will be happy to reimburse the organiser's out-of-pocket expenses. It was agreed to make it more obvious to organisers that they can claim for any loss—an expenses form will be sent out with the signing-on sheets. However, it was thought that the amounts involved would not be large enough to justify any further increase in subs.

### Membership

In the last issue, we asked for your opinion on how the club should grow. Several of you replied and the general view was that the club should be allowed to increase naturally. Some thought that the name "East Anglian Cyclemotor Club" deterred people in the rest of the country from joining, while others were keen to retain the name as it's part of the club's heritage and maintains the

link to the original East Anglian Cyclemotor Club. There were also suggestions of other names that would fit the initials EACC.

As a compromise, we will not be changing the club's name but our publicity material will place more emphasis on the initials of EACC in preference to using the full club name.

### Events

Here are our events for the next few months:

#### Calendar

##### Every Tuesday

##### EACC and FMCC

**evening meeting** at the *Half Moon*, Walton, Felixstowe, around 9:30pm.

##### Sunday 8 January

##### **The 29th Mince Pie Run** is

our biggest event of the year. Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR for tea, coffee and mince pies. At 11:00 we will leave on a run to *The Shipwreck Bar* at Shotley. For details and directions contact David Evans on 01473 687820; please 'phone if you can, as this helps with planning the catering.

##### Sunday 15 April

##### **The 9th 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.

Further ahead, dates are already being booked throughout the year. We'll print the details of these later, but here are the dates...

##### Sunday 6 May

##### **The Nasty & Nice run** - a

North Herts Non-Conformists event.

##### Sunday 3 June

##### **The Reservoir Dogs Run**

from Marks Tey Café.

##### Weekend 9 & 10 June

##### **Horham Country Bygones**

**Rally and Road Run.**

##### Sunday 8 July

##### **The Magic Wheel Run** - a

North Herts Non-Conformists event.

##### Sunday 19 August

##### **The Periwinkle Run and**

**Spare Bike Jumble** from Coterred Village Hall



Riders at The Airship Run

## Airship Run

Cardington 11th September 2011

David Osborn

The second running of this event was organised by The The North Herts Non-Conformists, under the auspices of the EACC.

It attracted an entry of sixteen riders from a wide area on a variety of machinery, ranging from un-restored items to the nice looking ones. The entry was well spread from the East Anglia region with two riders clocking up a commendable 35 miles ride to the start line.

Machine reliability on the day was very good apart from one machine that did not make the starting line-up. This bike in question was a very nice 125 Royal Enfield whose kick start mechanism gave up the ghost at the third kick. Not wishing to inflict further damage from parts floating around in the gearbox, a push start was discounted and the trailer seemed the sensible option. The entrant had travelled a fair distance and we hope to see him and bike at our future events.

The weather looked good in spite of the predicted rain, and the halfway point was reached in fine weather at *The Crown* in Henlow where riders, pit crews and support staff had an enjoyable and chatty lunch in a specially reserved area.

Very black clouds were observed in the area of the return leg and the riders were soon to experience the southern fringes of what was probably a fair downpour further north. It is surprising how many riders and machines can shelter under a single rowan tree. Within a few miles the rain faded but the amount of standing water was evidence of what could have been a very wet return.

The area was also a venue for a pleasure and cycle racing event which caused no problems and at one point one of the cycle marshals deserted his post leaving our photographer to point cyclists in the right direction - always ready to help.

Back at Cardington Danny and Andrew's on-board action videos were viewed with great fascination on the laptop.

All agreed it was a good ride out and we will hopefully be including this event in next year's programme

Thanks to the organisers and helpers, Danny for the much appreciated items he continues to supply. And, not least, a big thank you to the

riders for supporting the run.

## The Shuttleworth Shuffle

Sunday 4th September 2011

Alex Lees

A much better turnout than our previous run from Thurleigh with 22 signed-on riders. An excellent day was in prospect. Owen and Lyn Gough were the first arrivals with their jumble and Lyn, as always, a great help in the kitchen assisting Ralph with bacon rolls, tea and coffee.

Danny turned up with his excellent display of new and second hand parts and had, I believe, a profitable day.

By 11:15am we decided to get the run underway as there were onerous signs from above! Ralph rode his Rudge and I drove the recovery vehicle.

After about a mile the Mobyette pace bike stopped and could not be coaxed back into life, so I took it on board. We soon caught everyone up at the *White Horse* pub stop.

When we came to leave the *White Horse*, the heavens opened and I mean opened. Another Moby would not start so I had a car full to bring back to Willington, only to find the car park flooded.

But all in all a good time was had and everyone enjoyed the day. We have noticed the village hall prices rising quite dramatically and I think this will have to be addressed at the forthcoming AGM.

PS: A small black casual jacket was left in the hall at Willington.

**A hint of dampness at  
The Shuttleworth Shuffle**

Photo: Dave Watson



## Letters

Hi,

Full marks for getting the Lohmann fuel issue sorted, that's an anomaly resolved (not that Mr Plod has ever taken a fuel sample from my tank), however, I have heard of it done with tractors. Naturally, I still belong to EACC.

I received my EACC newsletter this morning - to answer the points raised, I would not object at all to a raise in subscription to cover paper, postage etc. However I can see the EACC becoming a victim of its own success, and newsletter/envelope stuffing becoming a more burdensome job, the logical thing then is to go to a professional printer with mailing list - which then means copy has to be ready much more in advance.

As to the name, if East Anglian Cyclemotor Club is considered a misnomer with members from all over Britain, then equally NACC would have been equally inappropriate. In which case, if there are more than half a dozen foreign members, the obvious solution is International Autocycle and Cyclemotor Club.

Best regards,

*Peter F Vaughan*

Peter makes some valid points about the size of the club. From my memory of the old club, I recall that 500 was the membership figure we reached before going to professional printers. If we follow the same pattern, that's not far away. We carried on stuffing the envelopes ourselves until the membership was well in excess of 1,500. This was done by having a stuffing evening when around half a dozen volunteers would turn up.

Dear Andrew,

I have been a member of the EACC for 3 or 4 years but unfortunately have not been on any of your events during this time.

It appears that Northamptonshire is not considered to be in East Anglia, which it is, and many of your events are well to the east of your region. I do not know how many moped & cyclemotor owners there are in this area; I don't seem to come across many when I am out and about.

Can you please inform all of your members that we do exist and get a run or two promoted in this area?

Regards

*Michael Green*

Hello Andrew,

No we haven't passed away down ere on t'Isle of Wight. Things down here are very quiet although I am still fixing machines. Sadly that strip of water and ill health has stopped me from coming over this year and

next doesn't look too good as my leg will be in plaster for 3½ months after Xmas.

Did you get the e-mail about a rally down on the island? We have a number of classic car and motor cycle clubs and steam fairs where we rally with classic cars and the motor cycles are well represented.

Any way all the best to the lads of the EACC

*Gavin Osborne.*

Dear Andrew Pattle,

Thank you for the invitation to renew my EACC membership. However I have now sold my exceptional Mobyette to another enthusiastic member as I can no longer ride a motor cycle due mainly to physical limitations. For this reason I shall let my membership lapse. I would like to commend you and the other officers of the Club for running such a splendid organisation at affordable costs.

Thank you again,

*Mike Burden.*

## The East Anglian Cyclemotor Club

is *the* club for *all* cyclemotor, autocycle and moped enthusiasts, *everywhere*.

Membership is just £3.00 a year for UK residents (and it's £5.00 for the rest of Europe, & £7.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

### Secretary

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

E-mail: [eacc@autocycle.freemove.co.uk](mailto:eacc@autocycle.freemove.co.uk)

### Web site

<http://www.autocycle.freemove.co.uk/>

### Standing information

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.

### Change to Information sheet

#### Replace second paragraph with:

"Membership is just £3.50 a year for UK residents (and it's £5.75 for the rest of Europe, & £8.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one. We also have an on-line membership option as a cheaper alternative for members outside the UK - please see our website for details of this."