

The M·A·C

The Newsletter of the
EACC

Number Twenty one
December 2012



Spotted at the Coprolite Run

We had some visitors from The Netherlands at the Coprolite Run. Among the machines they rode were a pair of MAW cyclomotors. In Germany, these engines have gained the nickname of the “Magdeburger Hackenwärmer” - Magdeburger from its city of origin, Hackenwärmer because of its position where it warms your heel.

The MAW was made by Meßgeräte und Armaturenkombinat Werke at the Karl Marx works in Magdeburg. The 39.8mm × 40mm engine is of unusual construction with the integrated cylinder and crankcase made from two alloy castings—the entire unit splits along the centre line. A steel cylinder sleeve fits between the two cylinder halves.

The engine fits alongside the cycle’s rear wheel, like a VAP or a Bantamotor, and has a final drive by chain.

The sprocket clamps to the flange of the hub, while the engine itself clamps to the cycle’s chain stay. To keep the engine upright there is an additional stay to the cylinder head.

The engine is rated at 1hp and the pair on the Coprolite Run showed a reasonable turn of speed, easily keeping pace with the main pack of riders along the route.



Spotted at the Copdock Motor Cycle Show



This Follis was one of several French vélomoteurs on our club stand at Copdock Show.

The French equivalent of the autocycle was the BMA (*bicyclette à moteur auxiliaire*); a legal category that limited the bikes to 100cc and 30km/h. This category of machine was introduced between the two World Wars and became very popular.

During World War II, the legal definitions changed. The bottom end of the scale was now the under-50cc *cyclomoteur*, equivalent to our moped. The BMA went and, in its place was the *vélomoteur*: a motor cycle of 125cc or less.

This left the under-100cc machine with pedals somewhat cut adrift from the legal definitions—just like the autocycle in the UK. Nevertheless, like the autocycle, there was still a demand—maybe from people who wanted something a bit better than a moped but didn’t think of themselves as motorcyclists.

Founded in 1903, Follis made bicycles and motor cycles near Lyon in France.

The distinctive large-tube frame, which acts as the petrol tank, was introduced in 1950.

This design was produced both as a 50cc *cyclomoteur* with VLT or Marquet engines, or like this one, as a 100cc *vélomoteur* with a Sachs engine

Club News

AGM

The club's AGM was on 18th November at Coddenham Village Hall, when we all got back from the "Kneels Wheels" ride.

The subscription has been raised to £4.00. Although the club shows a surplus on the annual account, we were in the black for the first few months after last year's AGM, moving into the red after April's postage increases. However, you can now save a pound on the full membership fee by opting for e-mail membership. These means we will e-mail your copies of The MAC to you instead of posting them.

MoTs

Pre-1960 vehicles became exempted from MoT on the same day as our AGM. Although we have seen no official announcement on how the new systems works—we can report that it does work. If you tax your bikes on-line, there should be no problem: the computer system checks that the bike is currently insured and there's no longer a check for an MoT. If you're taxing at a DVLA local office or a Post Office then, instead of an MoT, fill in a form V112 to declare that the bike is exempt from MoT.

The only cases where we expect difficulties to arise is where there is insufficient information on the bikes V5c to show that it's a pre-1960 vehicle. This will be where the date of first registration shows the date it went onto the computer system instead of the 'real' first registration date and the year of manufacture is missing or incorrect. It should only occur on bikes that have been recorded on the DVLA's computer system for some years. In these cases, get the year of manufacture date recorded on the V5c—in most cases, the club can provide the necessary evidence for the date.

East Anglian Run

Anyone fancy having a go at organising this old-established route? Carl Harper would like someone else to take over the reins and, as it'll need a new route for 2013 because the lunch stop pub has shut, this could be the ideal time for a new hand at the tiller.

Northamptonshire

Ralph Richardson organised our first Northamptonshire run last year and, although it was affected by the VMCC's Founders Day being moved to the same date, it was a successful run. It would be worthwhile organising further events in the area so, are there any Northamptonshire members willing to help?

Please Contact the Secretary...

...if you are able to help with either of the above activities ... or any others.

Calendar

Every Tuesday

EACC and FMCC evening meeting

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

Sunday 30th December *The 30th 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. Everyone welcome - free day membership if you're not an EACC member. The route map and GPX tracks for this run are available on our website.

Sunday 24th March

West Anglian Section's

Duloe Daffodil Dash from Duloe Village Hall. This run will take in villages around North Bedfordshire and Cambridgeshire in the area of Grafam Water and Kimbolton with a lunch stop at The Chequers, Yelden. There will be refreshment facilities at the village hall from 9:00am. An informal moped-style 'bring and buy' is envisaged, so bring along items for sale or swap. Duloe is West of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river and straight on at the roundabout (where the B1048 goes right). Turn right at a mini-roundabout, follow the road up hill to a roundabout, go straight on, under the A1. The village hall is on a right turn in Duloe, ¼ mile later. For more information please contact: Alex on 01480 219333, or Ralph on 01234 403796.

Sunday 7th April

The 10th Radar Run and

Mopedjumble starts at Bromeswell Village Hall. A superb circuit around the 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. This year's Radar Run has an alternative, shorter route suitable for cyclemotors.

Letters

Many thanks again to you and all the EACC members for taking good care of us during the [Coprolite] run.

Everyone of us arrived safely at home again.

Hope to see you in Holland, perhaps at Stramproy next year.

Vriendelijke groeten,

Willem van Zeijl.

Hi Andrew,

Could you get this message to members up here in the far north? Is there anyone interested in starting a section in the North Yorkshire and Teesside area and runs? Please contact George or Glen on 07580 524089 or glenbrown1@hotmail.co.uk

Thank you.

Glen

Cyclemotor bicycles—Part 4

Raleigh

Raleigh would have nothing to do with cyclemotors and made it clear that the normal lifetime guarantee on a Raleigh cycle would be invalidated by fitting a cyclemotor. This aversion to motors continued until the acquisition of BSA's cycle division in 1957, and work started on producing the first Raleigh Moped.

Sun

Sun produced a cyclemotor frame that was specifically intended for the Vincent Firefly. Unlike most other manufacturers' designs, the Sun Motorette used a *mixte* design of frame with a lowered top tube that divided into stays and continued straight to the rear dropouts. Equipped with A front drum brake, rear coaster brake, rack, number plate, lighting and electric horn, the cycle retailed at £18 17s 6d.

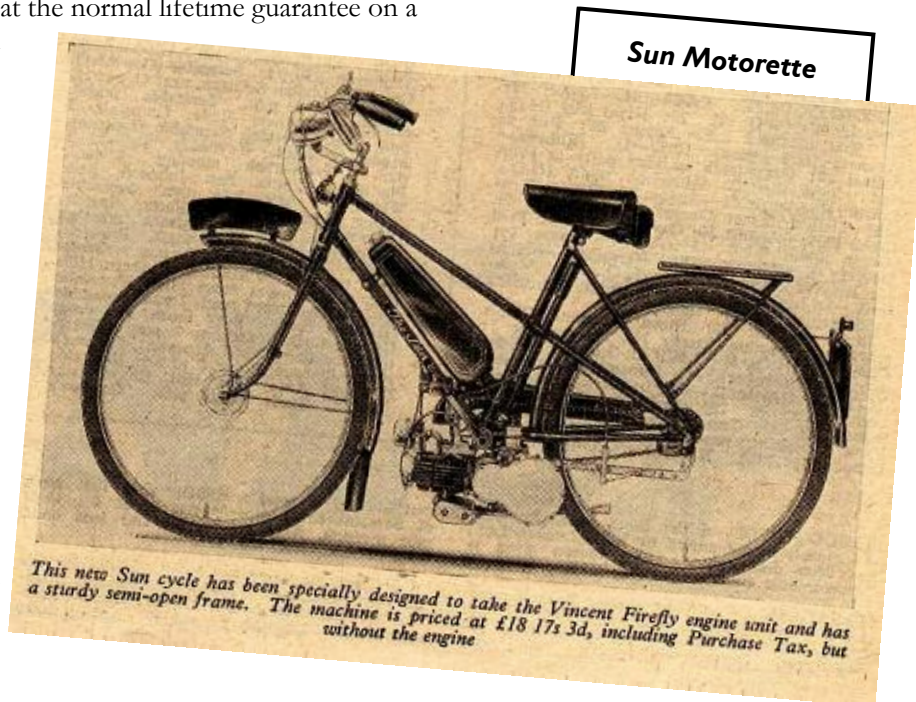
Sunbeam

There were four variants of the Sunbeam cyclemotor bicycle: T14 and LT14 were respectively the gents' and ladies' versions. They were also available at the T14WW and LT14WW with a Winged Wheel unit already installed. Apart from the badges and transfers, they were identical to the corresponding BSA models and were sold at identical prices.

Three Spires

Did Three Spires make a cyclemotor bicycle? We've

never seen one, but it is possible. Three Spires was the marque used by the Coventry Bicycle Company. Together with Triumph, they formed the Associated Cycle Manufacturers of Coventry. Triumph and Three Spires produced separate ranges of cycles pre-war but, after World War 2 the two makes were merged. The Triumph name was used for the home market while the Three Spires name was applied to exported machines. As Triumph produced a cycle for cyclemotors, it is possible that it could have been exported as a Three Spires.



Triumph

Combining its own name with that of the most popular of the cyclemotor units, Triumph called its cyclemotor bicycle the Trimaster.

The Trimaster closely followed the pattern of most of the other cyclemotor bicycles with a



Triumph Trimaster

strengthened frame and a dropped top tube on the man's version. The seat stays were bolted in, roadster-style. The handlebars were equipped with a single roller lever for the front brake, relying on the Cyclemaster's built-in coaster hub for rear wheel braking. Front forks were rigid with no bracing bars.



EACC Stand at Copdock Show

Copdock Show

30th September 2012

As usual, we had an impressive array of machines on display on our stand at the Copdock Classic Motor Cycle Show this year. One edge of the stand was dedicated to French machines, starting with no fewer than five pre-war *vélocoteurs*: a 1932 Peugeot P50T, 1933 Peugeot P51, 1935 Peugeot P51CH2, a 1932 Monet-Goyon MVTD and a 1935 George Roès. Staying with the *vélocoteur* theme but moving into the post-war years was a Follis (featured on the front page of this newsletter). Then came the *cyclomoteurs*: a VAP3, Peugeot BB1T, VéloSoleX, a Mobylette M40 and, to bring the sequence up to the present day, a modern Peugeot *scoot*.

Facing up to the pre-war French machines across a walkway were some pre-war British bikes: a McKenzie, an HEC Power Cycle, a 1939 James K54 carrier autocyce and a Norman carrier autocyce, 1940 Coventry-Eagle and, again moving to the post-war years, an Excel-sior S1.

Sharing the central island with the British autocycles was our sports moped section. Here there was a Yamaha AP50, a Testi, three Fantics, a Honda XL50, a Moto Guzzi Dingo and a pair of Yamaha FS1-Es.

As you can tell from these lists, we try to divide the stand into themed areas but, inevitably, we end up with some bikes that don't fit a theme, or could be in more than one theme ... or we just run out of room to separate them up. So, other bikes on the stand included: an Alkro ByLight, Ariel Three, BMG Mosquito, Corgi, Cyclemaster, Hercules Corvette, Honda Dax, Honda Monkey, Indian 4-stroke, NSU Quickly, Raleigh Runabout, Raleigh Wisp, Sachs MadAss, Spartamet Tandem, Zorplan. That's over 40 bikes and I've probably forgotten some. Furthermore, a Garelli and a James tricycle turned up during the day as Club members returned from the autojumble.

The Airship Run

9 September 2012

The third running of The Airship Run based at Car-dington in Bedfordshire again proved to be a popular

day out for over twenty riders. The event again attracted participants travelling and riding from far and wide including Buckinghamshire, Kent, Lincolnshire, Norfolk, Northamp-tonshire, Suffolk, Sussex, War-wickshire and more local riders.

The course of twenty-four miles of very rideable terrain was through some of the more scenic parts of Bedfordshire

and its smaller towns and villages. The weather was absolutely brilliant with riders enjoying a lunch break in the shaded gardens of *The Crown* at Henlow

Machinery-wise, the entry was just as varied. Reliability-wise, everyone made the return journey, at one stage the Mini-Motor looked to be drawing more power from its battery ignition than the engine itself but the determined rider completed the course, with the cylinder looking as hot as the day it was cast. The weather probably helped in the plug cooking department: Bown 2 - Raleigh Moped 1. The BSA C15 suffered a broken clutch cable.

Thanks to all the riders and helpers for their contribution to a good day out.

The EACC

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

Membership is just £4.00 a year for UK residents (and it's £6.50 for the rest of Europe, & £9.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

Secretary

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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.

Information sheet updates

Following the AGM, the information sheet now lists the new subscription rates but there are no other changes.

