

The M·A·C

The Newsletter of the
EACC
Number Twenty-Six
March 2014



Spotted at the Mince Pie Run



In the last issue we said 'You don't see a Hercules Corvette for ages—then three turn up at once'. Now we could say the same about Bown autocycles at the Mince Pie Run. Not quite the same though because we do often have a Bown at EACC runs.

Bown was an old-established cycle and motor cycle manufacturer that became part of the Aberdale Cycle Company in the early 1930s. William A R Bown had a seat on Aberdale's board and was commissioned to produce a replacement for the Aberdale autocycle for the 1949 season. The replacement was needed because of the introduction of the Villiers 2F engine and all makers of Villiers-powered autocycles were redesigning their Junior de Luxe engined machines to use the 2F.

Although scheduled to start production in March 1949, Aberdale was provided with a factory at Llwynypia under the Labour Government's Advanced Factories Scheme, so introduction of the new autocycle was delayed until the new factory was up and running. This factory produced both autocycles and motor cycles, which had originally been shown under the Aberdale name at the 1948 Earls Court Show. February 1950 saw the autocycle's appearance on the market, branded as a Bown product.



The new frame was unusually well engineered for an autocycle, being a cradle type with duplex

down tubes. Otherwise, the Bown had all the usual features of the 2F 'family' of autocycles: 4-inch hub brakes front & rear, Villiers lighting set, lever operated throttle, strong rear carrier, rear stand and pressed steel girder forks. Some more individual features were inverted brake levers, a box silencer mounted between the frame rails under the bottom bracket and a spring loaded jockey wheel to tension the pedalling chain. The colour was maroon with gold lining and its price (in March 1950) was £58 15s 8d [£58.78], which included £12 10s [£12.50] Purchase Tax.

The delay in getting the Bown into production was not good as 1950 was pretty much the beginning of the end for the autocycle era; demand for this type of machine declined from then.

Even a reputation for being well-built machine couldn't stop Bown sales from declining along with nearly all other autocycle makers. The autocycle ceased production and the Welsh factory closed at the end of 1954.

That wasn't the end for Bown: in November 1955 the name re-appeared at the Earls Court Motor Cycle Show on a new moped. The Aberdale Cycle Company also had a profitable line in its Gresham Flyer children's tricycles. In 1958, Aberdale was acquired by Tube Investments, mainly because TI wanted to acquire the rights to the Gresham Flyer.



Club News

DVLA

There's been some tidying up of procedures following the closure of DVLA local offices. In the last issue we mentioned the problem of making certified copies of original documents. The problem has been eased somewhat: any club on the DVLA's V765 list is permitted to make certified copies of original documents such as card log books and tax discs. So, if you don't want to risk your original documents in the post, contact a club near you (no matter what sort of vehicles they cater for) and ask them to make the certified copies.

Another change is that DVLA no longer asks to see an insurance certificate when you tax a vehicle—so you don't have to send one in when applying for an age-related registration.

The proof of ID (eg: driving licence or utility bill) you provide with an age-related registration application can be a photocopy.

A new V765 form was introduced in December. This can be downloaded from the DVLA website.

Age-related registration applications should be sent to DVLA, Swansea, SA99 1BE (it's important to get the postcode right as this determines which department it goes to).

Please Contact the Secretary...

...if you are able to help with any of the club's activities.

Calendar

The new rally season is almost upon us with the Duloe Daffodil Dash opening proceedings in March. The rest of the calendar is filling up and we already have club events planned for every month through to September.

Every Tuesday **EACC and FMCC**
evening meeting at the *Half Moon*, Walton, Felixstowe, around 9:30pm.

Sunday 30 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 *St John's Arms*, Melchbourne. 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 ¼ mile West of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river bridge 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 after the A1. For more information please contact Ralph on 01933 386841.

Sunday 13 April **The 11th 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 27 April **Ride it!** Every year the FBHVC has its Drive it/Ride it Day. The aim is to increase public awareness of Vintage and Classic vehicles by having as many as possible on the road for one day. There are many events—see the Federation Website at www.fbhvc.co.uk—for more details. This year there will be a DID/RID centre at Bressingham—ideally placed for many of our club's members.

Sunday 4 May **West Anglian Section's Star Wars Run.** Venue to be arranged. For more information please contact Ralph on 01933 386841.

Sunday 18 May **The 32nd East Anglian Run** starts at Long Thurlow Village Hall. 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 11:00 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.

Sunday 1 June **The Reservoir Dogs Moped Run** will leave from Poplar Nurseries, Coggeshall Road, Marks Tey, CO6 1HR. This is the same starting point as we used last year. The Nursery has a cafe for tea & breakfast that opens at 9:30. They have asked us to park out of the way on the grass car park at the back. The lunch stop is *The Fox* at Layer De La Haye, the route goes via Copford Green, Heckfordbridge, Birch, Hardys Green, Layer Marney and crossing Aberton Reservoir two times: 16.3 miles. There are 2 possible short cuts to make 5.8 (missing reservoir) or 11.2 miles. Return run will be 10.9 or 15.2 miles, depending on what people want. Please e-mail if you are interested: reservoir.dogs@cloudbase.biz

Sunday 6 July **Eleventh Peninsular Run and Mopedjumble** from Bucklesham Village Hall. A busy and atmospheric day that is one of the major events on the cyclemotoring calendar; it features full reception facilities and free refreshments on arrival. The route is a superb course through the quiet countryside of the Felixstowe peninsula, including a super riders' section between Nacton and Levington, a classic drag down a 'passing place' road to Trimley, lanes through to Falkenham, Kirton, the village of

Continued on back page...

Spotted at the Mince Pie Run

Just because one 'Spotted' took up the entire front page, it doesn't mean you lose your second helping.



This is Barry Yallop's Raleigh Runabout, a regular sight at our runs in Suffolk.



The Raleigh Runabout RM6 was introduced in May 1963 at the Blackpool Winter Gardens Show. The Runabout was based on Motobécane's

Mobylette AV42.

Over the years, the Runabout became the mainstay of Raleigh's moped range. In addition to the standard version, De Luxe and Super de Luxe variants were introduced, along with the very basic 'Pop' model. Other models in the Raleigh range, from the RM8 Automatic Mark II to the RM12 Super 50 were all based around the Runabout frame.

Barry's RM6 dates from 1971, right at the end of Raleigh's moped production. By this time, the range of Raleigh mopeds had dwindled until the standard Runabout was the only one left.

The first Runabouts were finished in a two-colour scheme of Raleigh Green and Pearl Grey. An all-over light blue (Neptune Blue) colour scheme was adopted in 1965 while the De Luxe models were painted Carmine Red. The 'Pop' was introduced in 1966 with its cheapness being emphasised by its simple black colour.

Barry's Runabout is finished in Royal Blue. This darker blue colour was introduced in 1967 and lasted until the end of production.

Mince Pie Run

29 December 2013

The only club run since the last newsletter was The Mince Pie Run at the end of December and, as usual, there was a huge turn out of bikes and riders.

Despite being a mid-winter day, the sun was shining low in the sky—straight into the riders' eye at some points along the—but no one was going to complain abt that.

Carl brought his

Newbourne, then more lanes on to Waldringfield Maybush, an idyllic spot for lunch and ale in the sunshine. Please call us if you'd like to book a jumble spot in the hall or the car park (mark@mdhercules.fsnet.co.uk or tel: 01473-659607). The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

Sunday 17 August North Hertfordshire Section's Periwinkle Run from Cottered Village Hall, SG9 9QL. The route is the same as last year's, around 33 miles of views, lanes & hamlets in Hertfordshire, stopping for lunch at the *Three Tuns* Great Horstead. The Periwinkle is geographically situated to enable riders from all parts of East Anglia to take part. It is still a fair distance for some but it is well worth the effort and we look forward to seeing you all. Danny will be there with his spares; if you require anything in particular contact Danny in advance to be sure he brings it along on the day. If anyone has any mopeds or parts to sell please bring them along. There will be tea, biscuits and cakes before the start and on the return to the village hall. The hall will be open at 9:30 with the run scheduled to start at 11:00am. Details from Pete Smith on 07977 936123.

Sunday 14 September Eleventh Coprolite Run & Mopedjumble from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. E-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607. Full reception facilities and free refreshments on arrival. A fully marked and classic local course to Felixstowe Ferry, and twin to the Radar Run. Riders who completed the Bawdsey Point section of the Radar Run might be interested in the contrast of the opposite view back across the Deben estuary. A fabulous riders' course on both legs, especially as the route bursts out onto the Golf Links road for a traditional sprint to the *Ferry Boat Inn* lunch stop. Drink fine ales to the panorama of coastal boats on the estuary, stunning views, big skies, Martello towers, explore the Ferry boatyard... The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

Mince Pie Run—Continued from page 3

Land Rover to act as broom wagon and had one customer ... if you've read the articles in the previous newsletter it'll come as no shock that the breakdown was a Hercules Corvette.

This was the thirty-first Mince Pie Run, which makes it almost the longest-established run in our calendar (there have been 31 East Anglian Runs too). Since the first one, the Mince Pie Run has been more about participating than the machines themselves and in the early days there were only a few cyclemotors or autocycles taking part. Now, with the number attending in the upper 80s, autocycles and mopeds are predominant—not many cyclemotors these days, but

that reflects the general trend at all events. Winter roads aren't ideal for cyclemotoring but, nevertheless, two roller-drive machines completed the run: a Mini-Motor and a VéloSoleX.

The Mince Pie Run goes runs between boat yards at Ipswich and Shotley. This year a Teknam Sierra circles over our massed macnes at Shotley so land, sea, and air were all represented.



The EACC

is the club for *all* cyclemotor, autocycle 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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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.

