

EACC

Beginnings

The EACC was originally formed in 1981; the club was relaunched on 11 November 2007. The idea of reviving the EACC was first mentioned back in October 2006 and the idea rapidly took hold with ever-increasing numbers of people asking when the club would be starting up. Unable to withstand the pressure any longer, we gave in. Twenty people signed up at the re-launch and now we're in our 16th year, membership exceeds 900.

Membership

Club membership is open to all enthusiasts of cyclemotors, autocycles and mopeds. Although the club's origins are in East Anglia, there are no geographical restrictions on who can join. We had members join from Hertfordshire, Hampshire, Northamptonshire, and Avon within a day of the re-launch and membership now reaches as far as Australia. The UK membership fee is just £10.00. We also offer an e-mail-only membership for £4.00.

Activities

We have a full programme of events in East Anglia and, as the club develops, we are extending to other parts of the country. The MAC is our bimonthly newsletter. The Club does not deal in spares, but we do have a Spares Officer. His job is to find out who does sell spares for our machines and to point club members in the right direction when they need anything. Club members can get a discount on insurance with several insurers of classic bikes.

We are approved by the DVLA for processing V765 applications.

Thanks to an alliance with Icenic CAM Magazine, we can offer a library service to club members.

Handbooks, workshop manuals, road tests, spares lists...

Cyclemotors

The cyclemotor, or motorised bicycle, dates back to the dawn of motorcycling but the boom period for these machines was the 1950s. A cyclemotor is a small engine attached to a normal bicycle. The positions used by different manufacturers were many and various: above the front wheel, above, alongside or inside the rear wheel, or between the pedals are examples. Final drive was often a roller rubbing on the bicycle tyre but other, more positive, transmissions were used. The EACC caters for enthusiasts of cyclemotors from all periods from the 1890s to the present day.

Autocycles

The autocycle is a lightweight motor cycle with pedals, similar to the mopeds of more recent years.



The autocycle was developed between the wars and, by the late-1930s, had adopted a design that changed little over the years. Autocycles usually have 98cc engines; most examples used the Villiers

Junior, Junior de Luxe or 2F engines. Notable exceptions were the Cyc-Auto, the Excelsior Autobyk and the HEC. Because of the universal design, it can often be difficult to differentiate between different manufacturers' machines.

Mopeds

The moped is a motor cycle with an under-50cc engine. The first mopeds were equipped with pedals but legal definitions of the moped have changed over the years and nowadays encompass almost any under-50cc motor cycle. Mopeds originated on the continent in the 1950s and soon ousted their

predecessors, the autocycles and cyclemotors, from the market place.

Cyclemotor Manufacturers

The Cyclemaster is probably the best known of the cyclemotors; it was a complete powered wheel that replaced the normal rear wheel of a bicycle. Nearly a quarter of a million of these machines were built in the UK. The BSA Winged Wheel was a similar design. The Trojan Mini-Motor was the most popular of the roller-drive machines; it was mounted above the cycle's rear wheel and drove it by friction roller. The Power Pak was another make that mounted in the same position. Of the older machines, the Wall



Auto-Wheel is the best known. This was produced from 1912 until the mid-1920s. It was an engine and wheel on its own frame that fitted alongside the rear wheel of the bicycle. Other models of cyclemotor

include Vincent Firefly, Ducati Cucciolo, Berini, Cymota and many more.

Autocycle manufacturers

Most manufacturers of autocycles were also motor cycle builders, some of the better-known being: James, Norman, Rudge, New Hudson, Raynal, Francis-Barnett, and Excelsior.

VéloSoleX

Sometimes classified as an autocycle and sometimes as a cyclemotor; the VéloSoleX, with its engine above the front wheel, is the second most popular motor cycle of all time; it was in production for more than 70 years.

Membership Application Form

Name

Address

Post Code

Phone

E-mail

If under 18, date of 18th Birthday.

If you are willing for some, or all, of your details to be available to other club members, please tell us here:

Signed..... Date

[This form is valid until the end of November 2024]

Within the UK, the membership fee is £10.00. If you prefer to receive your copies of the club newsletter by e-mail instead of by post, please tick the box and deduct £6 from your membership fee, making it only £4.00. (If you opt for this, please make sure that your e-mail address is filled in legibly.)

Please make cheques payable to East Anglian Cyclemotor Club.

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Moped Manufacturers

Introduced from Europe during the 1950s, machines such as the NSU Quickly and Mobylette were quick to catch on. British makers like Norman, Phillips, and Raleigh were soon building their own mopeds to compete. There were many different makes of moped produced during the 1950s and 1960s although many of them used the same engines such as Sachs, Jlo and Rex. The 1970s saw an influx of machines from Japan and the rise of the 'Sixteener Special' sports moped. The Yamaha FS1E (or 'Fizzy') is the one most people remember best but the most stylish machines of this period were European, like Malaguti or Gitane-Testi. Utility machines were still produced, often in Eastern Europe—Jawa and Tomos are examples, along with the British NVT Easy Rider. Nowadays, the moped is as popular as ever; under-50cc scooters dominate the market.



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Membership application and Information Sheet



The UK's leading cyclemotor, autocycle and moped club.

www.autocycle.org.uk

