



Spotted at the East Anglian Run



On show at the East Anglian Run, though it didn't go on the run, was this Automoto CCV. Automoto was one of several manufacturers that were based around St Étienne and made its first motorised machine, a tricycle similar to De Dion-Bouton machines, at the end of the 19th Century.

Automoto was taken over by Peugeot in April 1930. Despite the take-over, Automoto retained a good deal of autonomy. The first Automoto moped appeared in 1950. More models were added over the next few years, building up a complete range of machines. None of these was derived from Peugeot's designs; they were mostly Automoto's own with a couple coming from RSI-Motobloc. It was not until 1956 when re-badged Peugeots began to enter the Automoto range with *Le Furet*, an Automoto-badged Peugeot Bima. By 1960, the entire Automoto range consisted of 'badge-engineered' Peugeots.

The Peugeot-derived models all had Peugeot engines, but this one has a VAP engine, so we can conclude that it is one of Automoto's own designs. Furthermore, since the engine is a VAP 57, we know it dates from the period when Automoto's own designs were being replaced by Peugeot's.



Spotted at the East Anglian Run

We stay at the East Anglian Run for our second 'Spotted' and this one is an even more unusual vehicle. Not so long ago, getting a machine like this on the road would have been a bureaucratic nightmare.

What taxation class is it? Well, nowadays, that's easily answered: 'Historic Vehicle', no longer any need to count the wheels, measure how far apart they are or decide what counts as a 'common axle'.

Next, the MoT. Like most cyclemotors, it should pass the MoT easily: there's not that much there to be tested. But, before it can be tested, which MoT class is it in? Now that pre-1960 vehicles are exempt from MoT, that's another problem that doesn't have to be solved any more.

The machine is a Cyclemaster powering a CWS bicycle fitted with a Holdsworth tricycle conversion. Fitting a Cyclemaster as a front wheel just needs the forks setting to the width of its hub and the addition of a torque reaction arm (which can be clearly seen in the picture). What's less obvious in the photo is that this one also has a third brake lever, ingeniously arranged to operate the Cyclemaster's coaster brake.

Will the relaxation of MoTs see other unusual vehicles, ones that don't fit easily into standard categories, on the road? A Smith Flyer for example?



Club News

NOVA

Notification Of Vehicle Arrival is a new HM Customs system for dealing with imported vehicles, introduced in April ... and it seems to be causing problems to registrations. Most of the fault seems to be with the way DVLA is using, or misusing, the system. If you import a vehicle, whether from inside or outside the EU, you have to make a NOVA declaration before it can be registered. This doesn't apply to all mopeds. A vehicle of 48cc or less doesn't need a NOVA declaration, one that's 49cc or more does. We have had reports of DVLA offices wrongly refusing to register bikes without NOVA declarations: one was an 18cc Lohmann (obviously, well under the limit), another was a British bike! No doubt, there will be more problems ahead, particularly with bikes that were imported from the EU before the system was introduced this April.

However, if you do bring a bike of 49cc or over into the country, you must now make a NOVA declaration within 14 days of importing it. This can be done on-line at www.hmrc.gov.uk/nova or phone HMRC on 0845 010 9000 and requesting form NOVA1

Castrol 2-stroke oil recall

Castrol is voluntarily recalling some one litre bottles of oil used in two stroke engines due to water contamination. The contamination in some bottles may potentially be sufficient to cause engine seizure. The affected products and the batch numbers are on the castrol website at www.castrolmoto.com, and were on sale from 3 September 2012. The products are mainly used in motor cycles or small scooters, but can also be used in other equipment with two stroke engines.

Historic VED

It was announced in the Budget that the date when vehicles are exempt from VED will be moved to 1974. Don't hold your breath though, it doesn't happen until next year.

Previously only vehicles built before January 1 1973 were included in the zero-rate 'Historic Vehicle' category, after the Government abandoned the previous 25-year rolling scale in 1997. However, from April 2014 vehicles manufactured before January 1 1974 will be entitled to a free tax disc. There is some speculation that this change might herald a return to a rolling exemption for 40 year old vehicles but that is not confirmed.

Horham Bygones

We usually attend the Bygones Rally at Horham and have a couple of road runs in conjunction with the event. In the last newsletter we appealed for help at this event: an appeal that some of you responded to. However, we have now heard that Horham Rally has

been cancelled—not just this year but until further notice. So, thanks for the offers of help, but it won't be needed now. As for the future, there is still a possibility of holding an event of our own at Horham...

Please Contact the Secretary...

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

Calendar

Every Tuesday

EACC and FMCC evening meeting

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

Sunday 2 June

The Reservoir Dogs

Moped Run will leave from the Poplar Nurseries, Coggeshall Road, Marks Tey, CO6 1HR at 11:00am. Lunch stop is *The Fox* at Layer De La Haye, the 15.5 mile outward route crosses Aberton Reservoir twice: There are two possible short cuts to make 5 (missing reservoir) or 10.6 miles. Return run will be 10.1 miles. Please email if you are interested:

reservoir.dogs@cloudbase.biz All the route information for this run is available on our website.

Weekend of 8 & 9

The Horham Country Bygones Rally

has been cancelled.

Sunday 7 July

Eleventh Peninsularis

Run and Mopedjumble from Bucklesham Village Hall.

A busy and atmospheric day that is one of the major events on the cyclemotoring calendar with full reception facilities and free refreshments on arrival. The route is a superb and fully marked course through the countryside of the Felixstowe peninsula to Waldringfield *Maybush*, an idyllic spot for lunch and ale in the sunshine. The jumble is supported by both the larger trade stands and the smaller pitches of club members. 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. The route sheet, map and GPX tracks for this run are available on our website.

Sunday 18 August

North Hertfordshire

Section's Periwinkle Run from Cottered Village Hall, SG9 9QL. The inaugural Periwinkle Run of 2012 proved so popular that the route will remain unchanged as we saunter around 32 miles of the most scenic views, lanes & hamlets in Hertfordshire. There will be a stop for a light lunch at the *Black Horse* at Brent Pelham. There will be tea, biscuits and cakes provided 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 8 September

The 4th Airship Run and Mopedjumble

from Cardington Village Hall (Howard Reading Room), Southill Road, Cardington, MK44 3SP (opposite the *Kings Arms*). Meet from 9:30am for an 11:00 start to the 25 mile ride. There will be tea, biscuits and cakes provided before the start and on the return to the village hall. The route is the same as last year and is suitable for all types of cyclemotors, mopeds and autocycles. The lunch/

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The Season so far

Our 2013 rally season seems to have been beset with problems...

The weather so far hasn't been the best and when it came to our season-opening run—the Duloe Daffodil Dash—not only were there no daffodils out, but there was snow on the ground! With more snow forecast and the minor roads we use for the ride not cleared, the safest course of action was to cancel.

This meant that the Radar Run in April would be our first run of the season. The sun shone but, despite this, the weather hit in another way. A few days before the event, the news came that the lunch-stop pub—The Ramsholt Arms—had suddenly closed. The landlord had only a few months left on the lease and, with no prospect of much trade in this year's weather conditions, decided to pack up early. Fortunately, the Sorrel Horse at Shottisham was willing to have us at short notice. The Sorrel Horse is a community-owned pub and, with



The Radar Run pauses at Shingle Street

our normal route going past it anyway, made an excellent substitute venue.

The Radar Run was well-attended with around fifty machines on the run and, as usual, several more members who'd come to Bromeswell village hall for the moped-jumble.

On the run itself there are always some who miss a turning near Butley Abbey so, this year, Danny took station at the cross-roads and pointed everyone in the right direction ... except many riders pointedly ignored him and went the wrong way anyway! Never mind, it was a dead-end so they couldn't get far before having to turn back. The new lunch stop was about three-quarters of the way along the original route, which gave loads of different options for the return journey.

Our next run was the East Anglian Run in May. This was another run that had to have a new lunch-stop because of a pub closure—but at least we'd known about this one well in advance. So, the run stayed with the same starting point but had a completely new route, ending up at Fair Green in Diss. Here the riders had the choice of a pub, a café, a fish and chip shop or a restaurant ... or a picnic at one of the tables on the Green. We hadn't been there long when a local resident came to meet us, keen to tell us about the Restyled New Hudson in his shed ... and to find out about getting it registered. Having been established for 31 years, the East Anglian Run has settled down to a regular attendance of twenty or thirty riders and this year was no exception with two dozen on the ride.

The next events on the calendar are the new



'Wheels within Wheels' at Husbands Bosworth followed by the Reservoir Dogs Run at Marks Tey and, although these two will have taken place by the time you read this, they're still to come at the time of writing.

Which brings us to the Horham Bygones Country Rally. You may remember that this was cancelled last year because of the bad weather. There won't be a rally this year either. It's been cancelled again—mainly because the organisers lost access to the land they needed for public car parking. If you had entered the rally itself, you should have had a letter telling you that, although there will be no more rallies at Horham, it's possible that the event can be revived at another venue. As far as our club run is concerned, we also have the option of arranging a 'stand-alone' run of our own at Horham next year.



The East Anglian Run reaches Fair Green in Diss

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refreshment stop is at *The Crown* public house, Henlow. Details from Pete Smith on 07977 936123.

Sunday 15th September Tenth 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... Why is it called the Coprolite Run? The explanation is in the course notes. The jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.

Sunday 17th November Kneel's Wheels and the AGM at Coddendam village hall. Our last mopedjumble of the season combined with a tour of the quiet Suffolk lanes. Kneel's Wheels is the biggest of our village hall based runs; the village hall in question is at Coddendam. This will be the tenth running of this classic event. Full reception facilities and free refreshments are available

on arrival. The jumble opens 9:30am, the run sets off at 11:00am. The route is the same as last year with the lunch stop at Claydon Crown. The AGM will be at 2:15pm event. Neil Morley, 01473 743587.

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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Web site

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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.

