

# The M·A·C

The Newsletter of the  
EACC  
Number Twenty-Four  
September 2013



## Spotted at the Peninsularis Run



Although it says 'Moto Guzzi' on the tank, this is not an Italian machine: it was built under licence in Spain by Motor Hispania.

Five years ago this Moto Guzzi Dingo was featured in an article in *Iceni CAM Magazine*. Since then, it's changed a bit: it's looking a good deal smarter—and it goes better too. The transfers on the side say 'Dingo 75cc' where they used to say 'Dingo 49cc' but, in that respect, the transfer is the only thing that's changed. It's always had the bigger engine. Most of its improved performance has come from a carburetter change; the engine was struggling to breathe through a tiny 8mm carburetter when it was road tested five years ago; now a larger instrument allows the engine to show its potential.

Why it was originally branded with the smaller capacity is a little mystery that's not been solved.

But its most significant change is the UK registration plate and the tax disc—indicative of the fact that it's up and running and being used, instead of mouldering in a shed.



## Spotted at the Periwinkle Run

Now we move from Spain to Belgium.

This bike did not take part in the Periwinkle Run; it was there as it was a convenient time and place to get all the details for its dating certificate. So, although not on the road yet, we hope to be seeing it in action before very long.

It's an FN Princess. FN was founded in 1889 as an arms company (*Fabrique Nationale d'Armes de Guerre*) and, like our own BSA and several other gun makers, diversified into other areas, including motor cycles.

In the motor cycle world, FN is probably best known for its shaft-drive in-line fours, a layout it introduced in 1905.

Fifty years after the first 'four', in 1955, the first FN mopeds were introduced. These were actually made by Royal Nord but, for 1959, FN introduced its own in-house range of four models: the Utility, Fabrina, Princess, and Rocket. The Rocket was the sports model while the other three were utility types finished in increasing levels of trim—but all four were based on the same frame and engine.

The Fabrina and Princess were also available as 'Scooterized' models with full legshields.



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## Club News

### AGM

Our AGM will be held at 2:15 on 17 November at Coddendam Village Hall. This is the day of the Kneel's Wheels run and the AGM is timed to start when we all get back from the ride.

The AGM is your chance to have a say about how your club is run ... or to volunteer to be one of those who keeps it running.

Although the financial year hasn't ended yet, it looks as the club in in a healthy financial position and there will be no need for a subscription change this year.

### DVLA

The closure of DVLA local offices is almost upon us, with the first ones shutting down on 25 October. These are the dates:

Aberdeen	25 October
Bangor	22 November
Beverley	22 November
Birmingham	13 December
Borchamwood	13 December
Bournemouth	25 October
Brighton	25 October
Bristol	13 December
Cardiff	13 December
Carlisle	25 October
Chelmsford	25 October
Chester	22 November
Dundee	22 November
Edinburgh	25 October
Exeter	22 November
Glasgow	13 December
Inverness	22 November
Ipswich	25 October
Leeds	13 December
Lincoln	25 October
Maidstone	22 November
Manchester	13 December
Newcastle	13 December
Northampton	13 December
Norwich	25 October
Nottingham	13 December
Oxford	25 October
Peterborough	22 November
Portsmouth	13 December
Preston	13 December
Sheffield	25 October
Shrewsbury	25 October
Sidcup	22 November
Stockton	25 October
Swansea	25 October
Theale	22 November
Truro	22 November
Wimbledon	13 December
Worcester	22 November

There's been no useful indication of what's going to happen to all the services the local offices have provided. Some will have to go to DVLA Swansea while others can be taken up by Post Offices. But who, for example, will be able to provided certified copies of

original documents for V765s?

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

#### Sunday 15 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 17 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.

#### Sunday 29 December

**The 31st Mince Pie Run** from Orwell Yacht Club, Ipswich. Meet from 9:30am - coffee, tea & mince pies will be available. The lunch stop will be at the Shipwreck Bar, Shotley. For details and directions contact David Evans on 01473 687820, please 'phone if you can, as this helps with planning the catering.

## Essex Chapter Chatter

**Paul Efreme**

On behalf of the riders, I would like to thank Richard Morley for organising the Reservoir Dogs Run for the second year running. The event took place on 2nd June.

This is the only Essex run of the season and, despite being poorly attended, all ten riders had an enjoyable ride. Even the club stalwarts, except Andrew, failed to appear. Danny was the exception: unfortunately, he arrived at last year's starting point, to find no one there. Due to unforeseen circumstances, the venue had been changed and Danny, therefore, missed the run.

Come on you xenophobes, Essex isn't that far away and the real natives are quite friendly.

Thank you again Richard, for a great event.

## North Herfordshire Section

**David Osborn**

Some twenty-six riders signed on for this year's Periwinkle Run from Cottered. The route was modified from last year's due to the closure of the previous lunch stop. The days when it was possible to get the New Hudson out for an evening run and choose from a score of pubs within twenty miles seem to be fast disappearing, with the current popular pub name being The 'For Sale' (sorry to any called 'The Fore Sail'). However a new lunch venue 'The Three Tuns' at Great Hormead proved to be a very convivially hosted spot. A couple of machines broke down, resulting in two very disappointed riders, something to do with the quality of ancient sparks and modern petrol. And congratulations to the rider who kept pace with the recovery vehicle on his Mobylette.

Thank you to everyone who helped out on the day, also to the weather for being so kind to us.

## Book Review

**Encyclopédie de Cyclomoteurs Français**

**by Patrick Negro**

ISBN 978-2-7268-9686-0, 192 pages,  
23cm×31cm, fully illustrated in colour, hard covers, French language, E-T-A-I, 2013

Mobylette, VéloSoleX and Peugeot are well-known French mopeds here in the UK but there were many, many others. Interest in the rarer makes seems to be on the increase—a timely moment, therefore, for the publication of this new book.

There were hundreds of different makes of

French moped and listing every one of would be an impossible task—nevertheless this book has a good attempt at the task.

For many moped enthusiasts, Jean Goyard's *Le Temps des Mobs* has been the standard reference work on French machines. Published in 1995, it's now out-of-print, leaving a gap in the market that Patrick Negro's book admirably fills.

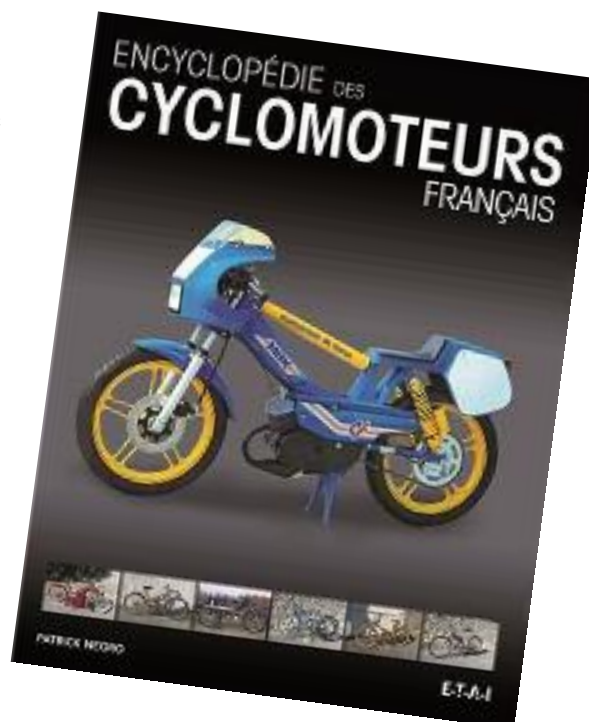
This encyclopaedia is laid out in four chapters. The first is a history of cyclemotors and mopeds in France, followed by a chapter on their use in sport. Then we get to the main encyclopedia part. The first section of this is an alphabetical list of the engines: *moteurs auxiliaires* (cyclemotor units) and *moteurs adaptables* (proprietary moped engines), concluding with a brief glimpse of the after market accessories that were produced.

Finally, chapter four, which takes up about seven-tenths of the entire book, is an alphabetical list of makes of moped—over 400 of them. The information on a make can be anything from one line to several pages and there are copious illustrations. The pictures are mostly from period brochures and advertisements with some recent photographs of surviving machines.

There's no index but, as everything is listed alphabetically, that doesn't matter. Cross-referencing is dealt with in the text so, for example, the entry for 'Dilecta' mentions 'De Dion-Bouton' (and vice versa) and, to get full value from the book, you need to follow these references.

All in all, this is an excellent book that more than

fills the gap vacated by *Le Temps des Mobs* going out of print. If you have an interest in French mopeds, you'll want this book. Even if you're one of the lucky ones who has a copy of *Le Temps des Mobs*, you'll still want this book.



## The rally season continues

We've had runs in Essex, Suffolk and Hertfordshire since the last newsletter.

Ten riders set off on the Reservoir Dogs run from Marks Tey, and an eleventh (who'd gone to last year's starting point) caught up with us at the lunch stop at Layer de la Haye Fox. Apart from the changed start point, and much better weather, the outward run was the same as last year. According to the route sheets, the return trip was the same as last year too but, instead of following that, Richard took us 'the pretty way': an extended return route that took us under the magnificent Chappel viaduct.



Setting off on the Reservoir Dogs Run

The next run on the calendar was the Peninsularis Run in July. This was the eleventh time this event has taken place and, as usual, there were dozens of machines scattered around the car park of Bucklesham Village Hall. With around fifty riders taking part, there was a fine turn-out of interesting and rare machines—some of them unique—at this run. The format of the event hasn't changed much over the years, with a busy mopedjumble both inside and outside the hall before the run sets off to wind its way through the Suffolk lanes to a riverside pub.

The Periwinkle Run in Hertfordshire was our run in August. It takes its name from Periwinkle Hill: the highest point in the local countryside and once—maybe—the site of a motte & bailey castle. The run takes the usual club format of a village hall start with tea, biscuits and jumble, followed by a ride through lanes and villages to a lunch stop at a country pub. For a pleasant change, the return route includes a bit of urban riding through the market town of Buntingford. With 26 riders and (mostly) fine weather, this was another splendid day out with the North Hertfordshire Section.

## 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

<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.



Riders gather at the start of the Peninsularis Run