



## Spotted at the Radar Run

This machine attracted a good deal of attention at the Radar Run, particularly from the bicycle enthusiasts.

Let's start with the motor: it's a Trojan Mark 2 Mini-Motor dating from 1951.



Now the bit that attracted the attention of the bicycle fans: a 1933 Special Raleigh. In the heyday of cyclomotors UK purchasers could avoid Purchase Tax by buying cycle and engine separately. However, an even cheaper option was to just buy the engine unit and fit it to a bicycle you already had. This meant that a good many cyclomotors were mounted, like this one, on older cycles.

The Special Raleigh was particularly suited as a cyclomotor mount, being very well made and having drum brakes on both wheels. The three-speed gear helps too: low gear is best for starting the engine and the high gear means you can give the engine some LPA to keep the revs up on inclines. A high-quality bike costing 10 guineas when new in 1933; in terms of average wages, that works out around £2,500 in today's money. If you know your Raleighs, you'll spot something odd about the brake rods: the rear brake rod is beside the steering head instead of in front. But that's exactly what the 1933 catalogue shows for a drum braked bicycle and seems to be something

Raleigh only did for a couple of years.



## Spotted at the East Anglian Run

Our second bike is something quite different: A Red Star Riga-413 dating from 1992. The 413 is a variant of the Riga-13 model that was made from 1982. However, the basic design dates back to 1966 and the Riga-5.

All these models of Riga were powered by Red October engines, which were little more than a cyclomotor engine. The Riga-13 models used the Red October D8 series of engines and the 413 has a D8e.

Broadly speaking, the Latvian Red Star factory produce two kinds of moped. Riga-5, 7, 11, and 13 were basic, single-speed machines that were little better than cyclomotors. The others were more like 'proper' mopeds, using a two-speed engine with built in pedals (or kick-start on the later models).

The dissolution of the Soviet Union in 1991 heralded the end for Riga mopeds. The factory closed in 1998 but moped production had already dwindled to nothing several years before that.



This Riga was at the run for inspection and dating so, although it didn't go along on this run, we may see it in action soon.

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## Club News

There's not a lot to report this time—there have been some minor changes to DVLA requirements for age-related registrations, which we've accommodated by making tweaks to our dating certificates. We've seen quite a few more registration applications than usual in recent months. We reckon this may be because one other club is having temporary problems with doing them while another organisation has withdrawn from the V765 scheme completely, rather than being caused by an upturn in interest in our sorts of machines.

### Please Contact the Secretary...

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

### Calendar

Here's a list of club events in the coming months. Regulars will recognise most of the events. There's no Airship Run this year, but the Shuttleworth Shuffle was planned to be almost the same run with a different name ... well, so it would have been, were it not for a double-booking at the village hall forcing a change of venue. The new starting point will be the village hall in Moggerhanger.

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

**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](mailto:reservoir.dogs@cloudbase.biz)

**Sunday 6 July**                      **Eleventh Peninsularis Run and Mopedjumble** from Bucklesham Village Hall. A busy and atmospheric day that is one of the major events on the cylemotoring 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 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](mailto: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 Hormead. 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 31 August**                      **West Anglian Section invites you to a Shuttleworth Shuffle** starting at Moggerhanger Village Hall, MK44 3RB. Meet from 9:30am for an 11:00 start to the ride. There will be tea, biscuits and cakes provided before the start and on the return to the village hall. The run will have a half-way stop at Southill *White Horse*. For more information please contact Ralph on 01933 386841.

**Sunday 14 September**                      **Eleventh Coprolite Run & Mopedjumble** from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. E-mail [danny@mopedland.ukfsn.org](mailto: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.

**Sunday 5 October 2014**                      **Club stand at the 23rd Copdock Bike Show**, Trinity Park (Suffolk Show Ground), Ipswich. Please e-mail [danny@mopedland.ukfsn.org](mailto:danny@mopedland.ukfsn.org) or telephone Mark Daniels on 01473 659607 if you'd like to help or supply machines for the stand.

## Letters

Dear Andrew,

While looking up my engine and frame numbers, I came across something that may be of note to other members.

I've got a 150 James that's been off the road for a number of years. I managed to get the old number back but it said 'Not Licensed' on the log book. When I came to get a tax disc at the local post office, it was a case of 'computer says no!' Despite the counter staff calling their DVLA hot line, I had to talk to DVLA and get the class changed to 'Historic'. This was a painful, drawn out process, which took weeks and numerous phone calls, ending up at the right department. I wanted to note the number for the future, but it seemed it'd strayed into privileged territory, and would have to start the process from scratch in the future. OK, I thought, got my disc now, no problems. As I look up my engine/frame numbers for the club, to my despair, I spotted my old Honda 50 (in the family for years) has 'Bicycle' on the tax class (not been on the road for years) and my Raleigh (recently won back the reg number from DVLA) has 'Not Licensed'! God help me! So I'll have to go through it all again when the time comes ... I wish you all the very best, you in the same situation.

On another note, I noticed in the latest newsletter, a little Honda 50 C100, TPV 995, in the group photo of the Mince Pie run. I've seen this bike in a magazine after its restoration and was wondering if I could be put in touch with the owner as I wanted to ask a couple of questions (I'm due to start my C100 soon). Could you give him my e-mail perhaps? Or address, so we could talk? I'm not the pestering type; just have a couple of questions, e.g: colour match, etc. It would be really helpful. Thank you.

*Best Wishes,  
Paul Dine.*

## Duloe Daffodil Dash

**March 30th**

After last years cancellation due to snow, this year the weather gods were kind to us. 27riders signed on, on Mothers Day, which I had not planned for when setting the date. With this in mind I was expecting less of a turn out, so a big thank you to all who came along. Also the clocks went forward one hour so we lost out on a bit more time in bed. Yet another hiccup occurred Saturday when Chris and I called in on the pub stop, only to find it had changed hands and the new landlord could not do much in the way of food. We therefore called in on the newly reopened *Chequers* in Yelden, Lisa the landlady saved the day and welcomed our attendance. The run unfortunately was not without incident: Bev, on his less than immaculate Honda 'Expire', went the extra mile, in fact he only went a mile before losing all sparks (bring a bigger packet of sparks next time, Bev!) Still he enjoyed the rest of the run in the recovery car. In a more serious incident Dave Evans was in collision with a car on the route and ended up in Bedford A&E, bruised but not broken. We all hope Dave is recovering well.

The daffodils were in all their glory as the day warmed up and the sun shone. In all, a good start to the season. Thanks to Lynne, Owen, Matt, Chris, and Mark for help with run. Also great to see Alex doing well after his op.

*Ralph.*

**Riding through the daffodils on the Duloe Dash**  
(Photo—D Evans)



## Star Wars Run

**May 4th**

Glorious May weather greeted us, even on a bank holiday, so some 'force was with us'. Sadly, because of clashes with other events, numbers were down but all who arrived enjoyed fine weather, refreshments, and a warm welcome. Although our route was fairly short, the condition of the road surface was all too rough, going by some comments: 'glad it was a short run'. Soon everyone will need a 4x4 to go to the garden centre! Ten riders took part in a leisurely cruise to Grendon *Half Moon* pub, then back to Yelden village hall for tea and cakes. Matt Cox did recovery duties but everyone completed the 24-mile run successfully. Thank you to all who attended and thanks to Chris, Matthew, and Mark for help on the day. Best wishes to Mark for a speedy recovery.

Regards,  
*Ralph.*

## East Anglian Run

**May 18th**

This was the 32nd East Anglian Run and, appropriately, 32 riders signed on at the village hall start (though numbers had increased by the time we arrived at the lunch stop). This run was something of a

Bownfest. In the previous edition of The MAC, we reported on the appearance of three Bowns at the Mince Pie Run—The East Anglian Run had no fewer than five!

The same three autocycles turned up, while Dave Watson's 98cc motor cycle and Danny's moped added to their number.

We were joined by Geoffrey Clark who had come all the way from New Zealand. Geoffrey's usual mount at home is a Cyclaid but, for this event, he was riding ... a Bown!

### 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

Andrew Pattle, 7 Unity Road,  
STOWMARKET, IP14 1AS. Phone: 01449 673943  
E-mail: [eacc@autocycle.freemove.co.uk](mailto:eacc@autocycle.freemove.co.uk)

#### 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.



**A 'domino run' of Bowns  
at the East Anglian Run**

