

The M·A·C

The Newsletter of the
EACC

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Spotted at the Peninsularis Run

In the last issue we showed you a Mini-Motor on a Raleigh bicycle so, this time, here's another Raleigh but, this time, with a Sinclair-Goddard Power Pak.

The post-war Raleigh (along with its badge-engineered cousins: Rudge, Triumph & Humber) is probably the bike best suited to a Power Pak. The widely spaced seat stays make sure that the engine unit is mounted dead square to the frame and this helps keep tyre wear to a minimum.

One snag of a roller drive at the top of the rear wheel is that any road grit the roller brushes off the tyre falls straight onto the chain & freewheel. The full gearcase on 'Roadster' model Raleighs protects the freewheel from this shower of dirt. For bikes with an exposed chain, Power Pak produced a special freewheel guard as an optional extra.

This Power Pak is the Standard version with a decompressor but no clutch and it is a later model as the flanged seam around the tank shows. It is pictured at Waldringfield *Maybush*, the half-way stop on this year's Peninsularis Run.



Spotted at the Periwinkle Run



I suppose you could call this a cyclemotor, although its engine is considerably larger than the usual under-50cc norm here in the UK.

The Whizzer engine was introduced in 1939 but the early models were roller drive. The 'classic' Whizzer with a 138cc side-valve engine and belt-drive came out in 1943 by which time the USA had entered World War 2. These war-time models were made for use by defence workers.

Until 1948, the Whizzer was just a motorisation kit that could be attached to any 'man's size, balloon-tire bicycle, with reliable coaster brake and sturdy front wheel fork'. In 1948, a complete motorbike—the Pacemaker—was introduced. The range was increased in 1949 with the Sportsman, and again in 1951 with the Ambassador. Production continued until 1955 but spares remained available for another 10 years.

The Whizzer was revived in 1998 with a 123cc engine whose 1.5bhp output was half that of the 1950s' models.



Club News

No more tax discs

From October 1st, DVLA will stop issuing tax discs. Nowadays none of the authorities needs to check the tax disc, technology has taken over and everything can be checked without relying on a piece of paper. You will still have to tax your bikes ... even if they are 'Historic Vehicles' and zero-rated. You will still get the usual reminder and you can still tax your bike at a Post Office. Everything stays the same apart from the paper disc itself. There's more information at www.gov.uk/dvla/nomoretaxdisc

So, what about that empty tax disc holder? One of our machine badges will fill that neatly! Or...

Instead of tax discs

With UK tax discs no longer required from October, what do you do with tax disc that empty tax disc holder? You could discard it (harder if it's on a Raleigh RM1) ... or you could put one of these in it:



Download them from our website and print as many as you need.

DVA Coleraine

DVA in Northern Ireland closed on 17 July and DVLA took over on Monday 21 July. For the vast majority of our members, this will make no difference at all (we only have five members in Northern Ireland ... though I suppose that's five more than you'd expect in an East Anglian Club). We have been keeping these NI members informed individually about the changes.

Internet Vehicle Checklists

By James Fairchild (from the latest FBHVC newsletter)

With the demise of the tax disc fast approaching, we thought it useful to recap some of the on-line sources of data about your vehicle, which owners, keepers, and drivers can check themselves for free at any time. Over the past ten years, DVLA has made a range of data available for people to use for free, some about their own vehicle, others available for anyone to use.

1. What marque does the DVLA think your vehicle is?

Visit <http://www.rac.co.uk/products-services/car-data-checks/> and enter your registration marj, then click 'buy now' (note you are not committing to a transaction). The next screen will give three pieces of information: make (in DVLA-speak, and note any spaces), year of manufacture, and engine size in cc. There is also a field 'model', which only seems to be populated on certain more recent vehicles. It is important to type this verbatim into the next website. Checking three similar Mobyettes shows marques recorded as MOBYLETTE, MOTOBECANE and MOTOCONFORT; several Raleigh mopeds have their make recorded as RAYLEIGH.

2. Does DVLA think your bike has Vehicle Excise Duty and an MoT?

<https://www.gov.uk/check-vehicle-tax/> is a new site, currently in beta (trial) format, which allows you to click the green 'check now' then enter registration number and vehicle make, and click search. You are then presented with two coloured boxes. On the left is VED status (the options are: taxed until xx xx/SORN/untaxed expired xx xx) and on the right the MoT status. The options here appear to be (tick): 'MOT expiry date xx xx', (cross): 'no MOT expired xx xx', or 'no details held by DVLA'.

3. Previous MoTs

Previous MoT attempts can be checked at <https://www.gov.uk/check-mot-history-vehicle/>

To use this service you need the registration mark, and either the serial number of the most recent pass/fail certificate or the reference number from the most recently issued V5C. This allows you to view all fail and advisory items from previous MoT attempts, all at a glance.

4. Insurance status

This can be verified at <http://www.askmid.com/> where there is a free check intended for vehicle owners and drivers, as well as the option to pay £4 for a more detailed report which names the other insurer (intended for checking the other vehicle involved in a car accident).

AGM

Our AGM will be at Coddenham Village Hall on Sunday 16 November. This follows the Kneel's Wheels Run and is scheduled to start at 2:15pm. As usual, we'd urge anyone who feels they may be able to help the club in any way to come along. Any matters relating to the club can be discussed at the meeting without any need to give notice beforehand.

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.

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

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 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 or telephone Mark Daniels on 01473 659607 if you'd like to help or supply machines for the stand.

Sunday 16 Nov 2014 Kneel's Wheels and the EACC AGM at Coddendam village hall. The last mopedjumble of the season combined with a tour of the quiet Suffolk lanes. This run will be the same as last year with a lunch stop at Claydon Crown. Coddendam is on the B1078. Leave the A14 at its junction with the A140 and the B1078 is the first turning to the right off the A140. Coddendam is the first village along the road. After the road snakes around the church, turn left in the village centre. The village hall is along this road on the right. Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on 01473 743587). The route sheet, map and GPX tracks for this run are available on our website.

Letters

Dear Mr Secretary

In response to Paul Dine's request for paint colour information for his forthcoming Honda C100 restoration, he might be interested to learn that when I restored my own C100 I managed to find a small area of unfaded paint on the underside of the fuel tank, which I matched to Mercedes-Benz China Blue.

No idea why I happened to have a Mercedes paint sample book to hand, but I found the match most acceptable.

*Kind regards
Knurl.*

Summer Events

The weather has been somewhat variable this year and the best of it was enjoyed by the Reservoir Dogs run on 1st June. For some reason, this run doesn't get the large attendance of our other runs ... are our Suffolk members afraid to go 'south of the border'? Anyway, those who didn't attend missed their best chance of a club run in the sunshine this summer. This year's run had a new route, though it still incorporated the reservoir crossings that give the run its name ... but in the opposite direction to the previous years. The stop was at the *Railway Tavern* in Kelvedon, right alongside the River Blackwater and most of the riders chose to sit outside and enjoy the pub's pleasant riverside location—something they wouldn't be doing at the next event.

The next event was the Peninsularis Run and, while its lunch stop had a pleasant riverside location too, it was raining. On a day that started wet and continued in the same fashion, attendance was understandably a bit less than usual. Nevertheless, a good number turned up despite the weather. The run followed the tried-and-



A break in the rain at the Peninsularis Run

tested format of previous years (this was the twelfth running of this event) starting at Bucklesham Village Hall and riding to the aforementioned riverside location: the *Maybush* at Waldringfield. There were a few breakdowns on this run, mostly caused by water getting where water wasn't supposed to be.

The third of our 'Summer' events was the Periwinkle Run on 17th August. This run takes its name from Periwinkle Hill, which the route crosses on its way from Cottered Village Hall to the *Three Tuns* at Great Horstead. Unlike Peninsularis, the day started dull but dry and, while the forecast predicted occasional showers, the outlook was generally optimistic. The rain held off until just after the ride had started ... then it fell down in torrents. The deluge was short-lived however and the sun even managed to put in an appearance for the return journey to Cottered. Only two machines didn't make it all the way round under their own power and only one of these was a breakdown. The other? A cyclemotor rider who stopped on the route to gather sloes. With his helmet being the only way of carrying them, he opted to

Dave Bickers

Dave Bickers died on Sunday 6th July at the age of 76. Dave's many motor cycling achievements are well-known but what is perhaps less well known is that he was a regular rider at EACC events, particularly the 'Kneel's Wheels' Run which started from Dave's home village of Coddendam. Most recently, Dave was one of the riders on December's Mince Pie Run. Dave will be much missed by his many motor cycling friends in the club.



disconnect the engine and pedal back to the village hall.

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.org.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.



Some of the bikes taking part in the Periwinkle Run

