

The M·A·C

The Newsletter of the
EACC
Number Twenty-two
March 2013



Spotted at Kneel's Wheels

Back in November, this Peugeot 104 appeared at Coddendam Village Hall for our Kneel's Wheels event, but it wasn't there to take part in the run—it was just a convenient time and place to inspect it before issuing a dating certificate. As you can see from the rear number plate, it was a recent import from The Netherlands and had not yet been registered in the UK.

The 104 was the top of the range of Peugeot's 'step-through' mopeds and would, therefore, be a direct competitor to Motobécane's Mobyette AV89. Early versions were called the BB104 and had a leading-link fork and copious bodywork. The "BB" prefix was dropped after a while.

This one is the second version of the 104 with a more modern styling. This model was introduced in 1970 and had its 'Service des Mines' approval on July 15 that year.

There were several variations available: single-speed and variator models, single seat and dual seat. As with many French machines, suffixes to the model number indicate the features, making this a 104VBi ... V for variator, Bi for *selle biplace* (dual seat).



Spotted at the Mince Pie Run



Pictured outside the Shipwreck Bar at Shotley, the half-way stop on the Mince Pie run on 30 December, this is a Lambretta ... something.

When Lambretta introduced its 'space-age' range of scooterettes to the UK there were, according to the brochure, three models in the range: the 49cc Luna and 74cc Vega and Cometa. The Cometa had automatic lubrication, while the Vega used pre-mix.

However, if we turn to Glass's Guide, there were only two models in the range, introduced in November 1968. These were the Luna 75S Vega and the Luna 75SL Cometa—no mention of the 50cc model.

And, just to add further confusion, the badge on the front says it's a "Lu".

Whatever it was called, the styling (by Bertone) was very futuristic and most people, seeing one today, wouldn't guess that it's well over 40 years old.

The range did not sell in large numbers and production stopped in 1969—though existing stocks were still being listed in the UK in 1971.



Club News

E-mail membership

There has been a good deal of interest in the e-mail membership category with, so far, over 50 of you opting to receive *The MAC* by e-mail. If this trend continues throughout the year, that number will be increase to over 150, which will not only make a good saving on the club's postage bill but also a substantial drop in the workload of sending out *The MAC* each quarter.

East Anglian Run

We were looking for an organiser for this event and it's all settled: the date has been set, the village hall is booked and the run will go ahead as usual. However...

Horham Bygones

...now we need help with this event. Andrew normally does it but he will be in Belgium that weekend. Andrew can still do all the advance work: planning the routes, printing all the sheets, etc. What we need is a volunteer or two to be OIC on the ground each day. The rally is on 8 & 9 June.

Wheels within Wheels

In the last issue we appealed for any Northamptonshire members willing to help organise an event. Not only did we get a response, but the resulting event looks as if it will be a major 'do'. Jim Lee and Chris Saunders are busy organising *Wheels within Wheels* for May 26. The event has moved up the road into Leicestershire; at Husband's Bosworth Gliding Club. The East Northants Classic MCC and the Desford Lane Pedallers VCC have also been roped in to make this a big rally.

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 24 March **West Anglian Section's Duloe Daffodil Dash** from Duloe Village Hall. This run will take in villages around North Bedfordshire and Cambridgeshire with a lunch stop at *St John's Arms*, Melchbourne. There will be refreshment facilities at the village hall from 9:00am. An informal moped-style 'bring and buy' is envisaged, so bring along items for sale or swap. Duloe is West of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river and straight on at the roundabout (where the B1048 goes right). Turn right at a mini-roundabout, follow the road up hill to a roundabout, go straight on, under the A1. The village hall is on a right turn in Duloe, ¼ mile later. For more information please contact: Alex on 01480 219333, or Ralph on 01234 403796.

Sunday 7 April

The 10th Radar Run and Mopedjumble starts at Bromeswell Village Hall. A superb circuit around the Bawdsey peninsula. The usual free pitches for jumble stands - call Paul on 01394 671222 to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome. This year's Radar Run has an alternative, shorter route suitable for cyclemotors.

Sunday 19 May

The 31st East Anglian Run starts at Long Thurlow Village Hall. This is the oldest-established event in our calendar: the first East Anglian run was the very first event staged by the EACC. The Village Hall (which, despite its name, is in Great Ashfield) will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:00 on a route of around 30 miles. Everyone welcome.

Sunday 26 May

Wheels within Wheels at The Gliding Centre, Husbands Bosworth Airfield, Lutterworth, Leicestershire. A celebration of everything on wheels, pedalled and powered: bicycles, autocycles, cyclemotors, mopeds, motor cycles made over the last 150 years. Call 01858 461389 for more information or use the booking form for this event that is available on our website. Camping and accommodation are available on site.

Sunday 2 June

The Reservoir Dogs Moped Run will leave from the Marks Tey Café (Junction A12/A120 west side of Colchester) at 11:00am. Lunch stop *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 e-mail if you are interested: reservoir.dogs@cloudbase.biz All the route information for this run is available on our website.

Weekend of 8 & 9

We will be at the **Horham Country Bygones Rally**, Horham Community Centre, Suffolk. The Saturday is the actual Horham Bygones Rally and this is organised by Horham Community Council. We'll have a club display during the day. If you'd like to bring a machine for the display, please book it into the Horham Bygones Rally so that you'll get passes to get in. If you intend to camp on Friday night, Saturday night, or both - again, please book this with the Horham Bygones Rally because they control the camping pitches. We'll have a short road run around tea-time on Saturday. The Community Centre bar will be open all evening. On Sunday we have a longer Road Run, returning to the Community Centre for lunch. Do whichever bits appeal to you - booking is only needed for camping and Saturday's daytime rally. There are no fees for any of this - we will be accepting any donations you might choose to make and all the money we collect will go to East Anglia's Children's Hospices.

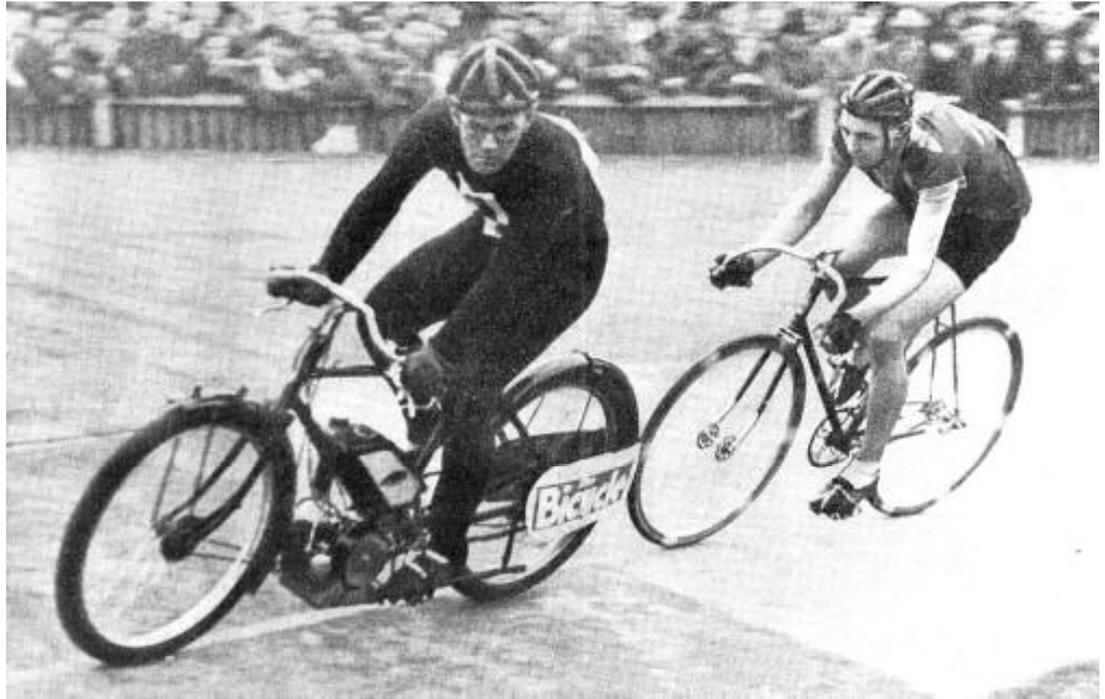
Sunday 7 July

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 re-

Continued on page 4

Midges

In France in 1938, *Roger Derny et Fils* introduced a 98cc *entraîneur*—a motorised bicycle used for pacing bicycle races. Motor-paced racing had taken place since the end of the 19th century—the big motor cycles used had a roller behind them that would spin freely when the cycle wheel touched it. The cycles were special too with reversed forks and small front wheel so the cyclist could be as close as possible to the shelter of the pacer.



Jack Wyatt rides the 'Midge',
pacing George Fleming at Herne

Not only was this the first announcement of such a race, but the first appearance of the term 'Midge' that *The Bicycle* had coined instead of using the French name 'Derny'.

The Derny had no roller—just a guard around the rear wheel—and the racers used normal racing bikes. The new pacing bikes became so popular that "Derny" became a generic name for this style of pacer.

Motor-paced cycle races were also held in Britain and, seeing the rise in popularity of Derny races in France, it wasn't long before British riders wanted something similar. At the forefront of the call for British Derny races was the weekly cycling newspaper, *The Bicycle*. In its 28 January 1939 edition, *The Bicycle* announced...

"DERNYS" FOR ENGLAND "The Bicycle" Offers Six New Pacing Machines For Promoters.

Six special pacing machines, modelled on the Derny motor-assisted bicycles used so successfully in Paris, are to be constructed shortly, under the auspices of *The Bicycle*, and offered on loan to promoters of sports meetings who wish to include this exciting form of paced racing into their programmes.

Things must have progressed well because advertisements for the Good Friday (7 April 1939) track meeting at Herne Hill proclaimed...

"MIDGES"

GREAT 10-MILE Match

between

E. V. MILLS

G. FLEMING

E. LARKIN

R. DOUGHERTY

F. WILLETT

G. NIGHTINGALE

**Introducing for the first time in England
the new type of small pacing motor.**

Revealed at Herne Hill on 5 April for preliminary trials, the new Midges turned out to be Excelsior Autobyks. The standard autocycle had been modified for pacing duties: they had no lights or number plates, no stand or rack; North Road drop handlebars were fitted. The frame too had been changed, with a horizontal top tube. The basic frame geometry of the autocycle had been retained, which meant that the top tube fitted quite low down on the steering head. This also required an extra-long seat pillar to give the pacing rider a position suitable for pedalling. A wrap-around guard, just like that on a Derny, was fitted to the rear mudguard.

Because track races are run anticlockwise and the press photographers were stationed on the inside of the track, nearly all the photos of the Midges were of the left-hand side. The size of the chainwheel is not discernable in pictures but it is very likely that these were larger than normal so the rider could pedal-assist at speed.

Midge-paced racing proved to be a popular spectacle and the bikes appeared at several tracks throughout the 1939 season. After a couple of months, Smiths speedometers were fitted to help the pacer keep an even speed in windy conditions.

Midge-paced racing was brought to an end by the outbreak of the Second World War.

Letters

Hello Andrew,

Other than the East Anglian Run I was unable to make it to any of the other events last year.

The explanation is simple: we relocated to Sussex! (from whence we came during 2000). For what seemed like half the year we were living out of Pickford's boxes in Norfolk and now we're doing much the same in Sussex.

The point of this e-mail then is to give heartfelt thanks to you and Danny and everyone else associated with the club—thank you. From the first I was made welcome and I have thoroughly enjoyed every run I've been on since. I shall miss the Suffolk byways and the exciting cut-and-thrust of a couple of dozen miniature machines vying for tarmac.

Perhaps I can find enthusiasts here on the south coast and start a new EACC chapter!

Anyway, thanks again, kind regards and best of luck to you and the EACC in the coming years.

Jerry Glenwright

Calendar—continued from page 2

freshments 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/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 moped-jumble 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

Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943

E-mail: 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.

