

# The M·A·C

The Newsletter of the  
EACC  
Number Thirty Four  
March 2016



## Spotted at the Mince Pie Run

Our mid-winter run has been going since the days of the original EACC and has always been an event where members turn up with bikes that maybe outside our cyclemotor, autocycle and moped remit—it's one way of coping with the wintry conditions. Nevertheless, we have members who'll ride a cyclemotor at any time of year.

One such is Dave Whatling, who brought his British Salmson Cyclaid to the Mince Pie Run in January.

The Cyclaid is a 31cc belt-drive unit, based on the Rex cyclemotor from Germany. The engine is a licensed copy of the Rex—but that's where the similarity ends. The German machine has its engine mounted vertically above the front wheel; British Salmson moved it to the rear wheel and turned it to a horizontal position.

David's Cyclaid is fitted to a Humber bicycle, which has the 'duplex' forks that were a distinctive feature of most of the Humber range of bicycles.



Photo: Mark Daniels

## Spotted at Heerhugowaard



Photo: Andrew Pattle

We're back at Heerhugowaard for our second bike. This is an Italemmezeta Mustang.

The sports moped enthusiasts among you will recognise this as one of the classic sports mopeds of the 1960s, but will probably know it better as an Italjet.

The marque Italemmezeta (or Ital-MZ) was created in 1960 by Leopoldo Tartarini for a range of bikes based around the MZ 125. Two years later, Tartarini produced a 50cc sports moped and this inaugurated the Italjet name. As well as these two marques, Tartarini's creations were known as Roma in the USA and Tarbo (short for Tartarini Bologna) in France. In 1967, the Italjet name became universal.

The Mustang appeared in 1964 as either a 3-speed machine with pedals or a 4-speed kick-start. As well as the 'classic' Mustang, there was a touring Mustang GT and an off-road Mustang Cross. These had a smaller tank that retained the distinctive Mustang shape. In 1966, the Mustang Veloce replaced the deep tank with a more conventional one.

## Letters

Dear Andrew,

Please can you put our Nedging Vintage Fête in your programme?

Vintage Fête at Nedging Village Hall, 26 June 2016; stationary engines, motorcycles, steam engine, classic cars, stalls, BBQ, cakes, teas & coffees, and much more. 12 Noon to 4:30. For more details contact P Gooderham on 01449 740271

Thank you  
Phylis Gooderham  
(member 5128's mum)

Dear Andrew Pattle,

The arrival of the February issue of *Buzzing*, Spring, the recommissioning of Amos the Mini-Motor, and with luck and a lot of hope some warmer and drier weather, seems to have stirred me into cyclemotoring action. The North West or Lancashire Section (or whatever it may eventually settle upon as a name) showed signs of rumbling into life and activity last evening. There was discussion about many things, (health, chips, chocolate oranges, oh, and 2-strokes occasionally) including banners and a logo. Crossed wooden spoons surmounted by a red rose narrowly won the vote, but we may have forgotten by the next time we get together...

Meanwhile, with three running (and legal) cyclemotors and more pedal cycles than a man can reasonably ride, I await the longer days and warmer weather.

Peter Moore

## Club News

### **Lancashire Slow Riders**

We have made a new section in North-West Lancashire: the Lancashire Slow-Riders. The section has its own Facebook page, so you can keep up-to-date with what's going on in the area.

The inaugural meeting of the Lancashire Slow-Riders will be on March the 9th at 8pm at the *Farmers Arms*, Chorley Road, Bispham near Parbold, L40 3SL. Everybody is welcome to come along.

Paul Morgan

### **South East Moped Enthusiasts**

The March issue of the SEME newsletter is out now. Contact Martin & Sharon for a copy or download it from the club website.

## DVLA & FBHVC

From the November FBHVC newsletter:

Anyone with active applications knows that the bar has been raised impossibly high on originality of bodywork and that some really bizarre proposals to offer Q-plates for historic vehicles have been made by DVLA. At the same time applicants with motorcycles are being told they must erase the genuine frame numbers if a new VIN number has been allocated to the complete machine, despite the historic importance of frame numbers.

Discussions on our unhappiness at what is happening have continued without much success until now. We came to the conclusion that detailed discussions at a working level were not going to change the fundamental DVLA approach.

But now that we understand the DVLA process, we have approached the All Party Parliamentary Historic Vehicles Group. The Group's chairman, Sir Greg Knight, and FBHVC chairman, David Whale, have presented our arguments in a meeting with the Minister, Andrew Jones MP. We have briefed him that the history of these arrangements, and the fact that the differences between our understandings of them and those of DVLA have reached such a level, means the time has come for a full Consultation on the whole question. If we get anywhere with this approach we will clearly be asking what public interest is served by this new obsession with originality where it was previously not required.

### **And from January's newsletter**

In the last Newsletter I set out the reasons why we are not at one with DVLA on the licensing processes. I wish I could report real progress. While, ... we are proceeding with what amount to some workarounds arising from the problems DVLA's approach is currently creating for us, our view of the underlying principles has not changed, but nor has DVLA's. As we firmly believe our view, particularly of the history of this matter, is evidence based, we will set out to gather the evidence.

Perhaps most worryingly, while, from the outset of the V765 and related schemes, the Federation has clearly been recognised as a stakeholder and DVLA still treats us as a participant in the system when it is to their advantage, for example by referring applicant queries, even from those who are not in member clubs to us for assistance. Thus we were able to express our views on the last formal consultation on the subject in 2004-05. However, DVLA have, as I explained, undertaken a redesign of their processes. This redesign has largely been presented to us as a *fait*

*accompli*, with changes and refinements having to be sought and negotiated after the fact. It might be thought that it would have been much more efficient for everyone if the Federation had been invited to comment on the proposed redesign and its ramifications before they went into force. Instead, we had to wait until the meeting in September to even be told there had been a formal redesign.

We are concerned as well that there seems to be some doubt in the minds of the DVLA people that the Federation are, in making our arguments, not truly reflecting the views of our members. This is partly based upon the immediate reactions at the September meeting, which did not appear generally hostile. This probably mainly reflected politeness, but also for sure the fact that there was a lot to digest and some of the significance of what was said only really became clear as people gave the information proper consideration. We believe very firmly that our approach is indeed fully in line with our members' needs, and we will continue to press our points on this understanding.

We are also concerned about the failure of DVLA clearly to explain their policies to applicants in general. Guidance Notes are, almost without exception, now out of date and the only way to assess the changes is from careful examination of the notes of the September meeting at Swansea. These are not always clear and in any event DVLA has declined to make them generally available.

While DVLA have now allowed the Federation to make the information known outside the limited number of organisations DVLA felt able to invite in September, they have assumed that the Federation then has general responsibility to reach the entire historic vehicle movement in the UK. With the best will in the world, and while we do try to reach as many as we can and expand our coverage, it is nevertheless simply the fact that there are many owners of historic vehicles out there who are not members of Federation member clubs and who thus have no access to up-to-date guidance. I must say I am surprised that DVLA considers this situation satisfactory.

I have to report that the first approach by the All Party Parliamentary Historic Vehicles Group (APPHVG) to Government has not achieved very positive results. Following the presentation of our arguments in a meeting with the Minister, Mr Andrew Jones MP by the APPHVG chairman, Sir Greg Knight, and our chairman David Whale, the only response has been that: "The policy has not changed". While this comment was made during a speech and so was accompanied by no detail, we understand Mr Jones is writing to Sir Greg, which might mean we get more

clarity on the reasons why DVLA consider this to be the case. We do not doubt that Sir Greg will wish to take the matter further and we will be working out how best to support him.

Meanwhile we can only say to those with projects which now appear to be at risk because of changed bodywork styles that they ought not to despair, but on the other hand would probably be best to be patient and not to put forward applications for the next little while, as things might well get a little better.

## Calendar

- Every Tuesday** **EACC and FMCC evening meeting** at the *Half Moon*, Walton, Felixstowe, from 9:30pm ... or even later!
- Wednesday 9 March** **Lancashire Slow Riders** inaugural meeting at *The Farmers Arms*, Chorley Road, Bispham near Parbold, L40 3SL. Meet from 8:00pm. Everybody is welcome to come along. Contact Paul Morgan if you need to know more.
- Wednesday 9 March** **Norfolk Section meeting** at *The Kings Arms*, Martham again. Meet from 7:00pm prompt for chat, beer, information, photos, beer & food (if you need it—meals at reasonable prices). Contact Dave Watson on 07766 780134 or e-mail [xdavwat@yahoo.co.uk](mailto:xdavwat@yahoo.co.uk) for details.
- Friday 11 March** Closing day for entries for the club stand at the Heritage Transport Show at Kent Showground.
- Sunday 20 March** **The 13th Radar Run** and Mopedjumble starts at Bromeswell Village Hall. The usual free pitches for jumble stands—call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. The Radar Run has an alternative, shorter route suitable for cyclemotors.
- Saturday 2 April** **South East Moped Enthusiasts: Club stand** at the Heritage Transport Show at Kent Showground, Detling, Maidstone, ME14 3JF. Regulations are at [kentshowground.co.uk/heritage-transport-show/](http://kentshowground.co.uk/heritage-transport-show/), closing date for entries is 11 March. Details of the show are available from [amy@kentshowground.co.uk](mailto:amy@kentshowground.co.uk). EACC stand co-ordinator is Clive Fletcher on 01622 678011.
- Sunday 3 April** **West Anglian Section's Duloe Daffodil Dash** from Duloe Village Hall. This run will take in villages around North Bedfordshire and Cambridgeshire in the area of Grafam Water. Refreshment facilities at the village hall from 9:00am. Informal moped-style 'bring and buy', so bring along items for sale or swap. Duloe is ¼ mile West of the A1 trunk road. For more information please contact Ralph on 01933 386841.
- Sunday 10 April** **South East Moped Enthusiasts: The North Downs Run**. Meet at the Edenbridge Leisure Centre car park in Wellingtonia Way, Edenbridge, Kent, TN8 5LU. 10:30am for 11:00am start. For more details call Martin or Sharon on 01883 626853 or 07774 562085.
- Wednesday 13 April** **Norfolk Section meeting** at *The Kings Arms*, Martham again. Meet from 7:00pm prompt for chat, beer, information, photos, beer & food (if you need it—meals at reasonable prices). Contact Dave Watson on 07766 780134 or e-mail [xdavwat@yahoo.co.uk](mailto:xdavwat@yahoo.co.uk) for details.
- Sunday 24 April** **Norfolk Section's Drive It Day Ride**. No details yet but we will be riding somewhere! Contact Dave Watson on 07766 780134 or e-mail [xdavwat@yahoo.co.uk](mailto:xdavwat@yahoo.co.uk) for details.

**Sunday 8 May**                    **South East Moped Enthusiasts:**  
**The South Downs Run.** Meet at the Civic Approach car park, High Street, Uckfield, East Sussex, TN22 1AR. 10:30am for 11:00am start. For more details call Martin or Sharon on 01883 626853 or 07774 562085.

**Sunday 22 May**                    **The 34th East Anglian Run** starts at Lord Thurlow Village Hall, Great Ashfield (IP31 6HN). The oldest-established event in our calendar. Village Hall will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:00—around 30 miles through country lanes and villages. The lunch stop will be at Fair Green in Diss, where there's a pub, a café, and a chip shop ... or you can picnic on the green. Everyone welcome.

**Sunday 12 June**                    **North Hertfordshire Section: The Herts & Essex Cruise** starts from Clavering Village Hall, CB11 4QS. The hall will be open from 9:30am and the run starts at 11am. The route is about 25 miles of lanes and B-roads around some of the most scenic countryside in the area. Stop at *The Bull*, Lower Langley where we will be able to catch up on chat and to have a light lunch. For information please contact: Peter Smith on 07977 936123 or Andy Cousins on 07969 369062.

**Sat 18 & Sun 19 June**                    **The Lancashire Slow-Riders** show stand at Woodvale Rally, Southport. Public camping is available. If you wish to join us with your bike you will need an entry form, details are available on the Woodvale web site. Some of us will be there on the Friday night too. Food and drink, camping, etc, all on site.

**Sat 18 & Sun 19 June**                    **Club stand at Journey Through The Ages Vintage Rally and Country Fair**, Palgrave, IP22 1BA. Dave Watson (07766 780134 or xdavwat@yahoo.co.uk) is our co-ordinator for this event.

**Sunday 26 June**                    **The Reservoir Dogs Moped Run** will leave from Wyevale Garden Centre, London Road Stanway, Essex, CO3 8LT. This year we are starting the run at a different garden centre, just down the road from last year's venue. It has a good café and is on a quieter road so we should all be able to get out together and not lose

anyone. I will print up some maps to hand out as well. Last year had a far better turnout than the previous years, so it caught me out a bit (lot). Normal 11:00am start, stopping at the *Railway Tavern* in Kelvedon (same as last year). Please e-mail if you are interested: [reservoir.dogs@cloudbase.biz](mailto:reservoir.dogs@cloudbase.biz)

**Friday 1 to Sunday 3 July**                    **The second EACC Camping Weekend** in the Broadland village of Martham, held in conjunction with Martham Fun Carnival. Basic camping facilities in the pub grounds, electric hook up available. Road runs and meals out, taking in local attractions and the Broadland scenery. No need to book, turn up and stay for as long or short as you wish. Day visitors welcome. Friday Chip shop run, Saturday day out with a road run to a local attraction, then evening entertainment on the village green, Sunday Breakfast run for a Full English & a look around the local area returning to Martham for the afternoon carnival procession. Contact: Dave Watson on 07766 780134 or xdavwat@yahoo.co.uk.

**Sunday 14 August**                    **North Hertfordshire Section's Periwinkle Run** from Cottered Village Hall as usual, the hall will be open from 9:30am for an 11:00am start. Ride through some of the prettiest villages, lanes and roads in Hertfordshire. Stop at the *Three Tuns* in Great Hornead for lunch and a chinwag. Danny will be there as usual with his spares & accessories. If you require any particular item can you let Danny know in advance as his stock is too vast to bring it all along. If any members want to donate a prize to the raffle, could they please bring it along on the day where it would be greatly appreciated. If you require any further information please contact Peter Smith on 07977 936 123.

**Saturday 20 August**                    **South East Moped Enthusiasts: Section display** at Capel Classic Car and Bike Show, Recreation Ground, Capel, Surrey, RH5 5LB. Noon to 5pm. Mike Follows: 01732 700280 or 07887 950921.

**Sunday 21 August**                    **South East Moped Enthusiasts: The Bluebell Run.** Meet at Horsted Keynes Station, Station Approach, Horsted Keynes, RH17 7BB. 10:30am for 11:00am start. For more details call Martin or Sharon on 01883 626853 or 07774 562085

## 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.freereserve.co.uk](mailto:eacc@autocycle.freereserve.co.uk)

### Website

<http://www.autocycle.org.uk/>

### Forum

<http://eacc.freeforums.net/>

### 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.

### Information Sheet Changes:

Add new section:

### Lancashire Slow Riders

Paul Morgan

[moggie64@gmail.com](mailto:moggie64@gmail.com)

