

The M-A-C

The Newsletter of the
EACC
Number Thirty Two
September 2015



Spotted at the East Anglian Run

This is Paul Efreme's Mobylette AV89 at the East Anglian Run in May. The AV89 was the top-of-the-range model from Mobylette in the UK, but not necessarily so in France ... well it all depends on how far you think the range extends. The AV89 was a moped, or *cyclomoteur*, in both countries but, because legislation was different in the two countries, the British market AV89 was considerably more powerful than its French namesake.

In France, a *cyclomoteur* was limited to 50cm³ and 50 km/h; the UK had the same limit on capacity, but not the maximum speed restriction.

So, if we redefine our range to include machine beyond the French *cyclomoteur* definition, we find that a model just like the 'British' AV89 was available in France too. Being too powerful to qualify as a *cyclomoteur*, it was legally a *vélomoteur* and Motobécane designated it the D89. Like the UK model, the D89 had a rear number plate, so was much more akin to a British AV89 than the French AV89 was.



Photo: Mark Daniels

Spotted at the Reservoir Dogs Run



Photo: Mark Daniels

A Raleigh RM5 Supermatic—in fact there were two of these Raleighs at the Reservoir Dogs Run but we picked this one to show you because, of the two, this one bears the closer resemblance to the AV89 opposite.

A close study of the two pictures will reveal a number of little differences but, as you can see, apart from their colour, they are substantially the same.

The Raleigh Supermatic was effectively a Mobylette AV89 built by Raleigh under licence from Motobécane. (Though, given what we've told you opposite, maybe it would be more accurate to call it a D89 built under licence.)

This one has telescopic forks and a rectangular headlamp ... the other Supermatic at this event was an earlier version with a round headlamp and leading link (or *balancier*) forks—a variation that is reflected in earlier versions of the AV89 & D89 too.

DVLA News

DVLA Inspections

DVLA Local Offices would often inspect a vehicle before issuing an 'age-related' registration, but this procedure fell by the wayside when all the local offices were closed. We believe that DVLA's idea was that DVSA (formerly VOSA) would be able to do this, but no agreement was reached, so the job went out to tender. SGS UK Ltd was appointed on 14 April 2015 and inspections are taking place again. This is not a road-worthiness check, just a check that the vehicle is the one it's claimed to be—frame and engine numbers will be checked. Reports from club members so far indicate that these inspections have taken place without any problems ... apart from adding another three weeks to the time it takes to get a bike registered.

DVLA Changes V765 Policy

At the end of May, DVLA implemented unannounced a policy change on V765 applications. V765s using old tax discs or MoT certificates as evidence are all being rejected. To succeed now, a V765 application must be supported by an old logbook (VE60 or RF60) as evidence. While other pre-1983 documentation may be accepted, this must show a provable link (such as the frame number) to the vehicle. In nine cases out of ten this means that local authority archive records and original insurance certificates will not be accepted.

Some of you will find this change in policy understandable—the real problem here was the way it was implemented without telling anyone. This was a waste of everyone's time and effort as we and other clubs continued to submit V765 applications until the news slowly filtered back that they were being rejected.

Even after we found out about it, DVLA still hadn't told their own staff, who were still telling people that tax discs were acceptable!

This lack of communication from DVLA has caused concern at the FBHVC and the following is reproduced from the latest FBHVC newsletter:

A DVLA Problem

Bob Owen

Ian writes at length in his pages on the detailed aspects of evidence for V765 and age related registrations and its interpretation in DVLA. But I wish to say something more general.

Sometimes it is only after a little while that one realises there might be a problem. And I think that time has come.

The Federation absolutely understands why DVLA have felt a need to tighten up their procedures and ensure consistent approaches following the shutting of the Local Offices and the other much publicised problems I have referred to above.

But I know several members, especially those used to approaching DVLA to obtain registrations for their members' vehicles in a completely honest and open manner, are becoming distressed at not being quite clear what they are supposed to do, whether what they have always done will still be acceptable and, worse, whether DVLA trusts them any more. And we have not always been able to advise them as clearly as we would like.

This has most certainly arisen from changes being produced in a piecemeal manner and not always promulgated in DVLA paperwork in as clear a manner as members of the public dealing with Government have the right to expect. We have taken this up with the All Party Parliamentary Historic Vehicles Group and we will shortly be approaching the people we deal with in DVLA to ask that we work together to get everything put onto a clear and unambiguous basis. The Federation really wants to work with DVLA to get the best and fairest possible responses for our members and we feel this will be the way to do so.

Correcting Registrations

There have also been several stories circulating about owners of historic vehicles being asked by DVLA to have their dates of manufacture revalidated. Again, this is covered by a piece in the FBHVC newsletter by Bob Owen, who carefully avoids any mention of the word 'Bugatti'. It's rather long, so we've highlighted some of the more significant bits:

The record shows that the Federation first agreed to become involved in what became the V765 Scheme in 1990. We did so because the setting up of a formal scheme to enable vehicles to be reunited with their previous registrations was very much in the interest of our members, not only of prestige vehicles, but of all the rest as well. As the scheme developed it was expanded to permit vehicles which could not, for a variety of reasons, obtain a previously held registration, but were clearly historic, to be allocated a registration which generally reflected its antiquity.

Authenticity was very important from the outset. It has always been clear that the Federation does not and will not support the representation of modern replicas, however well produced or true to the originals, as being actual historic vehicles. They are not.

...

I wish to make it clear to all members that the Federation's actions in the recent past have been totally in accord with our obligation to support this position, which we clearly undertook in 1990 on behalf of all, not just a section, of our members.

Two circumstances would appear to have come together to create the position the Federation now finds itself in.

Firstly, the DVLA decided to close its Local Offices in the cause of efficient government and centralised its records, including records of V765 and age related registration applications. As a consequence it was able to work to ensure consistency in its approach to the subject of the allocation of historic registrations.

Secondly, a specific example came to the attention of DVLA which suggested that, in at least one case, a registration had been issued based upon information which was not totally correct. They examined their records and were of the view that there might possibly be a pattern concerning a single marque of vehicles. They were also of the view that the problem they thought they had identified was unlikely to be limited to a single marque. They thus involved the Federation through their usual channels.

The Federation at the direct request of DVLA took two actions. Firstly it recommended an FIA qualified scrutineer who examined one vehicle in the presence of a representative of the club concerned with the marque. Secondly, we advised DVLA that, from a publicly available source, a number of examples appeared on the face of it to be worthy of examination.

The outcome of the inspection does not concern us here, nor did the Federation get involved further in any detail of any of these examples.

The Federation takes the view that both of these actions were required of us in pursuance of the position of a 'guarantor', on behalf of the historic vehicle movement, of the V765 and related schemes. We are aware that there are those who disagree but our conscience on the matter is clear.

We were briefed by DVLA that they had taken account of the examples which we had noted, and found a significant number more on their own account, and would be contacting the keepers of these vehicles. We don't know who these individuals are.

We are bound to note that, rather than work with us, the marque club has taken steps to limit our involvement in the general question. In view of the certainty that the DVLA investigation will expand to other marques this might be thought questionable from those who clearly have a sectional interest.

DVLA has kept the Federation aware of the generality of its investigations and the course of action it was proposing to take, which, it will be recalled, was expected to affect owners of other marques and was therefore the proper business of the Federation.

We have, perhaps unfortunately in the light of events, not kept our members as fully aware of our discussions with DVLA on this matter as we might have, in an attempt not to embarrass clubs which might be directly involved.

At the end of June a briefing note was widely circulated by the marque club warning of the DVLA letter, which no one other than DVLA and the club had apparently at that time seen. The note summarised fairly accurately what we understand to be the policy approach of the DVLA. It also stated that DVLA would write to the

keepers of all their vehicles. It did not include any detail of the letter.

The note was addressed to 'Owners of ... and Historic Vehicles' which strongly suggests that the club had taken it upon itself to become the negotiator with DVLA on behalf of the entire historic movement. This possibility had most certainly not been discussed with the Federation despite the Federation's obvious involvement through its formal position in the schemes.

Addressees were invited to seek confidential briefing from the club. According to at least one forum reporting on a briefing, it was suggested that DVLA were planning to send the letter to the keepers of all historic vehicles as a method of creating a definition of historic vehicles for the purposes of the EU Roadworthiness Testing Directive. We must assume that the person briefing was reflecting a view expressed from within DVLA or DfT, but it most certainly did not represent any policy promulgated by either of them in any official way.

This suggestion, from wherever it emanated, has received very wide circulation and has caused a high level of concern among our members.

On 3 July we finally received the text of the letter from DVLA. This was the same day as it was sent to the keepers of first marque investigated.

The text is clearly designed to be capable of being sent to other marques. We will not speculate why, but we need to make absolutely clear that the Federation had no prior knowledge of either the general approach or the precise terms of the letter. We think this very unfortunate and will continue to try to establish how it came about.

On 9 July we had a planned meeting with DVLA.

Obviously the first item on the agenda was this letter. We made clear we were commenting having had no prior knowledge of, nor input into, its terms. We asked directly if there was any intent to send a letter in these terms to all keepers of historic vehicles.

They assured us that there is no current intention in DVLA to send this letter to all keepers of historic vehicles.

In DVLA Policy's view the letter was entirely focused on the sorting out of 'incorrect' registrations. They did not identify any connection between this letter and the EU Roadworthiness Testing Directive.

As you will know, one of the ways the Federation looks after the interests of its members is that we are the body invited to have regular meetings to brief them on the development and applications of laws and relations with the All Party Parliamentary Historic Vehicles Group. We have just had our first meeting with APPHVG since the General Election.

We discussed our concerns fully with the Group. We can assure our members that the Group were clear that sending a letter in these terms to anyone except the keepers of vehicles which might have been incorrectly registered would be to open up a great number of questions about the propriety the questions it implies and to create an immense problem in DVLA as to how it

would deal with the many and varied responses which would be received. We know they will be taking the matter further on our behalf within Government.

Any attempt to create a new definition of vehicles of historic interest in the UK would clearly be a major issue on any such consultation and the Federation would expect to be fully involved in the planning of any exercise to do that. To date it has not been suggested to us.

Just to be very clear, the Federation is fundamentally opposed to the issue of such a letter to all keepers of historic vehicles, especially if it were to go to the keepers of vehicles which have always had their registration and have thus, right up to today, been subject simply to the usual obligations of road-worthiness and to keep DVLA advised of any changes which are needed to keep the V5C Registration Certificate correct.

We know that the concern of members about this alarm was that if the letter were to have been sent, it could have resulted in many cherished vehicles, which had over the years been perfectly legally reconstructed, restored, reconstructed and improved suddenly being retrospectively deemed unworthy or at worst illegal and banned from the roads. And this might have happened on grounds established by DVLA of which no one has any knowledge.

Be assured the Federation would be out there leading the fight against any such proposal.

As we mentioned, one of the suggestions was that this was connected with the EU Roadworthiness Testing Directive. For this to be the case, it would have to be included within the overall work on Roadworthiness Testing, which we know is being progressed in the Department for Transport.

The entire proposals on the application of a changed Roadworthiness Testing regime to apply the Directive will have to be the subject of a full formal consultation, in which the Federation, and indeed any other interested body, will be fully entitled to participate.

So any implication there may have been, or that members may have formed, that the Federation is not involved in the overall question of 'incorrect' registrations, or that it has not been doing all in its power to protect the rights of all of its members, is simply incorrect.

Club News

AGM

The club's AGM will be at the Kneel's Wheels event on 15 November in Coddendam Village Hall

Norfolk Notes.

Hope you have all had a busy summer, I certainly have. After a promising start to the section's evening meetings, May's evening run was attended by four riders.

With notes and e-mails going out for suggestions for June, Matthew and I attended Sars Poteries in France and no suggestions came forward.

July, I was busy with the Camping Weekend www.users.globalnet.co.uk/~pattle/nacc/arc0670.htm and no suggestions came in for an evening meeting.

Again in August I was busy with Yar to Yar (report to follow) and no suggestions again for an evening meeting.

So, on September 9th, I will be in *The Kings Arms*, Martham from 7:30ish, it really is up to members to attend or get in touch to see where we go as a section.

Dave

North Hertfordshire Section

David Osborn has proposed a little experiment with a run during the week. It's on Thursday 24th September from Stotfold *Chequers* to the 335th USAF Memorial at Steeple Morden and, in common with weekend rides, it sets off at 11am, but this time lunch will be on return to *The Chequers*. It is possible that this run could be incorporated as a Sunday run on the 2016 calendar—go along and give it an evaluation.

West Midlands

Is there any interest in forming a section in the West Midlands? Lindsay Neill, who has been a regular attendee at our Anglian events, has recently moved to the West Midlands and would like to hear from other members in the area. Please contact the secretary for more information.

Calendar

- Every Tuesday** EACC and FMCC evening meeting at the *Half Moon*, Walton, Felixstowe, from 9:30pm ... or even later!
- Sunday 6 September** West Anglian Group Shuttleworth Shuffle starting at Moggerhanger Village Hall, MK44 3RB. Meet from 9:30am for an 11:00 start to the ride. The run will have a half-way stop at Southill *White Horse*. For more information please contact Ralph on 01933 386841.
- Wednesday 9 September** Norfolk Section monthly meeting at *The Kings Arms*, Martham again. Meet from 7:30pm on. Contact Dave Watson on 07766 780134 or e-mail xdawwat@yahoo.co.uk for details
- Sunday 13 September** Twelfth 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 on arrival. A classic local course and twin to the Radar Run. Jumble opens 9:30am, the run sets off at 11:00am, the jumble re-opens at 2:00pm when the run returns.
- Sunday 20 September** South East Area Club stand at The *Edenbridge Motor Show*, Gabriel's Farm, Edenbridge, TN8 5PP. A static display of about 12 bikes as exhibits on our club stand. For details call Mike on 01732 700280.
- Thursday 24 September** North Herts Non-Conformists' Steeple Morden Run from *The Chequers* in Queen Street,

Stotfold, Bedfordshire, SG5 4NX. Meet at 10:30am for an 11 o'clock set off. The run is just over 30 miles through some interesting countryside in three counties. There are some fairly long inclines, but nothing that would challenge LPA. There are no planned stops on the route but we make a turnaround at the 335th USAF Fighter Group Memorial near Steeple Morden where route sheets can be turned over for the longer return leg back to Stotfold for lunch or whatever. Contact David Osborn wjosborn@btinternet.com or 01462 733066 for details.

Wednesday 30 September South East Area meeting at the *Horseshoe*, Farleigh Road, Warlingham, CR6 9EG from 8pm. Contact Martin or Sharon Wikner on 01883 626853 or 07774562085 or mwikner61@gmail.com for details.

Sunday 4 October Club stand at the 24th 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.

Wednesday 14 October Norfolk Section monthly meeting. Contact Dave Watson on 07766 780134 or e-mail xdavwat@yahoo.co.uk for details

Wednesday 28 October The South East Area meeting at the *Horseshoe*, Farleigh Road, Warlingham, CR6 9EG from 8pm. Contact Martin or Sharon Wikner on 01883 626853 or 07774562085 or mwikner61@gmail.com for details.

Sunday 1 November South East Area: Ride out and meet up at Staplefield Green to see the London to Brighton Veteran Car Run. We congregate on the green near the Victory pub. Please do come along and say hello. Call Martin or Sharon on 01883 626853 or 07774562085 for further details.

Wednesday 11 November Norfolk Section monthly meeting. Contact Dave Watson on 07766 780134 or e-mail xdavwat@yahoo.co.uk for details

Sunday 15 November Kneel's Wheels and the EACC AGM at Coddendam village hall (IP6 9SR). 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).

Wednesday 26 November The South East Area meeting at the *Horseshoe*, Farleigh Road, Warlingham, CR6 9EG from 8pm. Contact Martin or Sharon Wikner on 01883 626853 or 07774562085 or mwikner61@gmail.com for details.

A Nibble at Sandwich

Sandwich, on the Kent coast held a twinning weekend with Honfleur, France; Bob Tomlins and I set up a display promoting the EACC. Unfortunately this clashed with another event at Ramsgate so numbers were down but interest was high, no new members were recruited but good publicity for club – see attached photo. We're hoping to promote EACC at other events in West Anglian region.

Ralph Richardson



EACC Display at Sandwich. Photo: Ralph Richardson

Grafham Water Gander

For those that were tucked up well in bed this morning a group of hearty souls (some say stupid) made their way over to Yelden Village Hall for bacon butties, tea and biscuits, and more tea, etc, before setting off through the villages of Dean, Nether Dean, Shelton, Kimbolton, Tilbrook, Dillingham, Perry and Ellington before calling in at the Visitor Centre at Grafham Water for further refreshments and a little respite from the British Summer time, before the return leg back to Yelden village hall where Ralph had laid on more tea and cakes!

Ralph, our local EACC runs organiser, once again did everyone proud and, despite the dampness of the day (most were soaked), none more so that the foolhardy (just Fool) chap that arrived without remembering to bring a coat or any form of waterproofs whatsoever ... and yet he still did the ride and kept a smile on his face!

There were ten members on tiddlers including me, the new boy, and four of my mates: Trev who sneaked out his wife's baby Honda (125cc?), Short Legs on his CB250, Rod on a 500 Enfield, and Mark on a 650 Panther, all of whom joined the ride and were content to ride along with us. Of course there were also four or five additional EACC members on four wheels including Ralph and Big Al following behind with the support vehicles which proved unnecessary, I am pleased to say. Ralph continued to apologise about the poor weather but it was great to see the enjoyment we managed to give those at Grafham as they watched the water running off, or in my case out of, our wet gear!

Final mention is reserved for the gentleman sorry, I missed his name who came over from Bury St Edmunds especially, they say, for Ralph's Bacon Butties ... and there you were thinking you had it nice and easy just lying in bed listening to the rain on your window.

Matt (3909)

The Grafham Gander weather was true to form with extremes: good, bad, and downright ugly conditions. Unfortunately the bad and the ugly occurred on Sunday just as we departed from Yeldon



village hall. Twelve hardy souls riding various sizes of machines splashed their way towards a soggy visitor centre on the north-east side of Grafham Water. Alex followed closely with a trailer, with me bringing more back-up. The rain was of biblical proportions—I was in two minds whether to go back for a dinghy or contact the RNLI! Such was the deluge that several riders elected to abort the run and head for home. The die-hard Suffolk contingent, namely Andrew who, incidentally, did not have any wet weather gear, saying, 'It's only water', sat in the café forming a small lake! And a literally 'under the weather' Mark wringing out his fleece jacket before heading out on the return leg.

Matt Cox led a reduced group back to Yeldon, with a brief respite from the rain. Luckily no one required the services of the breakdown back-up. Hot tea and coffee with cake and biscuits helped ease the discomfort of being soaked. Jim from Sutton, as always, kept smiling throughout and, despite all this, I sold some regalia, even a t-shirt to the ever positive Chris Saunders.

A heartfelt thanks to all who braved the adverse conditions to come on the run, also thanks to Chris and Matt for their help with setting up the day. Hoping the weather gods are in a more favourable mood for the Shuttleworth Shuffle on September 6th.

Ralph.

Photo: Matt Embleton

Chris Wymer

We have sad news of the death, aged 63, of Chris Wymer. Chris was a long time member of the EACC and attended many Stowmarket runs in the 1980s and 90s. Chris organised the first Norfolk Section of the EACC in the 1980s. In those days he also drove an Austin A35 and many of the Norfolk EACC events were held in conjunction with the Norfolk branch of the A35 Club. These included a regular monthly meeting held at the Adam & Eve in Norwich.

Chris was also the club's first marque specialist for Phillips mopeds.

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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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.

