



1981-2016

Spotted at the Periwinkle Run



Photo: Mark Daniels

In the last issue we featured Bev Crook's Honda NC50 Express, and we finished by saying: *As time went by, the Express lost its minimalist simplicity as more features were added: a curved frame, plastic trim. Indicators, a 'proper' kick start, and so on ... so let's follow that up with one of those: a Honda Express Deluxe that was seen on the Periwinkle Run this August.*

It was in 1980 that the NC50K-A Express Deluxe appeared with its redesigned, curved frame and larger seat being the most obvious changes from the original Express model.

The Express evolved, gaining indicators, which meant a larger battery to power them; CDI ignition superseded the contact breaker set, an automatic choke device replaced the cable control, and automatic two-speed transmission versions became available.

The Express Deluxe was withdrawn in February 1984, by which time its designation had become NC50DB. In its place, Honda introduced the SH50 City Express—a much more scooter-like machine.

Also spotted at the Periwinkle Run

... and, if we're staying at the Periwinkle Run, why not stick with Honda too?

It's surprising that we haven't featured it before; there can be very few moped events where a Honda PC50 doesn't appear.

The PC50s had an overhead camshaft motor, which was derived from the engine in the Honda P50 motor-wheel. This OHC version appeared in April 1968 and continued until April 1970 when the OHC engine was replaced by a push-rod OHV engine in the same cycle frame. This was designated PC50K1 and it's this OHV version that's most familiar at moped events up and down the country. A pair of these PC50K1 machines is depicted in our photograph.

The PC50 is, in many ways, ideal for club runs. A good reliable machine, it's a 4-stroke so there's none of that messing about with mixing oil into the petrol, it has pedals so there's no doubt about it being a 'proper' moped—no wonder they are so popular.



Photo: Andrew Pattle

Club News

Changes ahead...

Martin Wikner has 'volunteered' to take over as editor of The MAC—this will be considered by your committee at its next meeting, which will be held at the Coprolite Run on 11 September. Assuming that all goes ahead, then Martin has a few changes in mind; one of these is to publish The MAC more frequently: six times a year. A good idea as it gives everyone better notice of our club events.

Obviously, if we have a 50% increase in the number of newsletters, we'll need an increase of at least 50% in subscriptions to pay for it. We say 'at least' just in case we need an increase in subscriptions anyway, as they haven't gone up for a while and costs (eg: postage) keep going up. That's not something the committee can decide; any change in subscriptions can only be decided by you, our members, at a General Meeting. So that's something to think about before our...

AGM

This will be held on Sunday 13th November 2016 at Coddendam village hall (IP6 9SR), when we all return from the Kneel's Wheels ride, which means at about quarter to two.

South East Moped Enthusiasts

The July issue of the SEME newsletter is out. Contact Martin & Sharon for a copy or download it from the club website ... and by the time you get this newsletter, the September one will probably be available too.

Wiltshire

There's been a slight reshuffle in our Wiltshire Section and Richard Woodbridge is taking charge of the Section. Previously, Mike Bagshall was our head man and he promoted the club by staging displays at vintage shows. Mike will be carrying on with that and Richard will be expanding the section's activities ... expect some Wiltshire road runs soon.

After their previous venue closed, Wiltshire Section meetings have moved to *The Churchill*, Swindon Road, Royal Wootton Bassett, Swindon, SN4 8ET; this is only two minutes from Junction 16 of the M4.

West Midlands

Last year, we asked if there was any interest in forming a section in the West Midlands. Lindsay Neill, who has been a regular attendee at our Anglian events, had moved to the West Midlands and wanted to get some events going in the area. Unfortunately, other events in Lindsay's life meant that he couldn't devote time to sorting the section out. However, things are getting better now and Lindsay would like to give a West Midlands section another shot: please contact him on 07795 055885.

Other News

'Brexit'

How will the result of the referendum affect the use of our vehicles? In the FBHVC newsletter, Bob Owens gives some useful notes ... though, like most things connected to Brexit, it boils down to 'nobody knows'!

Bob writes:

I think some explanation may be useful. Nothing has changed. There have as yet been no changes to legislation. The referendum is close in effect to a General Election; it decides the policy the Government should follow.

So the United Kingdom is at present a member of the EU and subject to all its laws and regulations. We have to 'resign' (presumably by invoking Article 50 of the Lisbon Treaty) and even then resignation will take time.

As yet we are at the early stages of the establishment of Government policy on how to engineer withdrawal from the EU. This could affect the areas of interest of the Federation; a decision to seek continued membership of the Single Market could mean a large proportion of laws remain unchanged. Alternatively, a decision to go for a less structured free trade regime would provide more freedom for the removal of EU laws.

What is certain is that traffic laws, and in particular those relating to historic vehicles, will have little or no influence on how these decisions are taken or what they are.

Let's start with the things which do not need to change at all. First and most important is the registration system. It is national, set up and operated by the UK Government for Great Britain (England Wales and Scotland) and by the Government of Northern Ireland for Northern Ireland. Both parts are largely operated by DVLA, though DV(NI) does the actual procedures in Northern Ireland. Thus the registration systems do not need to be changed on account of the referendum. This includes V765, Age Related, Reconstructed Classics, etc.

[...]

Generally, things which are affected by EU law may or may not change. Where EU law currently covers a matter which will still need control in the UK, relevant UK laws may not be changed. As there will be an immense pressure on the Civil Service, and particularly on Parliamentary draughtsmen, to change those laws which really do have to be changed, matters which are seen as fairly suitable for adoption without change will inevitably have a low priority.

[...]

We know that many of you have over the years been involved in the export of vehicles into, and import of vehicles from, the EU. Almost certainly the formalities will change and become more extensive. But again we do not know and it is pointless to speculate.

The area which you will all be aware is currently being affected by EU legislation is Periodic Roadworthiness Testing. The Directives concerning this subject remain currently in

force. The UK Government has been considering how exactly to incorporate the 2014 Directive into the laws of the United Kingdom. The directive was not seen as particularly contentious, so it may be that the Department for Transport will continue to work to adopt its terms into the laws of the United Kingdom. Or they may not. We do not know. The Federation has got itself ready to deal with the consultation we were expecting to be issued earlier this year, should it appear. But again, it may not. We will attempt to find out.

An MoT Issue

We have reported before that government 'forgot' that the rule on black and white plates was linked to the 'historic vehicle' tax with the result that these plates are now legal on machines manufactured before 1 January 1976—however, this forgetfulness also extended to the MoT Tester's Manual, which still had the old cut-off date for black & white plates. DVSA has said that the manual will be revised ASAP.

Calendar

Because of other commitments, Ralph has had to cancel our ride to the War Weekend at Rushden Transport and Railway Museum ... but that needn't stop anyone from making their own way to the Museum's event. Meanwhile, Peter Smith is setting a good example to everyone by fixing the date for next year's Periwinkle Run.

Every Tuesday **EACC and FMCC evening meeting**
at the *Half Moon*, Walton, Felixstowe, from 9:30pm ... or even later!

Sunday 11 September **South East Moped Enthusiasts:**
Section display at Edenbridge Motor Show, Gabriel's Farm, Mill Hill, Edenbridge, Kent, TN8 5PP. 10am to 4pm. For details phone Mike Follows: 01732 700280 or 07887 950921.

Sunday 11 September **Thirteenth 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. Route map, route sheets, and GPX tracks for this run are available on the website.

Wednesday 14 September **Lancashire Slow Riders monthly 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.

Thursday 15 September **Steeple Morden Run**: basically the same format as last year, starting and finishing at *The Chequers* public house in Queen Street, Stotfold,

Bedfordshire, SGT 4NX. The route runs through three counties and is around 33 miles. Mostly country lanes a bit of B-road and an unavoidable stretch of the A507. A bit hilly but rideable with LPA. A convenient stopping off point is at the 355th USAF Memorial at Steeple Morden, to adjust route sheets, plugs, etc. Departure at 11:00am, return around 1:30pm in time for lunch or whatever. Info from David Osborn.

Sunday 2 October **Club stand at the 25th 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 9 October ~~**West Anglian Section run to the LMS Branch Line at War Weekend at Rushden Transport and Railway Museum**~~—Cancelled.

Wednesday 12 October **Lancashire Slow Riders monthly 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 November **Lancashire Slow Riders monthly 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.

Sunday 13 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 Neil Morley on 01473 743587 for more information or to reserve a jumble space (telephone).

Sunday 13 August 2017 **North Hertfordshire Section's Periwinkle Run**: the start will be from Cottered Village Hall as usual, the hall will be open from 9:30am and we anticipate an 11:00am start. The ride takes us through some of the prettiest villages, lanes and roads in Hertfordshire. We will be stopping at Three Tuns in Great Hormead 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 of the day as his stock is too vast to bring it all along. In 2014 we did not hold a raffle as usual and we were asked by many members why, so for 2015 we have decided to bring it back. If any members want to donate a prize 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.

Periwinkle Run

14th August 2016.

The Periwinkle run was blessed with a beautiful sunny Sunday for the ride out. There was a splendid turnout of riders—thank you everybody for attending. There were 30-plus bikes being ridden and, bar a few hiccups, the bikes behaved themselves as well. There were three breakdowns but all three managed to complete the run.

Even the Corgi ridden by Chris Sawyer managed to get home thanks to the magical green slime (puncture repair aerosol); it had waited until reaching the *Three Tuns* to go flat, which was rather convenient, then taking a short cut back to Cottered probably helped as well.

The only unusual passenger on the back-up trailer was an exhaust pipe that was removed from a machine (broken exhaust lip), which no doubt made everyone aware of its presence, but nevertheless it also completed the run.

Everyone seemed to be enjoying the break at the Three Tuns with beer and lunch in the sunny garden.

Next year, the Periwinkle Run will be held on the usual second Sunday in August (13th).

Regards
Peter Smith.



Lunch stop at the *Three Tuns* on the Periwinkle Run

Other Runs

Right: Danny rides the Lynx into Kelvedon on the Reservoir Dogs run.



Below: Riders and machines gather at Bucklesham for the Peninsularis Run



The EACC

is the club for all cyclemotor, auticycle 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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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:

New Contact details for Wiltshire Section:

Wiltshire

Richard Woodbridge, Hafaway House, Hoggs Lane, Purton, SWINDON, SN5 4BU

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