



The M•A•C

The Newsletter of the
East Anglian
Cyclomotor Club

Number Ten

March 2010

Spotted in OBM



You may have seen that we featured in the “It’s Our Club” section of *Old Bike Mart* in February. Illustrating the article was a picture of this rather intriguing cyclomotor. Many of you will have recognised the engine unit: it’s a **Cykelaid**, made by the Sheppee Motor Company of York at the beginning of the 1920s. The Cykelaid was sold either as a complete machine for £50 or as a motorizing kit for £32. The kit included the engine, front wheel, forks, and mudguard and replaced the front forks of any bicycle or tricycle. The Cykelaid is a rare machine nowadays; we know of just a dozen survivors. However, the engine unit is not the only interesting thing about this machine – there’s also the bicycle it’s fitted to. That’s an unusual machine too and is maybe even rarer than the Cykelaid itself. It’s an **AGB Super-Elastic Einheitsrad**, made in Germany (AGB stands for Amandus Glaser, Berlin) around 1931. The cycle frame is a single tube that curves around beneath the pedal spindle. The chain stay ‘blades’ bolt to lugs on this main tube. This unusual construction allows the bike to flex over bumps in the road. It also means that there can be no top tube – the frame design was the same for both men and women. This, of course, is where the name comes from: “Super-Elastic” referring to the springy frame and “Einheitsrad” being best translated as “Uni-sex bicycle”.

Incidentally, it was the staff at *Old Bike Mart* who chose the illustrations, so we have them to thank for such an interesting picture. To find out more about *Old Bike Mart*, visit the website at www.oldbikemart.co.uk or write to OBM, PO Box 99, Morton Way, Horncastle, LN9 6LZ

Maybe doing a “Spotted” from a newspaper is cheating a bit, so let’s do a proper one now...

Spotted at the MPR



This must have been the shiniest bike on this year’s Mince Pie Run. It’s a **1968 Puch MS50** and was ridden by Dirk Roest, one of our visitors from the Netherlands. As well as being a very well restored machine, it is also an illustration of a style of bike that’s extremely popular with the Dutch. There’s a big following for Puch mopeds in the Netherlands and the vast majority of them are the fan-cooled MS/VS types with these high, ‘cruiser’ handlebars.

When we say “extremely popular”, we’re not exaggerating. Jan Gardien and Harry van Sprang, two of our members in the Netherlands, went on the *Kåhve Klåhve Rit* in January. This ride from Scheveningen to Den Haag is just for Puch machines – dozens and dozens of them. Here’s one of the pictures that Jan and Harry sent to us.



Club News

Banners

As suggested at the AGM, we've had some banners made. We've sent some out to sections that wanted one. If you need a banner for your section or for an event, please contact the secretary.

Leicestershire Section

In addition to the monthly meetings, Jim Lee is planning a Run and Jumble in May. The village hall in Sharnford is looking a likely venue. Call Jim on 01858 461386 a bit nearer the time – or look out for details on our website.

Isle of Wight Section

Gavin Osborn would like to get a section going on the Isle of Wight. Call him on 01983 528583

Wiltshire Section

We have an extra contact in Wiltshire. Mike Bagshall and his 'Moped Marquee' will be staging a club display at several shows in this area throughout the year. Call Mike on 01367 243928 if you'd like to get involved with this. John Tylee on 01793 529671 is still our main Wiltshire contact for runs and meetings.

Weekend

We will be repeating the weekend event at the Horham Bygones Rally as everyone who went to it last year enjoyed it. Here is the plan. The main Horham Rally is on Saturday, so we'll have our machines on display there and possibly do a bit of light jumbling. At around tea-time, we'll go on a shortish road run and return to Horham for some mass catering and, maybe, go to prop up the Community Centre bar (though last year our own supplies held out for the entire evening so we never made it to the Community Centre). On Sunday morning, there will be the familiar road run and, like last year, we'll return to Horham for lunch. We'll arrange some silly games on the field for the afternoon. OK, now we come to the admin bit: you are welcome to pick and choose when you arrive, when you leave, and which bits you take part in during the whole weekend - but we will need a vague idea of how many people are doing what so we know how many to cater for. Additionally, if you want to be with us during Saturday, or want to camp overnight, **that has to be booked with the Horham Rally by 1st May**. Hardened jumbler who would like a stand of their own will need to book that too (for the casual 'bring and buyers' we'll book a club pitch and you can fight for a bit of space). So, please let us know that you'll be there - by either post, phone or e-mail - and, if you need a rally entry form, we'll send you one.

Calendar

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

Tuesday 9th March *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Tuesday 16th March Provisional date for a *North Hertfordshire Non-conformists meeting* at the *Rising Sun*, Halls Green to formalise a programme for 2010. Contact Peter Smith on 07977 936123.

Sunday 21st March 2010 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 *The Crown* in Little Staughton. 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 ¼ mile west of the A1 trunk road. From the East: journey through St Neots town on the B1428, over the river bridge 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 and go straight on, under the A1. The village hall is on a right turn in Duloe, ¼ mile after the A1. For more information please contact: Alex on 01480 219333 or Ralph on 01234 403796.

Wednesday 31st March *Wiltshire Section evening meeting* at the *Prince of Wales*, Wooton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Sunday 11th April *The 7th Radar Run and Mopedjumble* starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. 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.

Tuesday 13th April *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Saturday 24th April *The Nasty Run* from the *Rising Sun*, Hall's Green, SG4 7DR (TL275286 on Landranger sheet 166). This will be the inaugural run for the North Herts Nonconformists and will be run under the auspices of the VMCC Cyclemotor Section (day membership will be available). Information from Peter Lawson on 01438 743515, or Peter Smith at sidperkins@hotmail.co.uk. Why is it "Nasty"? You'll have to come along to find out the answer to that.

Sunday 25th April Ride it! Every year the FBHVC has its *Drive it/Ride it Day*. The aim is to increase public awareness of Vintage and Classic vehicles by having as many as possible on the road for one day. There are many events - see the Federation Website - www.fbhvc.co.uk - for more details.

Wednesday 28th April *Wiltshire Section evening meeting* at the *Prince of Wales*, Wooton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Tuesday 11th May *Leicestershire Section evening meeting* at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Jim Lee: 01858 461386 or Pete Stratford: 0116 283 2070.

Saturday 22nd May Club display at the *Shuttleworth Collection Vintage Vehicle Rally*. We have been invited to take part in this event at The Shuttleworth Collection, Old Warden Aerodrome, near Biggleswade. It is much better to book in advance because that's free! If you just turn up on the day, you can still enter but it will cost you the normal admission fee of £10. We've put a copy of the entry form on our website, or just ask the secretary to send you one.

Sunday 23rd May The *28th 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 original 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 on lovely country lanes and villages.

Wednesday 26th May *Wiltshire Section evening meeting* at the *Prince of Wales*, Wootton Bassett from 7:30pm. Further details from John Tylee on 01793 529671.

Sunday 30th May *Cambridgeshire Run*. This run will be in the Saffron Walden area ... but that's all we know at the moment.

Weekend of 12th and 13th June Weekend event at the *Horham Bygones Rally*, Horham Community Centre, Suffolk.

Sunday 5th September *4th Wetheringsett Run*. Details from Keith Flood on 01359 251234 or Tony Hammond on 01449 766594.

Sunday 4th July 2010 *Eighth Peninsularis Run and Mopedjumble* from Bucklesham Village Hall. A busy and atmospheric day that is one of the major events on the cyclemotoring calendar; it features full reception facilities and free refreshments on arrival. The route is a superb and fully marked course through the quiet countryside of the Felixstowe peninsula, including a super riders' section between Nacton and Levington, a classic drag down a 'passing place' road to Trimley, lanes through to Falkenham, Kirton, the greenhouse village of Newbourne, then more lanes on to Waldringfield *Maybush*, an idyllic spot for lunch and ale in the sunshine. Both the larger trade stands and the smaller pitches of club members support the jumble. 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 and the jumble re-opens at 2:00pm when the run returns.

Sunday 19th September *7th Coprolite Run & Mopedjumble* from Bucklesham Village Hall to Felixstowe Ferry *Victoria*. E-mail mark@mdhercules.fsnet.co.uk or telephone Mark Daniels on 01473 659607.

Answers

In December's MAC we had a little quiz around the "These are facts – not slogans" on the Power Pak leaflet.

- Which manufacturer of large motor cycles used a similar line?
Vincent
- What was a fact and not a slogan?
The World's fastest production motor cycle
- And what is the connection back to cyclemotors?
The Vincent Firefly

Raleigh Mopeds

History, Model Introductions and Specification Changes - by Les Gobbett

Introduction

The first Raleigh bicycles were made in the summer of 1887 in a small workshop situated in Raleigh Street, Nottingham at the rate of 10 per week.

1958

Raleigh announced their first moped at the Savoy Hotel, London in October. This was known as the RM 1 and was finished in two-tone grey. It had a Sturmey-Archer engine

made by BSA, with a single speed clutch-less transmission and 26" wheels fitted with hub brakes.

It was marketed through Raleigh's existing chain of cycle dealers.

1959

In May an additional model, the RM 1C, was introduced. This was exactly as the RM 1 but fitted with a hand clutch to satisfy public demand for a machine that was more easily controlled in traffic. This necessitated the use of coupled brakes and three handlebar levers to comply with the legal requirement to have two independent braking systems. By the year end sales were falling because many dealers lacked both the spares and expertise to service the machines.



The RM 1 and RM 1C were discontinued in December.

1960

The RM 2C was introduced in January in an attempt to boost sales. This replaced the RM 1 models and had a larger one-gallon fuel tank partially covered by a fairing, lowered gearing and an improved silencer. It was now finished in maroon and light grey. Production ended in October 1960.



Merger

A merger was announced on 19th April between Tube Investments Ltd, whose marques included Norman, Phillips, Hercules and Sun, and Raleigh Industries of Nottingham.

Subsequently Raleigh was appointed to head up the group re-organisation of all the companies and products within the British Cycle Corporation.

Following the merger a prototype RM3 appeared, basically a Norman Nippy Mk IV but fitted with a Sachs three-speed engine in place of the Villiers 3K unit used by Norman, but this was abandoned in favour of the licence-built Mobylette models, which were given model numbers of RM 4 and RM 5.

Raleigh / Motobécane / Bianchi

In October 1960, Raleigh announced a completely new range of mopeds made under licence from Motobécane of France. Under the terms of the licence, Raleigh was given British Commonwealth export rights. The official launch took place at Alexandra Palace just before the Earls Court Show in November with Cliff Richard in attendance.

Also launched at Alexandra Palace in November was the 78cc Roma scooter, made under licence from Bianchi of Italy. Raleigh had world export rights for this model. The RS 1 Roma was produced from September 1961 to June 1962 when the RS 2 was announced with a more powerful engine, new exhaust system and an improved headlamp assembly. The RS 3 superseded the RS 2 in June 1964. Styling changes on the RS 3 included a turquoise saddle and matching turquoise custom flash on the rear bodywork. The price was also reduced at this time to £99-19s-6d. This was probably no more than a run-out model to use up factory stock as production of the Roma RS 3 ended in August 1964 after only 2,265 examples had been produced. It is thought that a total of approximately 23,400 Romas were made.



In March 1961, a Raleigh Industries demonstration unit, to promote the new range with dealers and the public, began a tour of the following areas: Kent and East Sussex, Greater London, Essex and Suffolk, Surrey, West Sussex and South Hampshire, North Staffordshire, Cheshire and Liverpool, Lancashire, Lincolnshire, Derbyshire and Nottinghamshire, Warwickshire, Worcestershire, South Staffordshire and Leicestershire.

During April 1961, a major restructure of the British Cycle Corporation division of Tube Investments Ltd. and Raleigh Industries was announced. The Sun Works in Aston Brook Street, Birmingham and the Norman factory in Ashford would close, together with the Wrights and Brooks factories in Birmingham. Bicycle production would be centred on Raleigh at Nottingham. Phillips in Smethwick would concentrate on cycle component manufacture. A new motorised division would be based at Britannia Works, Downing Street, Handsworth, Birmingham 21, where

Raleigh and Sun scooters, Hercules, Raleigh, Phillips and Norman mopeds, and Norman motor cycles were to be built in addition to saddle work and luggage for Brooks and Wrights.

In reality, the Norman and Phillips factories were closed, and Norman and Phillips moped production moved to Raleigh at Nottingham. Production of Sun scooters and Norman motor cycles ceased at the end of 1961, leaving the Raleigh Roma as the sole remaining scooter. The Hercules Corvette moped was no more after the middle of 1963 followed by Norman and Phillips mopeds at the end of September.

The Mobylette-designed range of mopeds was well received and, by the end of 1963, Raleigh moped sales were approximately 800 per week. Sales of the RM 6 alone in the first two years of production (May 1963 to May 1965) totalled approximately 47,000. There were fewer dealers than before, but these were now properly trained and carried a full range of spares. The automatic clutch and variator transmission made the machines easy to ride. Raleigh had learnt two expensive lessons the hard way.

To be continued...

The East Anglian Cyclemotor Club

is *the* club for *all* cyclemotor, autocycle and moped enthusiasts, *everywhere*.

Membership is just £3.00 a year for UK residents (and it's £5.00 for the rest of Europe, & £7.00 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.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.

Changes to the Information Sheet

We have a few additions for your information sheets: Club members can get discounts from Opie Oils and there are two additional section contacts.

Oil

Club members can get discounts on products from Opie Oils. Register for this on the Opie Oils website at www.opieoils.co.uk and put East Anglian Cyclemotor Club as your club on the registration form.

Isle of Wight

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Wiltshire (Shows)

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