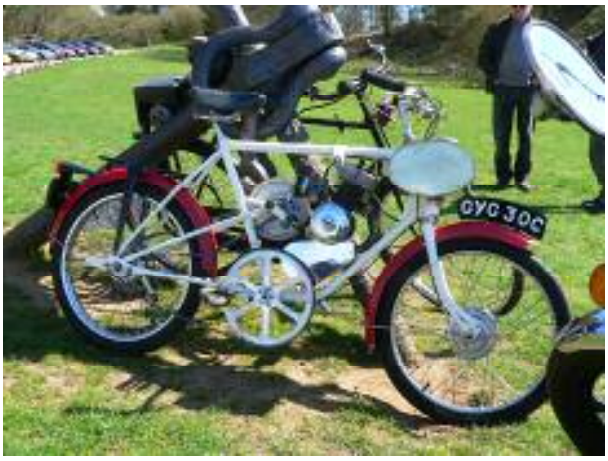
The
M·A·C

The Newsletter of the East Anglian Cyclemotor Club

Number Eleven

June 2010

Spotted
at the Radar Run



This is Martin Wikner's 'Burdin' cycle pacing machine. This type of bike is also popularly known as a "derny". In the first quarter of the 20th Century, pacing machines or *motos de stayer* were massive machines. The French Derny company introduced a lightweight version and the name stuck. Martin's machine is powered by a Motobécane engine of 98cc. Apart from its larger capacity, it is very similar to a normal Mobylette engine. These bigger engines were used for Motobécane's vélomoteur class machines like the D52 and D55 (C52 and C55 at Motoconfort). The large chain wheel is a feature of pacing machines—using the pedals helps the rider to adjust the speed to match the demands of the following cyclist. Martin has had to modify his bike slightly to make it road legal—the number plates being the most obvious additions. In some races, several of these bikes are used in a race—one pacing each cyclist—but the best known paced race is probably the Keirin, where one derny is used to pace the entire field. The Keirin is an Olympic event, so you'll be able to see one in action on the TV soon...

Spotted
at the Shuttleworth Collection

On 22 May, we put on a club display at the Shuttleworth Collection at Old Warden in Bedfordshire. We had a hugely varied collection of machines as several of our members took the opportunity to show something a bit different from what they'd normally ride on a road run.

In addition to our own bikes, there is a number of cyclemotors, autocycles and mopeds in the Shuttleworth Collection's own museum. These included a Raleigh Wisp, three Corgis, a 1952 New Hudson, a 1958 Cyclemaster in a Phillips cyclemotor frame and this…

The Singer Motor Wheel looks very much like a forerunner of the Cyclemaster with its engine and fuel tank carried entirely within the rear wheel (the in-frame tank on this one is an auxiliary; the normal tank is in the wheel and also acts as a surface carburetter). It's not really a true cyclemotor because it has to have a special frame. Not only do the forks have to be extra wide to fit around the engine, but they also have special fork ends to fit the Singer's axle.

The 'power wheel' design made the Singer a versatile machine despite its need for a specially

adapted frame. It could also be mounted in the front fork making it particularly suitable for tricycles.
The Singer had some advanced features for its day: the aluminium alloy wheel being the most obvious. It was among the first production machines to use magneto ingnition (although this example has been fitted with a modern coil to boost the ageing magneto). Another 'modern' feature is the twist-grip throttle. The design was patented by Perks and Birch in 1899 and put in production by Singer in 1901. This example has a double-sided wheel but later ones (from 1904) had a single-sided wheel to improve access to the engine (making them even more like a Cyclemaster!)

Club News

Banners

The new banners have been appearing at several of events—if you need a banner for your section or for an event, please contact the secretary.

Isle of Wight Section

Gavin Osborn has succeeded in starting a section on the Isle of Wight. The section has had some meetings and is planning to hold a road run. Call Gavin on 01983 528583 to find out more.

Wiltshire Section

Mike Bagshall has taken over from John Tylee as our main Wiltshire contact. Call Mike on 01367 243928.

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.

Calendar

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

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

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 fully marked course through the quiet countryside of the Felixstowe peninsula going along the lanes to Waldringfield *Maybush*, an idyllic spot for lunch and ale in the sunshine. 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.

Tuesday 13th July Leicestershire Section evening meeting at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Further details from Jim Lee on 01858 461386.

Tuesday 10th August Leicestershire Section evening meeting at *The Sharnford Arms* in Leicester Road, Sharnford, Hinckley, LE10 3PP from 7:30pm. Further details from Jim Lee on 01858 461386.

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

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.

Dear Andrew,
I am writing to you to thank the gang from the West Anglian Group of the EACC for the run at Duloe. Good cup of tea—Good bacon roll—Good run—Good weather—Good company
Two bikes of mine were ridden: my (until the Duloe Run) most reliable Mobylette AV78, ridden by Paul Barber, and me on my Mobylette 40T. At the half way stop, I swapped bikes with Paul. The AV78 ran all right until the last right tuning, just down the road from Duloe Village Hall. My bad luck struck again. I tried changing the plug – no go. The magneto felt a tad warm so I pushed it back to the hall, left it for about half an hour and it started as if nothing had gone wrong! Still, on the whole, a good run.
Yours faithfully,
The Loonatic

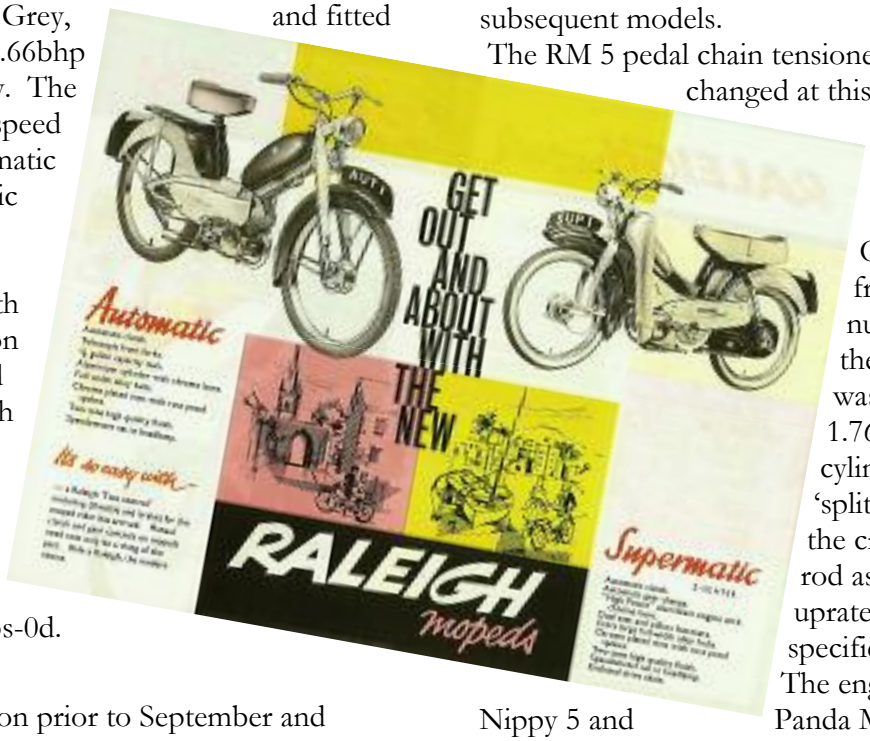
Raleigh Mopeds—Part 2

History, Model Introductions and Specification Changes - 1960 to 1964

Les Gobbett

1960

The RM 4 Automatic and RM 5 Supermatic models were announced in November with production to start in February 1961. Both were finished in Charcoal and Pearl Grey, and fitted with 1.39bhp and 2.66bhp engines respectively. The RM 4 was a single speed machine with automatic clutch and telescopic front forks; it cost £59-17s-0d. The RM 5 was fitted with variator transmission and a dual-seat, and was the only Raleigh moped to be fitted with rear suspension. Front suspension was by leading links. It was priced at £87-3s-0d.



1961

An early modification prior to September and affecting both models (RM 5 from frame number H1098), was the change from a sliding cursor type throttle twist-grip to the rotary drum pattern used on all subsequent models. Also changed were the handlebars which now fitted into the forks by means of a stem and expander bolt. Raleigh cycle-type steel brake levers replaced the Mobylette aluminium items to reduce production costs.

Norman and Phillips versions of the Mobylette-designed mopeds were introduced at the Raleigh Dealer Convention held at Nottingham University on 19th to 21st September. These were the NM 1 Norman Nippy Mk 5 (RM 4) and NM 2 Lido III(RM 5), priced at £60-0s-0d and £89-10s-0d respectively. The Phillips range consisted of the PM 1 Panda Mk III (RM 4) and the PM 2 Gadabout Mk IV (RM 5), these were slightly cheaper than the Norman models at £59-0s-0d and £89-0s-0d. The Norman machines were finished in Ice Blue and Charcoal Grey, while both Phillips models were painted in Royal Carmine.

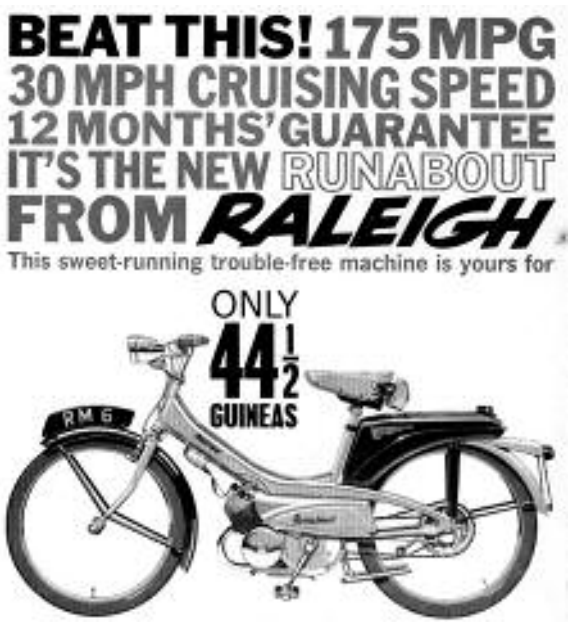
1962

Around June or July, the crankshaft thread sizes were increased from 10mm to 11mm for both the RM 4 and RM 5 and also PM 1, PM 2, NM 1 & NM 2 models. This change was applied to all subsequent models.

The RM 5 pedal chain tensioner was also changed at this time to an automatic spring type.

1963

On April 1st, from frame number 4R 18102, the RM 4 engine was uprated to 1.76bhp with a new cylinder head and 'split fin' barrel, and the crankshaft & con-rod assembly was uprated to that specified on the RM 5. The engines of the Nippy 5 and Panda Mk 3 were also uprated at this time from frame numbers 1N 3667 and 1P 4679 respectively. Production of both the Norman and Phillips ranges ceased in September leaving only the Raleigh range of mopeds. RM 4 total production was around 24,000 units plus approximately 9,000 machines split between Norman and Phillips. The number of Lidos and Gadabouts made is unknown.

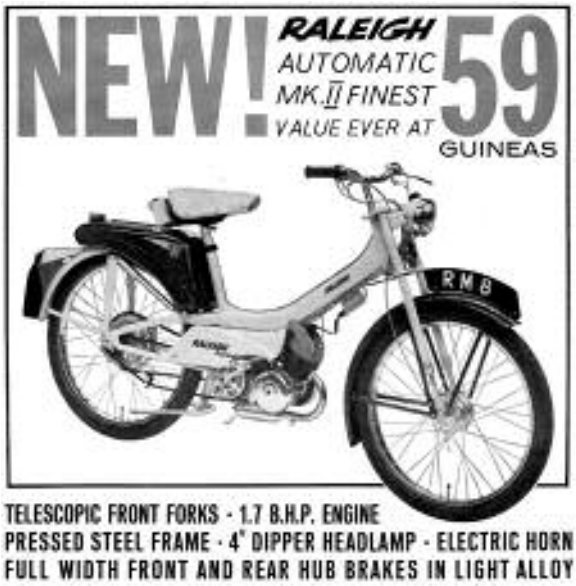


The RM 6 was introduced at the Winter Gardens show, Blackpool on 15th May. It was finished in Raleigh Green and Pearl Grey with a 1.39bhp engine, single speed transmission with automatic clutch, cycle-type forks and a

heavy export-type caliper brake operating on the front wheel rim. It was described by *Power and Pedal* as "probably the most practical, the simplest and even the prettiest utility moped ever to appear in Britian". With a claimed top speed of 32mph and priced at £46-14s-6d, it instantly became Raleigh's biggest selling model.

A September modification to all models was to the stator plate, which now had a water proofing flange together with a modified flywheel.

Late in 1963, or possibly early in 1964, the RM 5 rear mudguard valance lower edges were changed to a straight line form, previously curved.



In November Raleigh announced that a new moped was to be produced on the lines of the best selling RM 6, but with sprung forks, better lighting and a more powerful engine. This was the RM 8 introduced in March 1964.

1964

In January the RM 5 carburettor was modified with a redesigned air cleaner and float chamber cover.

Another change in January was to the Parts List numbers for all models which were now given three letters followed by three numbers, replacing the original seven figure numbers.

A new design of piston, fitted to the RM 4 from frame number 4R 18102, was also fitted to the RM 5 and RM 8 from the beginning of March. The RM 6 piston remained unchanged. This new piston was subsequently fitted to the RM 9, RM 11, RM 12 and the RM 6 when its engine was uprated to 1.76bhp in November 1965 from engine number R128131.

The RM 4 was dropped in February and replaced by the RM 8 Automatic Mk II, finished in Charcoal and Pearl Grey. This was similar to the RM 6 but fitted with the 1.76bhp engine, telescopic front forks with a hub brake, and a larger 4" dipping headlamp by Lucas. It also had a redesigned silencer made by Burgess, which was also fitted to the RM 6 around this time from frame number 6R 22579.

The RM 6 front forks were modified to allow the mudguard stays to bolt nearer to the hub. The rear mudguard stays and petrol tank stays were now painted Pearl Grey, previously Raleigh Green.

In April the RM 9 Ultramatic was announced but did not became available until July. Similar to the RM 8, but with variator transmission and 2.0bhp engine with a 7.5:1 cylinder head and expansion type exhaust system. It was finished in two-tone Fire Red and Pearl Grey, and was priced at £69-6s-0d.

The rear number plate of all models was changed in November to accommodate the new Miller type C lamp from frame numbers 5R 8409, 6R 37435, 8R 7559 and 9R 5232 respectively.

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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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

Mike Bagshall is now the main contact for Wiltshire Section.