



## Spotted at the Radar Run



This short-lived model of the New Hudson was announced in November 1955 and is a sort of interim version preceding the introduction of the Re-styled model five months later. Legshields and a windscreen were offered as optional extras on this model; no doubt these were also items that had been developed ready for the launch of the Re-styled model.

That description might seem familiar—we've already featured a 'transitional' New Hudson in these columns back in 2010 when Dave Watson brought his unrestored example to Horham. We also presented Keith Ashby's New Hudson in the last issue of this newsletter

So why another New Hudson in these pages?

It's because this is the one that used to belong to Michael Flood. It used to be regularly seen on club runs and many of those present at the Radar Run were very pleased to see it back in circulation.

At the time of the run, its new owner was hoping that he'd be able to use it regularly on our events. However, things don't always turn out as planned and he later found that would not be the case. Nevertheless, the New Hudson will continue to be seen on our runs—rather than 'mothball' it, the bike has been moved on to a new owner.

## Spotted at the East Anglian Run

Centre of attention at the East Anglian Run was this moped. The sweep of the frame, the transmission, the enclosed fan-cooled engine and the headlamp and handlebar enclosure all make it look as if it was designed by someone more used to building scooters. And with good reason, because this is a Vespa Vespio.

The Vespio (called the Vespio Tourist in other countries) was first imported to the UK in July 1968. The following year, it was renamed to Vespio Auto Super when a dual-seat version—the Vespio Auto Luxe—was added to the range. The Luxe was a short-lived version, only imported from June 1969 to April 1970. The single-seat Super carried on until October 1971.

That wasn't quite the end for the Vespio in the UK as, after a gap of a year, the Vespio Tourist Rally made its debut here.

The Vespio at the East Anglian Run is another machine from the Dave Watson Collection and is a genuine UK version dating from 1970. A recent acquisition, Dave had brought it along for its V765 inspection so it didn't take part in the run—appropriately, Dave rode one of its cousins: a Ciao.



## Club News

### Committee

The committee had a meeting at the Radar Run. There's not a great deal to report—the minutes are available on the website or from the secretary. One item worth mentioning is that Suffolk Section needs some volunteers for a really easy job. We like our runs to be waymarked and we need someone to put out the markers before the runs. The runs that need help are April's Radar Run, July's Peninsularis Run and September's Coprolite Run. It's only putting the signs out that's needed - collecting them afterwards is done by the back-up van. Could you do this job at one of these events? Please phone Mark on 01473 659607 if you can.

### Postage

I expect you've noticed that postage went up quite a lot at the end of April. This will have a bit of an adverse effect on the club's finances but we reckon we can cope until the AGM.

### MoTs

In the last issue we reported that we'd heard that the government had made the decision to exempt pre-1960 vehicles from MoTs. Well, it took another three months before they managed to make the official announcement (and the implementation date has moved on a corresponding three months to 18 November) but our spy network is obviously working well.

### Licences

Driving licences are going to change in January next year. As far as old hands are concerned, this won't make any difference to what you can drive, but it will make a difference to newly qualified riders. Our main concern is that newly qualified moped riders will be limited to machines with a maximum speed of 45km/h. Unlike previous changes to moped rules, it looks as if this time, new riders won't be able to use older bikes that conform to the 30mph limitation. This will have an adverse effect of our efforts to encourage young riders into the hobby. We have alerted the FBHVC to our concerns but, so far, have not had a reply.

### Calendar

- Every Tuesday** **EACC and FMCC evening meeting** at the *Half Moon*, Walton, Felixstowe, around 9:30pm.
- Saturday 9 June** **Horham Bygones Country Rally**. As in previous years, we'll have an EACC display at this Rally. We'll also arrange a Saturday evening road run. Then on....
- Sunday 10 June** We'll have our usual **Horham Bygones Run** in aid of East Anglia's Children's Hospices. Information from Andrew on 01449 673943.
- Sunday 24 June** **Club Stand at Felixstowe Motor Cycle Show**. The show is held in the town

centre and the main part of the shopping area will be closed to traffic. If you can help with the stand, we'd like to hear from—please contact Danny (01473-659607) or Andrew (01449 673943)

**Sunday 1 July** **Tenth Peninsularis Run and Mopedjumble** from Bucklesham Village Hall. One of the major events on the cyclemotoring calendar; full reception facilities and free refreshments on arrival. Superb, fully marked course to Waldringfield *Maybush*. Jumble is supported by both trade stands and club members. Please call to book a jumble spot ([mark@mopedland.ukfsn.org](mailto:mark@mopedland.ukfsn.org) or 01473-659607). Jumble opens 09:30, run at 11:15.

**Sunday 8 July** EACC members are invited to **The Magic Wheel Run** - a North Herts Non-Conformists event. The North Herts Non-run under the auspices of the NACC—NACC day membership rates apply. The start will be from the East Lane Car Park Wheathampstead, 10:30 for 11am start.

**Weekend 3 to 5 August** **Club stand at Gloucestershire Steam & Vintage Extravaganza**. Contact Keith Bradley for entry forms and any further information by e-mail on [keithhbrad@gmail.com](mailto:keithhbrad@gmail.com) or phone 01453 757502.

**Sunday 19 August** **The Periwinkle Run and Spares Bike Jumble**—a North Herts Non-Conformists event. Meet from 9:30am, run will start at 11:00am from Cottered Village Hall, SG9 9QL. The 30-mile route consists of mainly typical cyclemotor lanes and classic English countryside. A very rideable run for all classes of machine. Lunch at Brent Pelham *Black Horse*. For information, contact Pete Smith on 07977 936123.

**Sunday 2 September** **West Anglian Section run** from the Village Hall, Old, Northamptonshire, NN6 9RQ. The section's first run in *The Rose of the Shires*. Refreshment facilities at the village hall from 9:00am. Informal moped-style 'bring and buy' is envisaged, so bring along items for sale or swap. The 30-mile run will start around 11:15.

**Sunday 9 September** **The 3rd Airship Run and Mopedjumble** from Cardington Village Hall (Howard Reading Room), Southill Road, Cardington, MK44 3SP (opposite the *Kings Arms*). Meet from 9:30am for an 11:00 start to the 25 mile ride. Tea and biscuits on arrival and on return. There is no charge for this run but we would appreciate any donations to help pay towards the cost of hiring the hall. Details from Pete Smith on 07977 936123.

**Sunday 16 September** **9th Coprolite Run & Mopedjumble** from Bucklesham Village Hall to Felixstowe Ferry Boat Inn. E-mail [danny@mopedland.ukfsn.org](mailto:danny@mopedland.ukfsn.org) or telephone Mark Daniels on 01473 659607.

**Sunday 30 September** **Club stand at the Copdock Motorcycle Show**. As usual, we will be putting on a lavish display on our club stand and, also as usual, the IcenicAM team will be helping out. Note that, this year, this show is a week earlier than normal.

## Cyclomotor bicycles—Part 2

### Elswick

Elswick listed ten motor attachment cycles on its price list. These were Models E1, E2, E3, E4 & E5 with gent's frame and E1L to E5L with lady's frames.

However, the catalogue only gives the specifications for the E2, E2L, E5 and E5L versions.

E5 and E5L were supplied without a rear wheel and rear brake, so were intended for use with a Cyclmaster or BSA Winged Wheel. The

front fork was fitted with chromium-plated bracing bars and the seat tube was 2 inches shorter than on a normal bicycle—necessitating a dropped top tube on the gent's model. The catalogue shows the front wheel fitted with a drum brake. From the price list, we can deduce that the E4 and E4L models were also supplied without a rear wheel. These were £1 cheaper than the E5 and E5L so probably had a rim brake instead of a drum.

The E2 has two wheels and is described as "suitable for use with any type of modern auxiliary Motor Attachment". The frame and forks are the same design as the E5 and the E2 depicted has a roller-lever stirrup front brake and a coaster brake at the back. With E1 being cheaper than the E2, but E3 more expensive—perhaps the E1 had a stirrup brake at the back and the E3 had a drum at the front?

One unusual feature of the E1 to E3 models was that they had 26×1 $\frac{3}{8}$  rims. The E4 and E5 had a 1 $\frac{3}{4}$  section tyre, like most other makes. All had number plates and licence holders and were available in Black or Dove Grey.

### Hopper

The ten Elswick models could also be had under the

Hopper marque (models H1 to H5L). Additionally, both Elswicks and Hoppers could be supplied with a Webb spring fork instead of the braced fork—so that makes a total of 40 different Elswick-Hopper models!

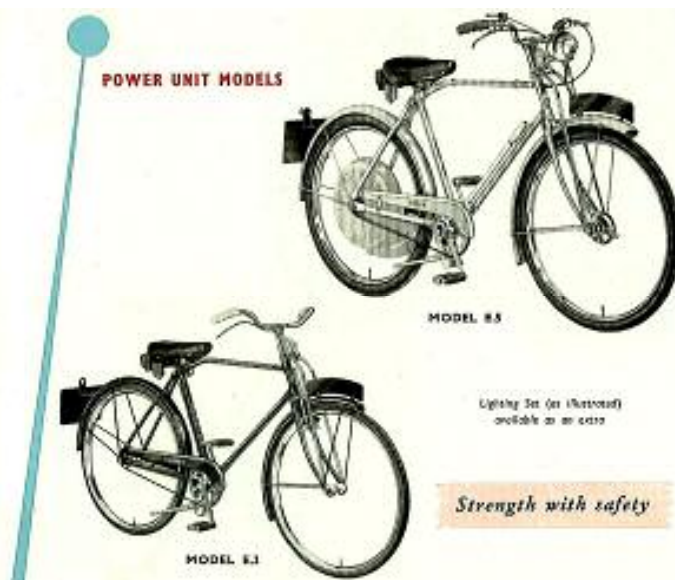
### Mercury

Mercury Industries made pedal cycle mainly for export and, as these were mostly of the heavy duty 'Colonial' style, were ideal for cyclomotors.

Mercury struck a deal with Cyclmaster so the Mercury models became the 'official' recommended models for Cyclmaster wheels. To begin with, there were two models: MCMO with an open, lady's frame and MCMD with a diamond, man's frame. They were conventional, roadster type cycles but were built wide enough to take oversize 2-inch section tyres. The finish was 'Polychromatic' grey to match the Cyclmaster.

Back in 1949, and with an eye on the American market. Mercury produced

its Streamlined Boy's Roadster cycle. The top tube of this bicycle curved down towards the seat tube and became two curved tubes continuing down to the rear wheel spindle and forming the seat stays of the frame. In 1953, Mercury adapted this design to an adult-sized frame. With an extra strong rack carrying a seat pad and two



footrests, this became Mercury's Cyclmaster Pillion model.

Launched at the same time as the Pillion, Cyclmaster added the Roundsman to its range. This was a low-gravity carrier cycle. Unlike a normal trade bike, it was finished in Polychromatic grey and equipped with a chain guard. It is assumed that this was also made by Mercury but that's not definitely stated in any of Cyclmaster's

publicity material.

### **New Hudson**

The New Hudson motor attachment cycles were 'badge-engineered' BSA machines—see part 1.

**To be continued**

## **Letters**

Dear Andrew,

I was really shocked to hear of the death of Tim Bunting. In a world that seems to be increasingly populated by cheats and shysters, he was one of the most decent, honest and gentlemanly people I ever met. I feel privileged to have known him and he is a great loss to the cyclemotor movement as a whole. Events won't be the same without him

### **MoT Tests**

The idea that older vehicles may not need to be MoT tested in the future causes me great concern. At first I thought that this was great, as having to pay nearly thirty quid for a test on a bicycle is a bit steep! But then I thought, perhaps somewhat cynically, that there may be a catch. I want to be able to use my cyclemotors whenever and wherever I like. What if the ministry of euro-grovellers then decides that a vehicle without an MoT can only be used on high days and holidays, or on officially approved events? Your thoughts gentlemen please.

Regards,

**Derek (Langdon)**

Hello,

I would be grateful if my details could be passed on to anyone who has a Moto Guzzi Zigolo: David Gilliland, jdgilliland@o2.co.uk, tel. 01275 871418, member number 4972.

Thank you.

**David G**

Dear Sir/Madam,

I am an art director for a film due to shoot 15th July - 25 August 2012. The film is set in Manchester and centres around some young people involved in the Northern Soul dance scene - and that is also the name of the film.

It is a very low-budget British film but has attracted some interesting names such as Steve Cougan.

My job is to try to find cars, motorbikes or commercial vehicles from the 60s or 70s (up to 1976). We are looking for a number of vehicles so would be interested in hearing from anyone with a car they might be willing to bring along for a day or two of filming.

Sadly there is very little money available to pay people (£100 per day) but we will pay fuel costs. It will be great fun though! That's why I am involved! And

also to be part of creating some great British cinema.

If you are interested in helping out for a small fee (and lunch!) please contact me ASAP at this email or on the phonenumber below. Please leave a message if I do not answer.

Thank you so much for any help you can give.

Kind Regards,

**Vinca Peersen**

vinca@vinx.co.uk 01843 580572 07772 720134.

Hi there,

I'm from Bury Retro Ford Car Club and part organising the Cars on the Green 2012 show at Nowton Park. I was e-mailing to see if East Anglian Cyclemotor Club would be interested in having a club stand at the show. Cars on the Green used to be held at Thurston but we have moved to Nowton as we were outgrowing Thurston New Green.

Cars on the Green and The NEW Bury Motor Show are joining forces, raising money for local charities, on Sunday July 15th 2012 at Nowton Park, Bury St Edmunds from 11:00 am

Cars, Motor cycles and other vehicles are all welcome. The show is FREE to exhibit & visit

For more Information please contact—Charlotte Ruddock, car show organiser on 07807 175282 or Adrian Balaam, Chairman on 07723 459698.

E-mail: [carsonthegreen@buryretroford.co.uk](mailto:carsonthegreen@buryretroford.co.uk)

Web: [www.buryretroford.co.uk](http://www.buryretroford.co.uk)

Hope to see you at the show on the 15th July.

Regards,

**Charlotte Ruddock**

07807 175282

## **The EACC**

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**

Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943

E-mail: [eacc@autocycle.freemove.co.uk](mailto:eacc@autocycle.freemove.co.uk)

### **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.