



## News

### This issue

The main article this time is somewhat larger than usual but it's not often that we unearth two models of Raleigh moped that haven't been written about before...

### Next Issue

We publish at the beginning of January, April, July, and October. That means our next issue will be out at the start of October.

Although we've often written all the articles in recent editions, we are open to contributions to the magazine. We try to be as flexible as we can over deadlines and formats, but the sooner you send in any articles, adverts or news, the more likely they are to be included. Our address is 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH, and our e-mail is [icenicam@pattle.globalnet.co.uk](mailto:icenicam@pattle.globalnet.co.uk)

### Copyright

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### Information Library

Research for this edition has led to several Raleigh items being added to the library and, as well as those we have additions about BSA Easy Rider, Cocymo, HEC Power Cycle, Hercules, Honda, Jawa, Motobécane, Patrol legshields, Sinclair C5, Stadion S22 moped, Suzuki, and TGA.

Much of the library is available free of charge on our website.

### Calendar

Every Tues EACC and FMCC evening meeting at either the *Falcon* or the *Half Moon* in Walton, Felixstowe.  
7th July EACC 21st Peninsularis Run from Suffolk Aviation Heritage Museum on Foxhall Road, east of Ipswich. Mark: 01473-716817.

10th July (Wed) VMCC Cyclomotor Section Box Hill Run from the *Surrey Oaks* in Newdigate. Meet at 10:00 for a 10:30 start.  
14th July VMCC Cyclomotor Section Greenway Run from the *Stratton Arms*, Turweston, meet at 10:30am, 30-mile ride. Mark: 01908-563464, or Clive: 01327-706939.  
28th July VMCC Cyclomotor Section Oily Rag Run from the *New Inn*, Abthorpe, NN12 8QR. Meet at 10.00 am for a ride of 25 miles. Alan Berkshire: 01604-831584.  
1st Sept 32nd East Anglian Copdock Bike Show at Trinity Park just east of Ipswich. There will be an EACC club stand among the many other attractions.  
1st Sept 35ste Internationaal Bromfietstreffen in Wellen, Belgium for mopeds & cyclomotors & mopedjumble. Relu furniture factory, Daalstraat 35, 3832 Ulbeek.  
15th Sep EACC 21st Coprolite Run from Suffolk Aviation Heritage Museum. mark.daniels975@btinternet.com or telephone Mark Daniels on 01473-716817.  
22nd Sept Norman Club Norman Day at Willesborough Windmill, Ashford, Kent From 10:00 to 14:00.  
22nd Sept BTSC Low Powered Run from the *Surrey Oaks* in Newdigate. Meet at 10:00 for a 10:30 start.  
10th Nov EACC Kneel's Wheels and the EACC AGM at the Coddendam Centre. Everyone welcome, telephone Neil Morley on 01473 743587.

# Free Trade

Adverts in the *Iceni CAM Magazine* are free! Including ones with a photo or logo. Send your ads to 144 The Street, Rushmere St Andrew, IPSWICH, IP5 1DH or e-mail [icenicam@pattle.globalnet.co.uk](mailto:icenicam@pattle.globalnet.co.uk)



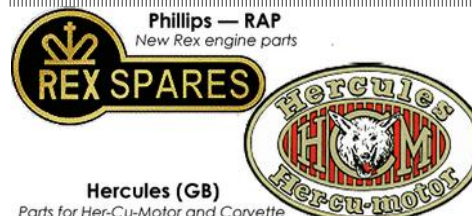
**Ignition:** Villiers 50mm body HT coil for 1F/2F £25. Moby contact sets £8.50, Cady contact sets £8.50p. Bosch pattern contact sets £7-£8.50 according to type. Wipac Bantamag contact sets £20. Wipac series-90 contact sets £20. Miller W7&BS9 mag contact sets LH & RH £20. **New:** Wipac & Miller mag-flywheel nuts 5/16"×22tpi 50p. **New:** Mobylette/Raleigh M11 LH new chrome mushroom-head mag nuts £15. Lots of assorted new stock contact points for all manner of old and obsolete machines—see website. **New:** External mounting capacitor with bracket, lead, & connector £13. Dansi pattern capacitor £8. Honda C50, C70; Mobylette; Raleigh capacitor £7. C90 capacitor £6. Miller FW17 capacitor £7. Excelsior Wipac 15/72 & Miller W7/BS9 capacitor £8. **New:** Villiers pattern flat package capacitor £9. Suzuki FZ50/TS50/GP100etc D77 contact set £8.50, capacitor £6, 6V regulator/diode/rectifier £5. Champion 'copper-core' short-reach moped spark plugs L86C £3. Plug cap non-resistive £2. HT lead copper core, 5mm £1.50p/ft, 7mm £2.50p/ft. **Switchgear:** Chrome horn button £7. 5-way switch beam/off/dip/horn/cutout £15. **New** 3-way switch beam/dip or off/on + horn £9. 2-way switch beam/dip £7. Brakelight switch £8. Wipac pattern Tricon switch c/w wired lead beam/dip/horn/cutout £15. **New:** miniature pull on/push off lighting switch £3. Lucas pattern U39 switches long&short knob types £15. **Headlamps:** Chromax steel 5"case/4"lens £25. CEV pattern moped black headlamp switched £26. Chrome wire stoneguard for Niox/CEV/EB headlamps £7.50p. Headlamp peak chrome 4" to 5" round £8. Headlamp clips pack of 5 for £2. **Taillamps:** Genuine Old style autocycle/cyclemotor rear lamp units £22 each. Bruchsicker LED rear cycle lamps £2 each or 3 for £5 Lucas 679pattern back lights for NVT Easy Rider £12. Polished cast alloy taillight bracket for Lucas 679 £15. Adaptor plate for Lucas 679 assembly £8. Lucas MT110 & 211pattern rear lamps £15. Lucas 477/1 rear lamps £18. Autocycle/cyclemotor 1" rear lamp £22. Luxor pattern-75 chrome case £7. Wipac S446 pattern single-contact rear lamp £14. Wipac S446 pattern stop/tail rear lamp £14. Puch pattern oval rear lens £10. ULO232.03 pattern Mobylette rear lens £8. Yamaha FS1E rear lens £5. Yamaha Passola rear lens £4. Puch Luxor type rear lens £4. **6V bulbs:** Extensive selection of many difficult to get types, see website for list. **Horns:** 6V AC horns c/w fitted mounting bracket, plated-finish £10 each. Shrinkwrap sleeving box 127pcs in 7 sizes £9.

E-mail: [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com)  
Tel. 01473-716817 (Ipswich)  
Website: [www.mopedland.co.uk](http://www.mopedland.co.uk)



Saddles, seats & covers: Lycett pattern single saddles for light motor cycles 12"×12" new, £40. Lycett pattern light motor cycle new chrome plated saddle springs for rigid frame type seat, 7½" long × 2" diameter × 5½ coils × 6mm diameter wire, £8 pair. Trials type upholstered pad seats, 15" long × 10" wide £40. 'Triangular Pad' black vinyl upholstered saddle, 1ft long × 9" wide, with firm 2" high-density foam, solid mounting with ⅞" stem clamp, black sides with red top and white piping £50. 'Extra-comfort' vinyl upholstered 2½"deep foam single-saddle with sprung mounting and ⅞" stem clamp, all black £45. BTG Bategu single-saddles with rubber covers in black £85 (as fitted to old Puch and other continental mopeds). Replacement BTG rubber covers in black, grey and cream £40 each. Eurathane foam moulded singles-seats in black with ⅞" stem mounting: 'Std' 10½" long × 8" wide × 2½" deep £12. Selle 'Royal' traditional style cycle saddle with dark brown cover on gel foam padding, chrome springs & wire frame, 10" long × 8½" wide × 3" deep £35. New- Profile Standard black unsprung eurathane foam moulded saddle 10¼" long × 8¼" wide × 2½" deep with ⅞" stem mounting £12. New: Raleigh Comfy Classic black saddle with gel & foam pad & compression springing 10¼" long × 8¾" wide with ⅞" stem mounting £20. New: 'Reptile' Comfort black foam pad saddle with compression springing 9¾" long × 8¼"wide + ⅞" stem mounting £16. New: 'Smoothy' economy black cycle saddle with firm foam pad & compression springing 8½" wide × 9¾" long with ⅞" stem mounting £14. New: Wisp saddle cover (black) £15. Saddle Stems: New: chrome plated saddle stems 1" diameter main stem with ⅞" diameter stem top for saddle clamp fitting × 12" total length - £6 (can easily be cut down if shorter length required) Saddlebags: Genuine leather, old-style toolbags suitable for fitting to cyclemotor, autocycle, moped, and cycle saddles. Fixing by ½" wide leather straps, with plated buckles. Typically hold spark plug spanner, spare plugs, pliers, small screwdriver, cycle spanner etc. Dimensions outside (approx). Cycletool Standard 7"× 1½"×4" @ 4"strap ctrs. £30 each. Autocycle tool Wide/Standard 10"×1½"×4" @ 5"strap ctrs. £45

(with 2 clips). Triangle Bags Large Cyclemotor 8½"×7"×2" £40 each. Large Cycle (narrow) 8½"×7"×1½" £40 each. Small Cycle (narrow) 7"×5½"×1½" £30 each. Large sizes accommodate all plug spanner styles, narrow widths clear 3-speed gear cable. Tools: Brass Bristle 4" miniature spark plug brush £1. Sturmey-Archer 5/8" axle cone spanner £1. 10" black plastic handpump c/w Schrader valve adaptor £3 Typically fit Mobylette etc. Tel: 01473 716817 E-mail: [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com) Website: [www.mopedland.co.uk](http://www.mopedland.co.uk)



**Hercules (GB)** Parts for Her-Cu-Motor and Corvette Rex piston sets: Kolbenschmidt, Mahle, Vertex, range of oversizes for 1-speed, 2-speed, & 3-speed Rex. Rings, clutch parts and plates for all models, front sprockets, cables. Range of parts for most models - Gadabout, 2sp/3sp individual cylinder head gaskets £3 and base gaskets £2. 2-speed & 3-speed full range of front sprockets. Some engine parts: Rex 1-speed, 2-speed & 3-speed. Some cables for all Panda & Gadabout models. New 50mm air filters £9, for 12 & 14mm Bing carburettor Panda/Motorised Cycle. Hercules (GB): a small range of new & used stock. New piston rings Corvette and Her-cu-motor. Main bearings and seals. New Lavalette/Corvette/Paloma 27½" drive belts £9. See website: [www.mopedland.co.uk](http://www.mopedland.co.uk) for more details. E-mail: [mark.daniels975@btinternet.com](mailto:mark.daniels975@btinternet.com) Tel. 01473 716817.



**Wanted:** Seat for Honda Express, 1978 model. 07885-421925.

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Moped/autocycle HD drive chain 1/2×3/16eq £10 boxed length. Spare connecting links for 3/16 £1.50 & 1/8 chains 80p. Pedal chain 1/2×1/8×std 112-pins c/w springlink, Ventura Economy £5. Spare springclips pack 12 £1. Link splitters std £14 / H-duty £16 / light cycle £4. Imperial 3/8"cotter pins £2 pair. Continental 9mm cotter pins £2 pair. ISO 1⅜ Freewheels 16T £6, 18T £9, 20T £12, 22T £14, 23T £15, 24T £16. Miniature 14T 1"×20tpi £10. **New:** AV89/RM5 M36×1mm × 20T Special freewheel £23. **New:** Imperial 7/16"×26tpi cycle thread 'plain'fixed cones £7 / 'adjustable' cones £8. Sachs clutch plates, cork insert or bonded types £8 each. Villiers



Junior/JDL/F-series re-corked chainwheel and clutch plate sets service-ex £30 each. Peugeot102/103 clutch discs £8. Clutch plates for other makes too—see website. Heavy-Duty rubber block pedals & reflector block pedals £9.50 pair. New-LH & RH new chrome pedal crank arm sets 5½" centres/2" offset £20 pair. Autocycle front fork suspension bands £5 each. Excelsior band fork rubber buffers £4 each. **New:** Moby/Raleigh RM5 Leading-link front suspension bands 15x5mm £7 each. **New:** Moby/Raleigh RM5 L-L band&bush and rivet kits £7 each (2-per). Ariel-3 front suspension 2-buffer kit £25. NVT Easy Rider fork seals £10 pair. Moby fork gaiters £12 pair. New: Mobylette mudguard stay chrome eyebolt sets 10mm/16mm/22mm £5 each. Autocycle 5" longx¾" pair soft rubber 'palm' grips £4 pair. Cycle/Cyclomotor 4½" longx¾" pair soft rubber 'palm' grips £4 pair. Wide range of most moped drive belts from £6. 19x1.2 Italcercchio Westwood pattern 32-H chrome rims £50 each (for PC50 front). 21x2.50 2F-autocycle Radaelli Westwood 36-H chrome rims £46 each. 16x2.25 Italcercchio Westwood 36-H chrome rims £48 each (Tomas, Garelli, Batavus etc). 26x2x1¼ 36-H chrome rims for early autocycle and trade bike £25 each. Special 32-H & 40-H pierce 26x2x1¼ new chrome rims: £40 each (Norman Cyclamate, etc). 26x2x1¼x36-H special dimpled&pierced chrome rims for Cyclenmaster £60 each. 17x2.00/2.25 Takasago Westrick pattern 1.2x36-H Moby M40 chrome rims £24 each. 17x2.25/2.50 Takasago Westrick pattern 1.4x36-H Moby 50V/NVT/Honda C50 chrome rims £28 each. **Tyres:** 26x1.3/8 Vee Roadster pattern 2T&2T £21. 26x2 Continental (Quickly, RM1, etc) £50 tubes £4. 20x2x1¼ trade bike small front tyre £6. 2.50x21 Golden-Boy universal pattern block tread to fit 2F autocycles, etc £50/tubes £7.50. 19x2 Continental blackwall £45. 19x2 Mitas 'Economy' blackwall £25. 19x2.25 Heidenau blackwall £60. 19x2.25 Continental blackwall £40. 18x2.25 Mitas (Moby AV89/Raleigh RM5) blackwall £32, tubes £6. 17x2 & 17x2.25 Vee £15/tubes £5. 17x2.25 Mitas Sport blackwall £30/whitewall £40. 16x2.25 Vee (Batavus GoGo, Tomas, etc) £15 / tubes £6. 2.50x15/20x2.50 Golden-Boy (BSA Dandy, Ariel Pixie) universal pattern block tread £40. 14x2.25 Vee (Honda Express, Yam QT, etc.) £20 / tubes £6. 8x3.00 Vee (Honda Stream) £18. Fibreglass moulded panels Raleigh RM1/RM2 sidepanels £24 each. RM4 sidepanels LH & RH £22 each, RM4 toolboxes LH & RH £18 each, MobyAV89/Raleigh RM5 sidepanels £22 each. Runabout sidepanels LH&RH £18 each. Old Moby sidepanel 3-set £44, Cady M1/M3 sidepanels LH & RH £18 each. Moby M40 sidepanels LH & RH £20 each. Moby AV42/48 sidepanels LH & RH £18 each. Moby AV76/78 sidepanels LH & RH £22 each. Nippy Mk1/2 engine covers LH £22 & RH £20. Cyclenmaster 26 & 32cc (Amal) carb covers £17 each. Batavus 50mm & Ariel-3 52mm Encarwi air filter housings £16. Raleigh RM9/+1 chainguard £25. Villiers 1F/2F front sprocket cover alloy casting £15. Rubber rim tapes all sizes 14" to 26" £1each, 19" & 21" £1.50p. Cyclenmaster engine mounting rubbers 4 x bush kit £12. New: Moby/Raleigh all metalastic engine mounting bush kits, top mounts AV89/RM5

£8 each, top mounts AV48/RM9 £15 each, small bottom mount £6. Selection new Moby pedal shafts £15 each. Chrome bezel red reflector with 5mm stud mounting £7. Tank Badge sets for Raleigh RM4/RM5, Norman Nippy Mk5/Lido Mk3, Phillips Panda Mk3/Gadabout Mk4 £18 pair. Mobylette Mobyomatic 'shield' tank badge sets £18pr Villiers 3K mag cover badge, new £4. RM11/RM12 tank badge, new £4. Some cables for Raleigh RM1/2, Norman mopeds, Phillips mopeds, Villiers 3K engine. Cut-cable end trims (alloy crimp) 12 for £1. Further extended range of kit components to make up your own cables (see website). Petrol pipe clear 5mm light 90p/ft, 5mm HD £1/ft, 6mm HD £1/ft, black neoprene pipe 4mm/5mm/5.5mm black neo £1.20p/ft. RH10x1mm 180° fuel tap £14. RH10x1mm LH 90° fuel tap Mobylette M40/50V/51V) £16. **New:** 90° fuel tap 12x1mm pitch LH/RH thread £12. Ewatts pattern brass plunger taps ¼ Gas to tank, ¼ Gas to tank. Petrol tap corks, barrel & blade types 50p each. New: Chrome fuel cap for Raleigh RM4/Runabout/Wisp/RM11/RM12/Norman Nippy £15. New: 40mm push-in fuel cap light grey £7.50. Petrol cap seals for Honda PC50 £1. Petrol cap seals for Cyclenmaster, Power Pak 90p, for Runabout, Wisp, Mini-Motor, etc £1. Cylinder black paint 100ml tin £8. New: 21mm Ø Continental handlebar stem 6½" long £12 / ¾" Ø Imperial handlebar stem 7" L £8. Handlebars 'North Road' & 'All-Rounder' patterns £10. Chrome blade-end decomp lever £15. Chrome ball-end decomp lever £13. Magura decomp lever £10. Clutchlock/decomp/choke triggers in red plastic £3. Removable cable ties, pack 25 for 50p. CBA LaFranconi pattern moped chrome silencers in 30mm £75. 28mm round-60mm moped silencer £40. Moby M40 chrome exhaust pipes for oval silencer £20. Mobylette/Raleigh chrome exhaust pipe all fixed-engine models £30. Chrome exhaust pipe AV89/SP50/Raleigh RM5/RM11/RM12 £37. New-Moby/Raleigh exhaust nut £4. Exhaust ring gaskets 33/35 o/d £1 each. Honda PC50 complete new chrome exhaust system with heat shield £42. Honda PC50 brake shoes £12 pair. PC50 front susp bush kits £16 set-8. PC50 air filter element £4. Honda PC50 carburettor O-ring seal kits for main jet & float bowl £3.50p set. Honda PC50 rubber elbow from air-filter to carb £12. New: PC50: Front brake cable £16, Rear brake cable £18, Throttle cable £10. New: PC50 sidepanel/toolbox cover screw £5. PC50 28T rear sprockets £30. **New:** PC50K1 ohv front sprockets 15T & 13T £30. **New:** PC50 ohc front sprockets 15T, 14T, & 13T £30. PC50, Express & Camino speedo cables £10. Tomas speedo cables £10. Huret speedo cables 55cm £15, 65cm £16, 85cm £18, 85cm with removable end for leading-link fork early AV89/RM5 £20. VDO speedo cables, range of lengths. New front sprockets DKW, Mobylette, Raleigh, Sachs, Parilla, Victoria, HMW + many other odd continentals. New stock of speedo drives VDO, Huret, CEV, Lucia, all £10. NOS speedos, Veglia £20 each. VDO £40 each. Moby SKF main bearings £35 pair, and crank seals £4 each. Incredible selection of parts not available anywhere else—because we manufacture lots of them ourselves! Far too much to list it all

in this advert. You really need to visit the Website [www.mopedland.co.uk](http://www.mopedland.co.uk)  
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## Andy Est 1972 Tiernan



1954 Power Pak Standard 49cc £950



1982 Yamaha Passola 49cc £400



1946 Francis Barnett Powerbike 98cc £1,950



1951 British Salmson Cyclaid 31cc £1,000



1979 Garelli Katia 49cc £600

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Miller Type FW17 mag flywheel puller Phillips/Her-cu-motor etc. 13/16 x 26tpi—£16.  
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Mobylette/Raleigh points cam extractor M26x1—£15.  
Moto-Guzzi Stornello 125 flywheel extractor M22x1—£18.  
Peugeot all models mag flywheel puller M20x1—£15.  
Raleigh RM1/RM2 Lucas mag flywheel puller M22x1.5—£18.  
Sachs clutch centre extractor M27x1.25—£15.  
Simson SR2 Optima & S51 mag puller M27x1.25—£15.  
Villiers 3K mag flywheel puller 7/8x14-tpi UNF—£15.  
Scott Cyc-auto Wipac S1233 mag flywheel puller—£20.  
Wipac Bantamag & Series 90 (un-ported 2BA/3BA) 3-hole mag flywheel puller—£20.  
Wipac Series 90 & Miller BS9 (ported 2BA) 4-hole mag flywheel puller—£20  
Wipac Series 90 (ported 2BA) 4-hole mag puller—£15  
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**Mopedland Jumble** Parts section, featuring mainly used and NEW/old stock odd parts for various Cyclemotors, Autocycles & Mopeds. This is much like an on-line Autojumble pitch for small bike parts, but also listing complete bikes for sale. New parts are regularly adding as sold items drop off, so there's a constant turnover of new listings.  
Visit website [www.mopedland.co.uk](http://www.mopedland.co.uk) for up-to-date viewing.



We are a small company selling new and used or reconditioned moped spares with an emphasis on the BSA BEAVER, BSA BRIGAND, BSA BOXER, BSA GT50, BSA EASYRIDER and NVT EASYRIDER machines produced in England between 1976 and 1984. We also endeavour to supply spares for the BSA BOND and BSA FALCON machines made under licence in India. BSA GT50 and Boxer Tank Decals - £15.00 a pair; BSA Boxer Side Panel Decals £10.00 a pair both in vinyl; Postage £2.85 in the UK.  
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## Fred Spaven Engineering

Until recently I have been restoring a wide variety of historic vehicles from 1960's Cooper-Climax racing cars to a 'bitsa 1950's trials AJS but, now back to being a full-time student, I can't take on such long and involved projects. Instead I'm looking for smaller 'evening and weekend' tasks to keep the workshop ticking over. I've got extensive experience of engine and gearbox building, frame & suspension repair/modification/fabrication, welding & machining facilities and close links to local vapour blasters, machinists, painters and so forth. As I don't have the time to take on whole vehicles (even tiny ones!) I would be willing to offer services up to and including engine rebuilds to ensure sensible turnaround times. Some of my old work is on my website: [www.Spaven-Engineering.co.uk](http://www.Spaven-Engineering.co.uk)  
E-mail: [Fred@Spaven-Engineering.co.uk](mailto:Fred@Spaven-Engineering.co.uk)



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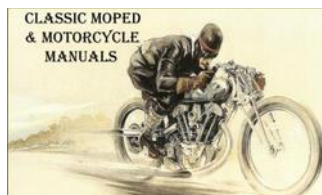
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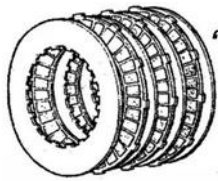
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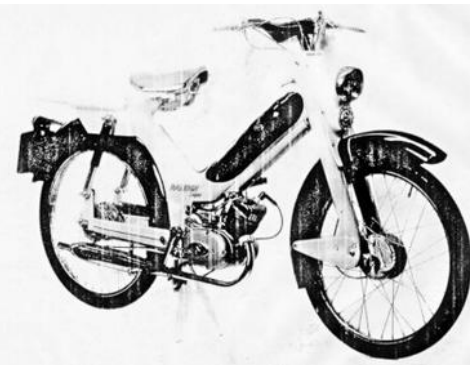
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## The Ghost

by Mark Daniels

*Sponsored by Les Gobbett,  
Lough, Lincolnshire EACC..*



For a long time, we've been haunted by this  
strange monochrome picture of a ghost. A  
single image of a phantom Raleigh moped...

Close study of this spooky image can tell us  
quite a lot. It's unquestionably an early period  
Raleigh-style paint scheme in Charcoal and  
Pearl Grey and based on a Mk4 Norman Nippy  
frame. The engine is identifiable as Sachs,  
which easily fitted straight into the frame since  
Achilles specifically designed it for the Sachs  
installation in its original format as the Lido.

Norman produced its own Super Lido model with a two-speed 2.2PS Sachs motor, but  
Norman never produced a production model with the Sachs engine in the Nippy tank-frame  
(though did offer the combination to 'special order'). The headlamp nacelle displays an  
extended horn binnacle, a feature brought in from a new moulding tool, and not appearing  
on Norman moped models until the 1961 season.

Briefly flashing back for a bit of background to set the stage—on 19th April 1960, the giant  
Tube Investments Group agreed terms for the takeover of Raleigh Cycles, and Raleigh was  
subsequently appointed to head up the group re-organisation of all TI companies and  
products within the British Cycle Corporation, including Norman, Phillips, Hercules, and  
Sun.



After this the Raleigh Motorised Division at Nottingham would have gained access to British Cycle Corporation products for modelling purposes. How quickly this started taking effect is illustrated by how readily the petrol tank from the Norman Lido appeared to have already been adopted on the new RM4 prototypes announced in November 1960, but it seems the Lido fuel tank wasn't the only component that Raleigh were looking to adopt...

In October 1960, Raleigh de-listed its Sturmey-Archer powered RM2c moped and announced the start-up of a completely new range of mopeds to be made under licence from the French Motobécane Company.

November 1960: the Raleigh/Motobécane agreement was announced in French press. New RM4 Automatic and RM5 Supermatic models were announced in November 1960 with production scheduled to start in February 1961, and presented in a new two-tone corporate colour scheme of 'Charcoal and Pearl Grey' (which was actually more of a light cream, while the Charcoal seemed to be a very close return of the dark grey deployed on the RM1).

While the new RM4 & RM5 models were officially slated for introduction in February 1961, the Nottingham factory demonstrators however, 417 LTO (RM4), 724 LTO (RM4), and 730 LTO (RM5) were only registered in April or May 1961, and actual deliveries to the trade also seem to have been further delayed since the earliest RM4 registration we've recorded was 12<sup>th</sup> May 1961. The RM5 appears to have fared even worse at getting into production, since the oldest public registered RM5 on our records is dated 21<sup>st</sup> Aug 1961.

It's always seemed strange that Raleigh production model numbers had a gap in the early series, RM1, RM2, ... , RM4, RM5, etc, and it has been speculated that 'The Ghost' could have been intended to be the RM3, but never went into production, so consequently a gap was left in the model series. That theory could make some sense as the parts already existed to assemble The Ghost before development of the Motobécane based RM4 and RM5 models even began. Since 'The Ghost prototype' reflected the same corporate paint scheme as the RM4 and RM5, it would seem fair to conclude that it might have been intended to be the RM3, but that's only speculation, since there seemed no actual proof to confirm or deny this conjecture...



Bombshell 1: after years of wondering about 'The Ghost', everything changed on 28<sup>th</sup> July 2018 when we were contacted by Dave Elliot from Ireland saying 'I've been given a Raleigh moped to restore and I'm having problems identifying the model (see pics), the only thing close is the RM3 prototype but this was never put into production, it's been suggested that it's a Norman, but only has one owner from new and the decals look original'. Frame E12396 with the Irish registration issued in 1961, Sachs-50 engine number: 3458217 x 2-2.2PS, 2-speed, 47cc, year 1960.

The frame number is clearly an extension of the Norman Mk3/Mk4 series, and the Sachs engine from the Norman Super Lido series, but that's a period Raleigh paint scheme! Then remarkably, and just two days later on 30<sup>th</sup> July 2018 we were contacted by Liam



Hackett from Ireland, enquiring after a replacement headlamp nacelle for a Raleigh Moped 'Mk4', with a Sachs engine! Following a few e-mail exchanges we confirmed frame serial E12881, Sachs 50 engine number: 3459256, 2.2PS, 2-speed, 47cc, year 1960. This bike was also

accompanied by the original Irish registration document dated 31<sup>st</sup> September 1961. We also received some pictures. This bike had been fitted with a 19-inch Puch VS50 rear wheel and toolboxes, and a Suzuki dual seat.

What these two bikes demonstrate is that the picture of 'The Ghost' was not just a prototype, but an actual production machine which was uniquely sold into Eire. Not only that, but these models were already made, delivered to Eire, and being sold across Southern Ireland before Norman was closed on 30<sup>th</sup> August 1961.

Unlikely as this situation may seem, were they built up and painted in the Charcoal grey and Pearl grey (cream) Raleigh livery as per the new RM4/RM5 models, and finished by Norman at Ashford in Kent, or by Raleigh at Nottingham who would have needed access to the Norman cycle components?

However it was done, that's undeniably a period Raleigh paint scheme!

The frame numbers are clearly an extension of the Norman Mk3/Mk4 series, and the Sachs engines from the Norman Super Lido series. The silencer is Villiers 3K, and fits onto the Sachs exhaust pipe, exactly the same formula as the Norman Super Lido as clearly illustrated in Norman literature, and Norman also operated as a Sachs spare parts and service dealership from October 1958.

We had a vague plan to go over to Southern Ireland to check these bikes out ourselves, but until one or both these machines might be fixed up to running order again there hardly seemed much point.

On 29<sup>th</sup> March 2020, we received a third contact from Tom Cahill in Ireland about another derelict Raleigh/Sachs, which was missing its complete engine top-end and carburettor. Following some protracted negotiations we finally agreed terms to buy the bike, then arranged shipment back to England in June 2021, by which point there was no available workshop time to begin rebuilding the bike until October 2023, then completed for UK registration in March 2024.



While the bike has been mechanically restored, its original finish has been retained, because if it were repainted, nobody would believe it...

Frame serial E16855, Sachs engine type 50M AB 10068 number 8813501 2-speed, 47cc, year 1962, and originally registered SZE 12 from Dublin, Ireland in April 1964.



**Bombshell 2:** this

confirms that Raleigh was still selling these 'Super' models until 1964, so they had clearly remained on sale in Eire over four years, though that wouldn't necessarily mean that they were still being built after four years, because they could have simply been clearing old stock since sales volumes in Southern Ireland weren't exactly significant numbers at this time due to an ongoing sales recession.

The most stunning aspect about this third machine compared to the previous two examples, is it has a 1962 manufactured Sachs engine! So what's the significance of this?

Well ... the first two examples both had 1960 dated Sachs engines, which were simply taken from Norman stock, but Norman closed on 30<sup>th</sup> August 1961.

The 1962 engine in our third machine couldn't have been taken from Norman's stock, so must have been delivered from Sachs direct to Nottingham! This leads to the conclusion that Raleigh must have exhausted the Norman/Sachs engine stocks, and needed more motors to fit already completed frames. We can't tell whether these were some outstanding Norman orders with Sachs under contractual obligation (You have to pay for these contract engines anyway, whether you take them or not), or whether a top-up batch was ordered from Sachs by Raleigh.

It was most probably the later, and following the closure of Norman, remaining assets from Ashford were cleared back to Nottingham. At which point Glass's Index simply listed the Norman Nippy Mk3 and Super Lido models in 1961, but not in 1962, which most probably represented existing trade stock clearing. The Norman Nippy Mk4 with Villiers 3K/1 engine

remained listed by Glass's until May 1962 and was indicated discontinued at frame number E15527 (presumably built out in Nottingham).

A small number of 'unlisted' Villiers 3K engine Norman Lidos re-appeared in late 1961/early 1962 as an 'unofficial model', seemingly to build out the remaining Villiers engines. Gone were all the stylish engine covers of the original model. These final Lidos wearing only a simple chain guard and plain orange paint seemed little more than the basic Nippy Mk4 with a fitted petrol tank.

A number of characteristic features unquestionably confirm these unlisted Lidos as genuine late production machines, and certainly unconnected with the original 1959 batch. The new headlamp nacelle, only introduced in 1961, features the extended horn binnacle, and a plastic badge on the left hand mag cover clearly indicates the motor as a 3K/1 version, which Villiers only introduced in 1961.

Since the Sachs Super Lido so quickly disappeared in 1961, and the Lido frame was subsequently built out with Villiers engines, maybe Raleigh were trying to save all the remaining Sachs engines for the Irish 'Super' models?



Looking deeper into fine details of our Raleigh 'Super', we noted the 19-inch Dunlop moped tyres were marked 'Made in the Republic of Ireland', whereas the same 19-inch Dunlop tyres fitted on British market mopeds were always marked 'Made in Great Britain', and the same 19-inch Dunlop tyres fitted on Phillips mopeds in New Zealand were also marked 'Made in New Zealand' and moulded at the Dunlop plant at Upper Hutt near Wellington, suggesting that many export bikes were being sent out in semi-knockdown form for fitting with tyres in the markets they were sent to. The Dunlop Company originated in Ireland, with a production facility at Dublin and, when we removed the tyres to overhaul the wheels, the Dunlop inner tubes were also marked 'Made in The Republic of Ireland'.

Which leads to another question: where was the Raleigh 'Super' built?

For the first season in 1961, the Norman factory was still functional up to the 30<sup>th</sup> August, and all the parts were there, so these 'could' have been made in Ashford, but would Norman have





*Raleigh's factory in Dublin*

painted them in the new Raleigh charcoal and pearl grey finish, and applied the Raleigh decals?

Examination of the 'Raleigh Super' decals on the lower part of the frame above the engine mounting confirms our suspicion that these were actually 'Raleigh Supermatic' side panel transfers with the 'matic' cut off.

Did Norman send all the parts to Nottingham for Raleigh to finish and assemble, which must have been in the very early part of 1961 for the bikes to be finished and delivered to Eire in time for the sales season? Then Raleigh continued building from transferred parts after Norman closed?

Or did Raleigh finish the parts, and send them in knockdown form for assembly at the Raleigh factory in Ireland? Ahhh! Maybe you didn't know about Raleigh Ireland?

The Raleigh factory was situated in Hanover Quay Dublin, and from Thom's Dublin Street directory, Raleigh was first listed at No.6 Hanover Quay in 1939. In 1943, they moved to Nos 8-11, where a full range of Raleigh cycles was manufactured at this Dublin facility in the post war era.

The cycle head badges changed in the late 1960s, possibly after the passing of the Trade Descriptions Act in the UK. Dublin-made machines no longer had 'Nottingham England' on the Heron or Triumph head badge, the panel being left blank instead.

Being an early factory, built and used before safety regulations came into practice, the wooden floor soaked up all the oil, grease and other flammable lubricants over the years, so that when a fire started in 1976, the whole factory burned to the ground, and led to the biggest insurance payout in Irish history at the time. Unfortunately all the records stored in the factory were lost.

After the fire, Raleigh stayed in Ireland, but only as a distributor, not a cycle manufacturer. They built another factory, but quickly downscaled to suit their distribution network.

There's a lot of questions arising about 'The Ghost', but finding answers isn't so easy ... so lets look at the bike.

It's basically a Norman Nippy Mk4 with a Sachs engine, which offered a comparable rating to the Mk4's Villiers 3K. Both were two-speed hand change, the Villiers 3K had 40mm bore x 39.7mm stroke with 7:1 compression ratio for 2bhp@5,000rpm, compared to the Sachs's 38mm bore x 42mm stroke with 7.3:1 compression ratio for 2.2bhp@6,300rpm, while both motors

were fitted with the same size 12mm carburettors by Villiers or from Bing, and both models had the same Villiers silencer!

The Norman Nippy Mk4 with its heavy Villiers 3k engine weighed in at 119 lbs, meanwhile the Norman Super Lido with lighter Sachs engine, but heavier separate fuel tank and heavy steel engine covers weighed 116 lbs.

For obvious reasons, nobody has ever formally weighed a 'Super', with the lighter in-frame fuel tank, lighter Sachs engine, and no engine shields... So 21.5kg front + 28.5kg rear = 50kg = 110 lbs, and that's a wet weight, with engine oil and fuel. 'Super' is 9lbs lighter than the Mk4, which we always considered a heavy and slow bike.

With less than 1,300miles on the odometer, so very little wear to take into account, and the bike looks to be standing tall on its stand with a 3-inch ground clearance to the rear wheel. There's a triangular 0-60 Huret speedometer mounted in a round-formed aluminium plate, which we've seen before on one of the later 'unofficial' Villiers Lidos.

Handlebar controls are Amal, which means it uses the same cables as the Super Lido, while the seat is the archaic Wrights S.65/3 'tension coil sprung' single saddle, which in previous road tests has historically achieved a deserved reputation in the discomfort department





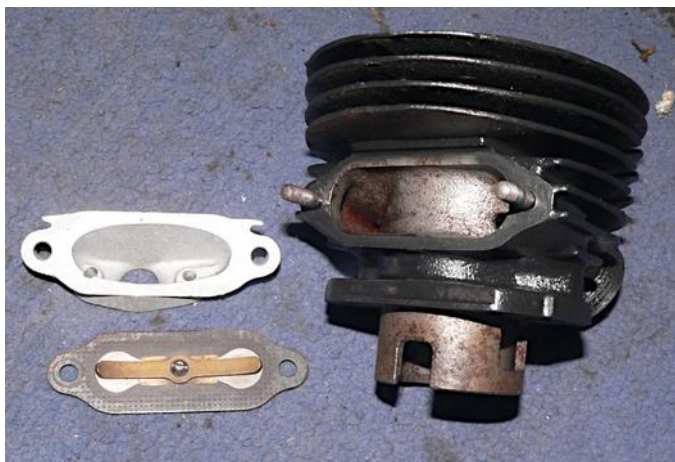
awards. Because of the forward facing mounting on the frame, the saddle height is fixed and cannot be adjusted.

Behind the saddle is the lockable lid to a toolbox, built into the frame's one-piece rear carrier, and remarkably we even have the keys!

The Ewarts plunger fuel tap is located at the bottom left of the frame, pull on for main tank, then turn the plunger clockwise and pull again for reserve. There is no choke fitted to the Bing 12mm carburettor, so the only enrichment method is a flood button on the top of the float chamber. Since it's a cold day, we flood the carb, then the easiest way to get a pedal into position for starting is to pull in the decompressor trigger under the throttle control and turn either pedal into position to kick down. Check that neutral is selected on the gear change, kick down and the motor fires up first time, then peters out after a few seconds, rinse and

repeat a couple more times, at which it gets the message, so we run a while to warm.

Engage the clutch and twist the grip forwards to locate first then feed out the lever while increasing the revs. The original top-end was missing from the engine when it came, so the motor was rebuilt with a twin reed-valve cylinder, because we thought the Sachs reed-valve would be interesting to try out, and we just happened to have one, whereas we didn't



*Sachs reed valve*

have an original type 2.2PS piston ported cylinder.

While common on the continent, the Sachs twin- reed cylinder wasn't generally sold on the UK market.

*English engineer Joseph Day 1855–1946 came up with a design that would not infringe the patents of Nicolaus Otto's four-stroke engine. Day eventually called his concept a 'Valveless Two-Stroke Engine', though there was at least one simple check valve in the inlet port communicating directly with the crankcase, where you would probably find a reed valve on a modern two stroke.*

*His patent No.6,410 of 1891/2 covered design variants with a piston controlled transfer port or an additional check valve in the crown of the piston through which the combustible mixture could pass from the crankcase to the cylinder.*

*While Yamaha is acknowledged as the first Japanese manufacturer to introduce reed valves as standard equipment on its motor cycles in 1974, the Sachs*

*moped engine obviously pre-dates that, and is the earliest production reed-valve arrangement we've seen fitted to any moped. A 1956-57 Triumph 200cc twin-cylinder two-stroke prototype motor cycle featuring reed valve induction may pre-date the Sachs. The 99cc Villiers 11F crankcase induction motor is another example of an obscure early reed-valve, seemingly produced in only small numbers for Junior Kart racing in Class-1 and Class-1 Super in the late 1960s.*

Releasing the clutch at low revs doesn't result in the expected stall which would probably be anticipated from a piston ported motor. The 'Super' will crawl along in first at barely walking pace, though the reed-valve feels quite gentle in providing torque to pull the revs up on throttle alone, so either slip the clutch to increase the revs, or pedal assist to increase speed (though the Nippy frame isn't very efficient to pedal because the high pedal shaft position makes effective pedalling somewhat awkward). The Sachs reed-valve doesn't achieve the same degree of effective torque that appreciably larger volume modern reed-valves deliver, which is probably due to the 2 × 11mm diameter limited port sizes of the Sachs reed plate. The result is that the Sachs reed delivers a much more 'softened' torque throughout the rev range.



The 60mph Huret triangular speedo indicates up to a max in first of 20mph, then clutch for cogging up to second, twist back the grip, so the clutch lever is now at a level height with the front brake lever. We quickly become aware of the seemingly clonky suspension, both front and rear, but we're unsure as to why this may be, since the low 1,300 mileage on this machine indicates no appreciable wear, and it's recently serviced, so the only thing we can imagine



may be responsible for the noise might be if the rubber rebound stops have perished, but to check this would required the front suspension link assemblies stripping out for access.

Pressing on, the Sachs engine settles down to maintain a comfortable cruising speed indicating 28–30mph on flat, which paces at 26–28mph. As the engine warms up a maximum indicated 30–32 on flat paces at 28–30mph, and best downhill indicated 34–35mph, and paced off at 32–33mph. This Huret speedo appears to indicate 2mph fast.

These period Sachs 50 engines all have the same basic engine specification of 38mm bore × 42mm stroke giving 47cc, but there are a lot of variations on the theme due to different cylinder versions with alternative porting options, different compression ratios from 6:1 up to 9:1, and alternative carburettor options from 9mm through 12mm, and 17mm. Our engine has a compression ratio of 7.3:1, and the only reference we can find on the twin-reed motor suggests 'up to 2.6bhp', which would presumably be with the 12mm carb fitted. Because these twin-reed engines were mainly sold into continental markets, we presume they would have been made to comply with a 50km/h specification (31mph), or 30km/h with a 9mm carb (19mph).

The back pedal rear brake proved the stronger of the two, mainly due to the extra power that can be applied by foot action, while the front brake also proved capable too, though strong lever application tended to cause the front to lift on the leading-link front suspension, so probably requires judicious use under potentially slippery conditions. Handling was generally good on smooth roads, but unpleasantly clonky over bumpy surfaces. All the Miller lights worked effectively, and were quite bright for such an early machine, the Miller horn even gave a good wake-up buzz, and the cut-out button stopped the bike without the twitter associated with using a decompressor to kill the engine.

The exhaust tone was a pleasant subdued burble, and easy to live with.



Having got so far, and established that 'The Ghost' existed as a real production machine, we need to understand why? And why are they found only in Southern Ireland?

This would need further research to fill in the gaps, but when everything about Raleigh mopeds is pretty much already known ... then it's necessary to go to an untapped resource to find something that may not have been discovered already ... Nottingham Archives, for Raleigh Industries Company Records, which can be filtered down to just 3,700 files!

We started with a targeted search and reprographic order, on details of the Raleigh/Motobécane contracts for analysis.

In the first Principal Agreement of the Raleigh/Motobécane Contract dated 5<sup>th</sup> October 1960, we find:

2b.) In particular, Raleigh shall be permitted to use and embody the NORMAN frame in Mobylettes which it will manufacture or assemble,

provided that the frame is first submitted to Motobécane for its approval and subsequent agreement.

*This appears to be the first confirmation that something was going to be required to cover a licensing gap for the Eire market, because the licensing agreement with Motobécane only applied to nations belonging to the British Commonwealth. This meant that Raleigh wouldn't be able to sell its Motobécane based mopeds in Southern Ireland – even though they were already a well-established brand there. This would represent a future issue for Raleigh, for which they needed a plan, and a realisation that the Norman Mk3/Mk4 frame was being proposed as a prospect for installing a Motobécane engine and presumably primary transmission set to enable the drive. This would also require a pedal drive set on the right-hand side and freewheel mounting on the British Hub Co. rear hub (as per the Hercules Corvette).*

*The commercial people dealing with the contract may not have anticipated the technical department's response to this proposal.*

4a.) Raleigh will have the right to apply any suitable name, description, or trade mark to Mobylettes manufactured or assembled by itself or purchased from Motobécane.

*Which covered the forthcoming Phillips Panda Mk3/Gadabout Mk4 and Norman Nippy Mk5/Lido Mk3 branded models, so these were already planned in at this time.*

Supplemental Agreement dated 11<sup>th</sup> April 1961, in section 12.) re 'Raleigh's existing stocks of mopeds':

In view of a trade recession now apparent at this date, it is acknowledged Raleigh may have difficulty in selling by 31st December 1961 ... Motobécane therefore concedes that Raleigh shall have the right to ask for an extension beyond 31st December 1961, but it is understood that such extension shall be only for the purpose of using up existing stocks and that it will be limited, except by new agreement, to 31st December 1962.

*This seems to represent an acceptance that remaining stocks of Raleigh RM2 and Norman/Sachs models may not be sold by end 1961 due to a trade recession, and formally allowing the possibility of an extension to the end of 1962.*

Supplemental Agreement dated 3<sup>rd</sup> July 1961:

Considering Motobécane's engagement in Eire and the existing position of Raleigh in that country, the following has been agreed after much consultation.

1. Till 31<sup>st</sup> October, 1961, Eire will become included amongst the Countries mentioned in clause 1(c) 5 of the Principal Agreement between the parties being the Countries in which Raleigh can sell

the vehicles therein mentioned.

2. From 1<sup>st</sup> November, 1961, Eire will be included among the Countries of Appendix II, i.e. Countries in which Raleigh has the right to sell Mobylettes and only Mobylettes in co-existence with Motobecane.

3 Both parties want to make it clear that the rights granted to Raleigh by the preceding paragraph 2 cover the import of Mobylettes into Eire in the C.K.D. condition, and the right to carry out reassembling in Eire.

(Dated 29th September 1961).

*Meaning that from 1<sup>st</sup> November 1961, Raleigh could now sell RM4 and RM5 models into the Eire market, and while it may have appeared that all the Norman/Sachs 'interim' models might have been sold, we already know they weren't. Our featured machine with its 1962 engine didn't even exist at this point, and wasn't actually sold till 1964. Perhaps Raleigh thought the small numbers it made weren't of significant concern? Passage 3.) Also indicates that mopeds were shipped to Eire in knockdown form for assembly at the Raleigh Dublin plant, as confirmed by the fitment of Dunlop R.I. moulded tyres and tubes.*

Having previously had only a low quality photocopy of the right-hand side picture of 'The Ghost', we managed to track down and secure high-res scans of the Raleigh black & white photographs of both sides of the 'Super', and a right-hand side artistic illustration! You'll note this shows no spokes, so what might the illustration have been used for? Initially maybe to demonstrate the planned paint scheme before the first model was built? Illustrative use in manuals, promotional advertising, since newspapers, magazines and leaflets that don't need to show high-res images.

Examination of the Raleigh black & white photographs and the illustration, are notably an identical scheme to the 'first batch' 1961 bikes, having Typ Sachs 50 2 – 2.2PS 1960 dated engines, and specifically have a 'pearl grey' painted rear swing-arm, Lycett rubber covered saddles, and the same 'flat' British Hub Co. hubs with dished rear sprocket as used all the Norman models.

The 'second batch' machines (as E16855, Sachs engine type 50M AB) differ in that the swing-arm is painted charcoal, it's fitted with a Lycett tension sprung saddle, and has 'domed' B H Co hubs with a flat rear sprocket.

Since time is now running out to our editorial deadline, and we're still struggling for information to solve this puzzle, we're just going to have to go to Nottingham and search the Raleigh Archives ourselves.

Working through the entire archive list on-line, we narrow down to the most likely references, and pre-order our first block of four files starting at 9am on a Tuesday morning, then working through and maintaining the rate of four file blocks per hour up till late night closing at 7pm, then a four-hour drive back...

All this, and nothing on our Eire 'Ghost' ... though we did find an untitled file negative, seemingly of an unknown Sturmey–Archer engined MkIII prototype.

What we can tell from a subsequently printed photograph from this deteriorating 64-year-old negative: It has telescopic forks, with the same hubs as the RM1 & 2, but using 19/23-inch wheels, which would reduce the overall drive ratio by 11.5%.

While the motor seems to have the same cylinder head as the RM1 & 2, there seems to be a different engine below. The cylinder has the exhaust port at the front of the cylinder, and the pipe fitted by a screw-in gland nut. It looks to have a conventional two-journal bearing crankcase, and 'something' on the far side of the motor, which you wouldn't expect to see on the overhung crank engine. The RM1 & 2 had an Amal 385/1 carburettor on the left, but this carb seems to be something different?

XTO 923 is a Nottingham registration ... issued around September/October 1956. So they must have re-used a registration number they already had, which was presumably taken out as a Raleigh R&D registration to road test development prototypes. However, it has a 1960 tax disc, which was still in the era when they all expired on 31st December, so the photo was taken in 1960.

This prototype would have been stone dead on the day the Motobécane contract was signed on 5<sup>th</sup> October 1960, though this project was most probably struck off before that point.

When IcenicAM interviewed former Raleigh (Southeast Region) Sales Manager David Denny in September 2009, he told us the RM3 was originally an engine development project run by a former Standard Vanguard engineer. Though utilising the existing Sturmey–Archer cylinder barrel, piston, and Lucas mag-set, this engine had dispensed with the earlier overhung crank arrangement and was based on a motor with journals each side, then driving through a 'Standard' powder operated automatic clutch! Difficulties in the clutch operation reportedly led to abandonment of this project.

*Peugeot introduced a new BB series of Peugeot mopeds at the Paris Salon in 1957, which was launched by the original BB1 model with a powder clutch. Powder clutches were a fashionable gimmick of the day that a number of manufacturers (including Raleigh) dabbled with at the time, but none of the*



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Ref:DDR6/28/1/4/404



*various interpretations of the idea developed any longevity, which serves to underline how ineffective the novelty was in actual operation. The real winning transmission system for small capacity motors soon proved to be the simple and automatic mechanical centrifugal clutch, and Peugeot quickly switched over to the more logical solution.*

*The interview notes record that when asked about the 'Ghost' picture, he knew nothing at all about the Raleigh 'Super' with its Sachs engine.*

Rather than finding confirmation as to whether 'The Ghost' may actually be the 'lost' RM3, the situation has seemingly become just more confused with the startling discovery of the prototype Sturmey–Archer Mk.3 picture. Both appear at different ends of the most likely period between RM2 in early 1960 and announcement of RM4 & RM5 in November 1960, and



both could be candidates on their own very different merits. The Sturmey–Archer Mk.3 was a significant R&D prototype featuring several progressive details, including an extensively revised engine, though obviously never approached any prospect of production.

Though produced purely as a 'stop-gap' machine in Eire for 1961, the 'Super' clearly made planned production in two distinct manufactured batches, and was built in numbers that meant that stocks weren't sold out in its first year, continuing into 1964 when our own example became registered.

Published records from *Motor Cycle & Cycle Trader* magazines of Raleigh sales in Eire indicate 49 mopeds registered up to September 1961 (December edition), and a further 72 for 1962 (April '63 edition). Eire sales weren't big numbers, as the market was reportedly restrained by an ongoing trade recession, though Raleigh were still the highest British manufacturer in unit sales, pushing BSA into second place.

As per the Supplemental Agreement of 3<sup>rd</sup> July 1961, from 1<sup>st</sup> November 1961 Raleigh could start selling RM4 and RM5 models into Ireland alongside uncleared stocks of earlier models, which would have contributed to extending the time taken to clear the outstanding 'Supers'.

It's likely that the majority of Irish sales in 1961 were 'Supers', and represented a significant proportion of the sales in 1962, then steadily reducing into 1963 and '64. Obviously we have no idea how many 'Supers' were sold but our best guess would probably be between 100 & 200.

It's interesting that same style of 'no-spokes' artistic illustrations of all Raleigh mopeds from RM1 to RM12 drawn for manual illustrations, leaflet applications and commercial adverts was also drawn for the 'Super', which was only done for production machines. Raleigh wouldn't have done that without producing manuals, leaflets and commercial adverts, any of which would probably confirm what they actually called the machine, but such literature on the 'Super' can't be found at all in the Raleigh Archives at Nottingham, and might only seem likely to be found in Southern Ireland.

While working through Nottingham Archives files, and having worked in industrial design for a number of years it became apparent that the RM model prefixes were merely numbers issued to new projects by the Raleigh Research & Design department, and upon reaching production, models tended to be given additional titles:- RM1 Moped, RM2 Moped, RM3? RM4 Automatic, RM5 Supermatic, RM6 Runabout, RM7 Wisp, RM8 Automatic MkII, RM9 Ultramatic, RM9+1 Ultramatic (instead of RM10?), RM11 Super Tourist, RM12 Super 50.

It seems as if bikes that specifically didn't achieve production, failed to be included in the Raleigh list of models, which is indicated by the two numbers that don't appear because they never got beyond the R&D phase.

The 'Ghost' was a brief stop-gap machine resulting from a contractual glitch, though it wasn't the RM3.



It managed to remain undiscovered in the Republic of Ireland for 60 years, and is without doubt, the rarest production Raleigh moped, but can only really be known as the Eire 'Raleigh Super'.

All the pieces fitted together as our 15-year old interview notes with David Denny tied up with the 'different' Sturmey–Archer engine in the untitled negative of the Sturmey–Archer Mk.3 prototype, which never got beyond R&D, and is very probably the only known surviving image of the RM3.

## Garden Ranger

Launched locally in East Anglia on 1st October 1974 with a RRP of £99.36p, the SIM-50 became the first British produced Junior mini-bike and established a footprint for new sales opportunities in mini-motor cycles for children.

In July 1975, various Norton–Villiers–Triumph prototype motor cycle and moped models designed by Bob Trigg, were presented at a London press conference by Managing Director



The 'other' gap in the Raleigh model series positively confirms that only R&D numbers of machines achieving production were included in the models list ... though that's another story for another day ... but a story that is underway...



**Next:** for 17 years we've been producing IceniCAM, and never managed to get sniff of one of these sporty Raleigh mopeds for road test and photo-shoot—then, just like buses, two come along at once.

by Mark Daniels

*Sponsored by a donation  
from David Jupp, Dorset*

Dennis Poore and Shadow Industry Secretary Michael Heseltine MP. The 'Tubone' frame assemblies of the mopeds were contracted to Verlicchi in Italy as an established and specialised trade frame maker who had built chassis and supplied proprietary parts for many major moped, motor cycle and automotive manufacturers over the years, though never produced any complete vehicle under its own branding.





As the first Easy Rider ER1 and ER2 step-through automatic models were introduced in March 1976, most of the parts were clearly factored components from Italy: Morini Franco engines, Grimeca hubs laced into Radaelli rims; being supplied with fitted Pirelli tyres rather suggested the wheels came complete. The telescopic front forks were typical Italian market, as were the rear suspension units, saddle, the Domino controls, CEV headlamp, IKJ switchgear, and Brevetti exhaust/silencer.

By May 1976, the Mk2 SIM-50 was priced up to £132.26p.

On 15<sup>th</sup> September

1976 the RRP of an ER1 Easy Rider moped was listed at £155 (inc vat), and further ER2L sports, ER4L, and ER4TL sports models were added to the range in November 1976.

After a few years with no sales competition for the commercially produced Woodhouse Cornish SIM-50, now into its Mk3 version, it was joined in 1978 by other makes of children's bikes as Puch introduced its Magnum X, and NVT brought out its Ranger, priced at £269 (exc vat).

The Ranger seemed appreciably more expensive than the Easy Rider ER1 moped!

The Morini Franco motor is basically the same spec as the NVT ER1 Easy Rider, though with a kickstart mechanism rather than pedals. Specification is 40.4mm bore × 39mm stroke, and quoted at 7.5:1 compression ratio. While the Easy Rider mopeds were rated at 2.2bhp and

standardly had a 12mm SHA 12/14 Dell'orto, the Ranger instead had a 9mm SHA 9/14 to restrict its power, and though we don't know its rating, that would be expected to drop around 0.5bhp due to the smaller carburettor.

The semi-tubone frame is very probably another Verlicchi fabrication, and is fitted with a stylish fibreglass bodyshell, simple lightweight grease forks, employing the same Grimeca hubs fitted to the Easy Rider mopeds, but laced into 14-inch rims and fitted with rugged looking Cheng-Shin 2.75-14 knobbly tyres.

The bike feels quite light compared with a typical moped, so just for reference we roll it across the weighbridge (bathroom scales), and read 3st rear & 2st 10lb front = 80lb/36kg.

Surprisingly, the Ranger has a frame number, this one is J705, stamped down the left-hand side front mono-shock mounting plate. Another example has been advised over J1200, so

they obviously made and sold a surprising number of these machines. Colour schemes were given as Red & Silver and Blue & Silver, though our machine seemed to have originally been coloured with an orange gel coat, so presumably there were other options. The mag-set was fitted with a lighting generator coil even though no lights or horn were fitted. This is likely because the motors were purchased as complete standard units.



The SIM (Speedway In Miniature) was a very different machine from its newer and more commercially produced market competitors. The SIM-50 was a physically smaller and rigid framed machine designed for 5-10 year olds, though quite capable of being ridden by an adult due to its design and construction.

Rather than suggesting an age range, the Puch Magnum was a swing-arm twin-shock frame rated for a weight limit of 98lbs (7st) and, though the rear suspension compressed to coil bound with an adult seated, the bike could still be ridden.

Though the Ranger seat height at 26 inches is lower than a typical moped, it may seem as if you could ride one of these NVT mini-bikes, but it's quoted for riders 6-12 years age, and has mono-shock rear suspension which compresses right down until the rear frame bottoms out



on the tyre and prevents the wheel from even turning, so would it seem there's no way the Ranger can be ridden by adult—but we need to do a road test...

We scheme a plan to get over our weight problem that prevents an adult from being able to ride one of these machines, by fabricating a solid strut to replace the mono shock spring unit, so making the rear frame rigid. Ha, fooled you young master Ranger!

So, now we can ride it, we turn on the fuel tap at the bottom left of the body panel, click on the choke at the carburettor and, within a couple of kicks, the motor fires up and sits ticking over on the stand, tidy as you like. Within a couple of minutes the tickover starts to drop a little, so we open the throttle wide to release the choke latch, as the bike starts to tug enthusiastically on its automatic clutch. Mounting up, we scoot down the drive and into the lane to clear the motor, and Ranger is already pulling cleanly to demonstrate its willingness to perform. Acceleration is pretty good, though unsurprising considering this bike is obviously very low geared, so much so that the bike is over-revving so quickly that we instantly become concerned that we could blow up this newly rebuilt engine. Ranger revs out so quickly that we don't think it'd be wise to even try pacing the top speed, for fear the freshly restored motor might be over-revved and dead before our pacer even got a reading.



So how low geared is it?

Ranger has a 40-tooth rear sprocket, while the Easy Rider has 30 teeth. That's a 25% drive ratio reduction.

Ranger has 14-inch wheels with 2.75-inch tyres for a 19-inch overall diameter, while Easy Rider has 17-inch wheels with 2.25-inch tyres for a 21-inch diameter = 9.5% drive ratio reduction.

Assuming that an NVT

Easy Rider ER1 single-speed auto might normally be expected to achieve, say, 32mph—a reduction of 34.5% in drive ratio suggests the machine would be geared to 21mph at the same revs; that seems fairly close to the 18mph quoted in Ranger advertising literature of the time. Perhaps they were trying to suggest not to over-rev it ... but if you have no speedo, how would a child even know? The mild performance figures were only presented for the comfort of adult buyers.

Instead of the 12mm Dell'orto, which was ordinarily fitted on Easy Rider models, a smaller 9mm Dell'orto carb was fitted to the Ranger, presumably to limit the motor power, but it

seems to have a negligible effect due to the reduced gearing, since it still revs out very easily.

Pootling along at around 15mph doesn't really give much to comment on regarding handling, but the coarse block treads on the knobbly tyres gave a gnarled ride on tarmac, though the Easy Rider hubs in the smaller wheels expectedly delivered excellent braking at the Ranger's reduced speed.

If the forks on this Ranger appear a bit 'chunkier' than the usual Ranger forks, that's because this bike is fitted with Easy Rider forks since the originals had bent stanchions and broken springs. Easy Rider forks are the same length, offer heavier duty stanchions and springs, and fit straight in.

Out of the three 1970s' UK main-market 50cc Junior motor cycles we've produced features on, the Puch Magnum-X was clearly fastest all round with its 3.5 bhp motor, while the SIM offered similar speed at less revs than Ranger, though the NVT demonstrated faster acceleration. SIMs Anker-Laura reed-valve engine offered useful torque at lower revs, and its Anker-Laura M-48 would probably prove more durable than the over-revved Morini Franco MO1 in the long run.

All NVT branded models technically ceased in May 1978 as the bankrupt Norton-Villiers-Triumph Group fell into liquidation. NVT Easy Rider models continued to be built from parts in receivership until selling out of stock between February & April 1979. The Puch Magnum was priced at £277 in 1979.

This however was not the end, as ER1 and ER2 moped models resumed under BSA branding from April 1979.

The NVT Ranger also returned, re-branded and re-titled as the BSA Junior from August 1979, and using the same piston-ported Morini Franco MO1 engine as the NVT Ranger.





The 'pedal' Easy Rider was further joined by an ER1MK kickstart version in October 1980, which used the same kickstart motor as the BSA Junior. The two-speed 'pedal' ER2 was discontinued in March 1981.

During the early 1980s, a reed-valve variant of the MO1 engine was introduced to the Easy Rider ER1M/MK and BSA Junior, for which the advertising claimed 'gives the Junior powerful acceleration, yet maximum speed of no more than 25mph'.

So yes, the reed-valve would improve acceleration, and just by mentioning '25mph' was maybe now 'suggesting' the reed-valve motor 'might' be capable of going faster than the earlier piston-port motor quoted at 18mph, but in reality could only get to over-revving quicker, and unless the low gearing was raised, still wouldn't be likely to reach any faster speed than 21mph without over-revving and prematurely expiring.

It still had the same 40-tooth rear sprocket, and same size wheels, so unless the gearing had been raised by fitting a larger front sprocket ... form your own opinion ...

## Raleigh on Safari

by Mark Daniels

*Sponsored by a donation  
from Stephen Prior.*

In September 2009, IcenicAM interviewed Raleigh (South-east region) Sales Manager David Denny, and we've referred to these notes from time to time in various articles, but a few scraps remain that we've never actually used and we don't want to waste them. So here are a few David Denny gems to share that no-one has ever known, about the very earliest days of the RM1.

David Denny initially joined Raleigh on bicycle sales and was sent to Kenya in 1954 to cover cycle sales in Africa. Originally he was based in Nairobi, but Raleigh soon moved their head office to Mombasa (on the coast), since this location was better for port access and distribution.

In 1958, an early pre-production RM1 model was sent out to Africa with a Nottingham engineer for testing. In those days, at the time of the Africa test, there were just five miles of tarmac road going out of Mombasa, after which it was only bush track.

This test bike reportedly covered 4,500 miles over dirt tracks in East Africa with no trouble, and achieved an average of 176mpg while averaging a daily 214.7 miles daily for 21 days.

The Africa test RM1 was registered as KAN 227, and while this might look like a West Ham registration authority issued around May 1956, that would appear to be too early. David Denny did say the bike was registered in Kenya and, from 1950 to 1989, all Kenyan registrations began with a K. The second letter (A) was used by Mombasa from 1950 to 1966. The third letter, they worked through from A-Z (except I & O). We don't have information about when KAN was used, however it's about halfway through the sequence and, given that the number of registrations per year would be increasing each year, it would be over halfway through the 1950-66 span. That would fit with the time he was there, which we know was

ER1M and MK models continued into 1986, when the ER1M pedal version concluded in May 1986.

The ER1MK discontinued in December 1987, along with the only other remaining BSA branded GT50 model.

The final BSA Junior variant was the JTX, around its last year in 1986, with cast wheels, a different bodysell moulding, and up & over exhaust system.



**Next:** One of the main Italian lightweight manufacturers since 1968, and somehow we've never actually managed to fall upon a single one of its many models. Now we have one, hopefully we can scrape together a story. It had a simple tubular frame with blade girder forks and was the lowest priced machine on the market, listed at a mere 14 guineas, though it came as standard with no lights.

right in the middle at 1958. If it had been a Nairobi registration, we could have dated it to within a few months, but no matter.

The 'support' car was also registered in Mombasa: as KAF 582. which we estimate would have been from around 1955.

The Equator runs in a line across Kenya at 280 miles north of Mombasa, and David Denny supplied us slides of the RM1 and support car at a Pepsi equator marker at height of 8,715 feet (2,656 metres).



Following completion of the test, the RM1 was brought back from Africa, and David Denny returned to Britain a few months later, in time for Raleigh's announcement launch of the RM1 at the London Savoy in October 1958.

David Denny said that Raleigh was initially considering reviving the Rudge name for the RM1, but discounted this in favour of its own brand.

Raleigh presented the Africa RM1 on its stand 37 at Earls Court Show, still with all the mud and dust on it, and a card on the bike that described the Africa test. Raleigh wanted David Denny to appear on the stand in safari dress, but he wasn't too keen on that idea and went in conventional attire.

David Denny said the top-end of the engine was designed by Piatti, but the bottom end of the motor was the work of Geoffrey Topliss.

'La Bicycle Rastique' panned the RM1 in early reviews; then, shortly after launch, and suffering a high level of customer complaints, Alf Briggs (the scramble rider) was despatched by BSA to Raleigh to become involved and help sort out problems with the motor. He ended up based at Raleigh for two years.



**Next:** The 21<sup>st</sup> Century returns to cyclemotoring days with 'Ye Olde Legend of the Worme'.



*Icenicam Magazine is produced by Andrew Pattle and Mark Daniels. Mark rides the bikes and writes the articles; Andrew calls himself the editor, putting the magazine together and printing it.*

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