

The M·A·C

The Newsletter of the
East Anglian
Cyclomotor Club
Number Twelve
September 2010



Spotted at the Horham Rally



A New Hudson auticycle—the registration number tells us it was first registered in the Spring of 1956, so we know this is a late version of the ‘straight-frame’ model. The more curvaceous ‘Re-styled’ was launched in April 1956. This example already has some of the features of the ‘Re-styled’ model—the headlamp and the rack are the most obvious. It also has the same number plate and rear light as the Re-styled. They won’t show up in the photograph, but the transfers on the chainguard are also different from earlier versions.

This short-lived model 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.

Why did New Hudson bother to produce this updated version when the Re-styled was already being developed? This is conjecture, but maybe development of the Re-styled model was behind schedule and they just wanted something to announce at the 1955 Earls Court Show to maintain public interest.

Spotted at the Horham Rally

We’ll stay with the Horham rally for our second machine. We featured a similar machine as a ‘Spotted Extra’ last December. That one was on sale in the bike jumble at last year’s Copdock Show. Not only was it later bought by a club member, but it was also seen in action at our Mince Pie Run in January.

If you haven’t guessed yet, we’re talking about Mosquito cyclomotors—and, in particular, Mosquito cyclomotors in purpose-built frames.

Last year’s example was the ‘official’ version: a BMG (Bici-Mosquito-Garelli).

Our featured machine is one of the many independently-produced frames for the Mosquito: a Presto Sport.

This is a rigid machine, unlike the BMG, which had full suspension. It does have resiliently-mounted handlebars, however. The Mosquito-specific features are the front engine mounting and the remote engagement lever. With only minor changes these frames were produced to suit a number of different auxiliary engines. The luggage rack is part of the frame—not a bolted on after thought. Fluted pedal cranks and inverted brake levers make it an elegant machine.



It’s French, which means that the Mosquito is quite likely not a Garelli one. The French company of Chapuis Frères made them under licence. Coincidentally, Pete Stratford had an almost

identical machine for sale at the VMCC Founder's Day Rally in July.

Presto/Mosquito on Pete Stratford's stand at Founder's Day



Club News

AGM

The club's AGM will be held at Coddendam Village Hall on 14 November, following the Kneel's Wheels Run, so now is a good time to think about doing something to help run your club. In particular, I'm sure our Treasurer would be very grateful if someone else would like to have a go at that job. Nominations for Treasurer (or any other committee post) can be made in advance to the Secretary—or on the day at the meeting.

New Insurance Deal for Club Members

Peter James Insurance has formulated a vehicle Insurance Package offering specially discounted rates for all Club members. Peter James and fellow Director David Bird were among the first to introduce Agreed Value, Multi Vehicle, Limited Mileage with Breakdown Recovery and Motor Legal Expenses as standard.

Peter James told us, "When we set up Peter James Insurance, considerable thought was given as to how we would like the Company to evolve and we decided the following elements were essential to achieve what we were seeking:

- No automated call systems. We would employ mature and experienced staff only to enable us to provide every Club member with personal and individual service.
- By efficient use of technology, we would be able to keep administration costs to a minimum with the resultant savings being passed on to Club members through reduced premiums.
- Restricting our Marketing & Advertising

spend would be a further method through which we would pass on premium savings to Club members.

As a result of this philosophy, we have built a solid and growing business through which we are very proud to be able to provide outstanding service and substantial benefits in addition to the discounted rates. May I invite all Club members to call us first for their insurance quotations because we are the Enthusiast's Insurance Broker and we're always here to help."

Peter James Insurance is on: 0121 506 6040 or www.peterjamesinsurance.co.uk

Events

As well as the AGM, the autumn looks as if it's going to be a busy time for the club. In particular, we have events on every weekend in September. Then, in October, it's Copdock Show. We always try to put on a really good display at this show—and last year we won the Best Club Stand award. If you can help with setting up the stand, providing machines for display, transporting stuff, or anything else, we'd be really pleased to hear from you.

Calendar

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

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

Sunday 12 September **The Airship Run and Mopedjumble** from Cardington Village Hall, Southill Road, Cardington, MK44 3SP (opposite the *Kings Arms*). Meet from 10:00am for tea & coffee and an 11:00 start to the 25 mile ride. Details from Pete Smith on 07977 936123.

Tuesday 14 September **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 19 September **7th Coprolite Run & Mopedjumble** from Bucklesham Village Hall to Felixstowe Ferry Victoria. E-mail mark@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607.

Sunday 26 September **The West Anglian Run Rabbit Run and Mopedjumble** from Willington Village Hall, Church Road, Willington, Bedfordshire. Refreshment facilities at the village hall from 9:00am. Informal moped-style: so bring along items for sale or swap. Call Ralph on 01234 403796 for more information.

Sunday 3 October **Club stand at the Copdock Bike Show**, Trinity Park, Ipswich. Please e-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607 if you'd like to help or supply machines for the stand.

Tuesday 12 October 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 9 November 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 14 November Kneel's Wheels and the EACC AGM at Coddendam village hall. The last mopedjumble of the season with a tour of the quiet Suffolk lanes that stops at *Grundisburgh Dog*. More information from Neil Morley on 01473 743587.

Tuesday 14th December 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.

Raleigh Mopeds—Part 3 History, Model Introductions and Specification Changes - 1965 to 1967

Les Gobbett

1965

Announced in June, the RM12 Super 50 was a sports moped finished in black with a Neptune Blue fuel tank that sported plastic 'chrome' stick-on knee grips, 2.66bhp engine, variator transmission and "valanced" telescopic front forks. It was also fitted with a perspex fly screen and 'drop' handlebars, which were simply the normal pattern turned the other way round! It was priced at £87-19s-6d.

The range was extended in July with the addition of the RM6 De Luxe. Finished in Royal Carmine, it had the "power plus" 1.76bhp engine of the RM8 and a reserve position on the petrol tap. It cost £4 more than the basic RM6 at £53-19s-6d.

Early in the year, after frame number 5R 10410, the RM5 tool box lids and engine fairings were restyled. Legshields became a standard fitting in September starting with frame number 5R 61019.

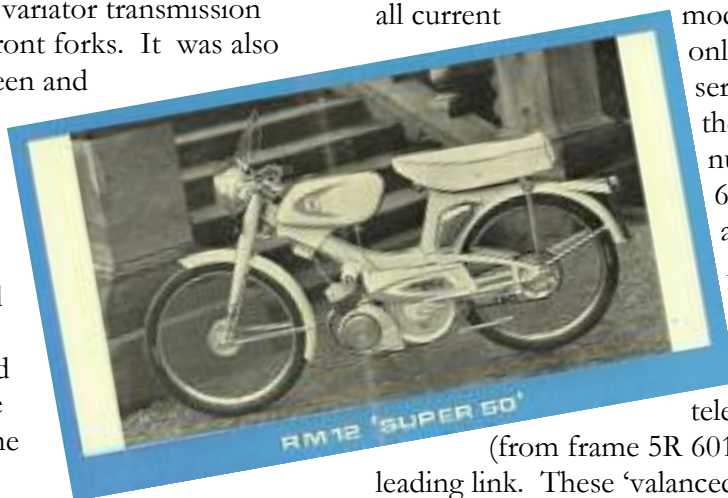
During the first half of the year, the RM9 front forks were given metal covers similar to those fitted to the RM4 and, a little later, a plastic chain guard extension piece was added to further protect the final drive chain.

A modification in the first half of the year to the RM6, from engine number R100101, was the fitting of a larger and stronger crankshaft identical

to that fitted to the later RM4, RM5, RM8, RM9 and RM12. This crankshaft can be recognised by the main bearing lands of 16mm diameter, the earlier crankshaft having smaller 15mm lands. A later modification, from engine number R109000, was the fitting of an improved lighting coil, now violet in colour, previously blue, together with a modified flywheel stamped "15/". These had different electrical capacities to the superseded items and were not interchangeable.

Around the middle of the year, the basic RM6 was offered in a choice of colour schemes, Neptune Blue or two-tone Raleigh Green and Pearl Grey. From November the RM6 was available finished only in Neptune Blue and fitted with the 1.76bhp engine of the Runabout De Luxe.

Around the middle of the year the RM8 was now offered with a choice of two colour schemes, Pearl and Charcoal Grey or Pearl Grey and Royal Blue, but from November the Charcoal Grey option was deleted. Around this time, from frame 8R 8574, the RM8 was fitted with a new headlamp of Wipac manufacture, and all current



models were now fitted only with Wipac 156 series tail lamps from the following frame numbers; 5R 10725, 6R 46631, 8R 11013 and 9R 6117.

At the same time the RM5 was now fitted with 'valanced' telescopic front forks

(from frame 5R 60184), formally leading link. These 'valanced' forks were only covers over RM8 forks to make them look more substantial than they really were, and identical to those fitted to the RM9. This styling modification was applied to all subsequent models, ie: RM9+1, RM11 and RM12. Other changes to the RM5 in June were the fitting of a square headlamp and a new colour scheme of Pearl Grey and Fire Red, with Neptune Blue and Pearl Grey offered as an option towards the end of the year.

Announced in November was the RM6 Super De Luxe, replacing the RM6 De Luxe after only five months. It had an improved specification which, in addition to the petrol tap

with reserve position, and the “plus power” 1.76bhp engine of the De Luxe, now included legshields, electric horn, and a light alloy inflator as standard. Finished in Royal Carmine, it cost only £ 5-0s-0d more than the basic RM6 at £54-19s-6d.

Also announced in November was a RM9 colour change to Polychromatic Golden Sand.

1966

The range stayed as in 1965 but with the addition of the RM11 Super Tourist on 1st January.

This was a touring version of the RM12 with upright handlebars and a carrier. Finished in Royal Carmine and fitted with the 2.66bhp engine and variator transmission, it was priced at £81-5s-4d. Between frame numbers 11R 60017 and 11R 60179, the RM9 handlebar arrangement was changed from stem mounting to fork yoke clamp bolt fixings towards the end of the year.

Also announced at this time was a luggage carrier to fit the models with rear mounted fuel tanks, which is now a sought after accessory. Made for Raleigh by Wiston Ltd of Lytham St Annes it sold for £0 -15s - 6d.

The RM12 colour scheme was changed to Pearl Grey with Red trim and the plastic ‘chrome’ knee grips deleted.

The RM6 was now offered only in the single colour of Neptune Blue, and the RM8 now only in Peal Grey and Royal Blue. A cheaper engine fairing screw replaced the knurled type previously fitted to all models with the exception of the RM5 which retained the original knurled pattern.

A modification in March affecting the RM5, RM11 and RM12 models was the fitting of a square shaped cylinder head and barrel. A further modification in June affecting the RM5, was an increase in the length of the bottom bracket axle from 8" to 8 ³/₁₆" to provide increased fairing clearance on the right hand side. Another March modification was the switch from BA to AR2 series carburettors for the RM6, RM8 and RM9.

In September the automatic gearing of the RM5, RM9, RM11 and RM12 models, which had been operated by four balls, was changed to three. The RM6 and RM8 clutch shoe retaining

plate was redesigned in October to be retained by two screws, previously four.

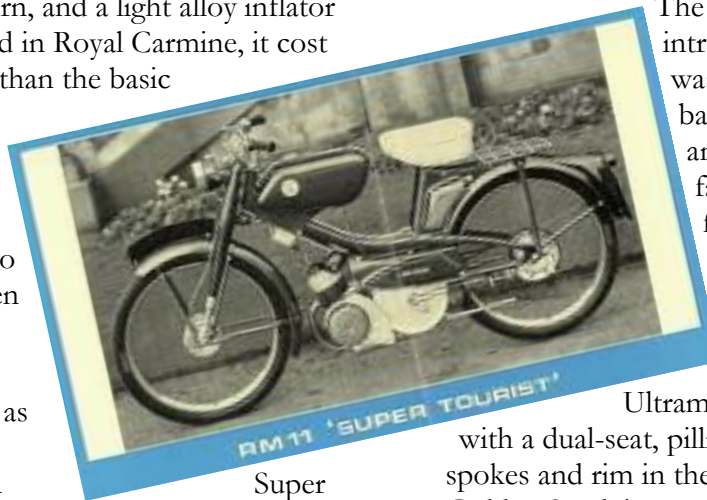
The RM6 “Pop” was introduced in October. This was a cheaper version of the basic RM6 finished in Black and cost exactly £32 at the factory gate. Strangely, the frame numbering for this model was changed from 6R xxxxx to 3R xxxxx.

A new model in November was the RM9 Ultramatic Plus One, it was fitted

with a dual-seat, pillion foot rests and stronger spokes and rim in the rear wheel. Finished in Golden Sand, it was priced at £76-3s-8d.

Between frame numbers 11R 60017 and 11R 60179, the RM11 handlebar arrangement was changed from stem mounting to fork yoke clamp bolt fixings towards the end of the year.

To be concluded...



Super

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

Andrew Pattle, 7 Unity Road, STOWMARKET, IP14 1AS. Phone: 01449 673943
E-mail: eacc@autocycle.freeserve.co.uk

Web site

<http://www.autocycle.freeserve.co.uk/>

Standing information

Contact details for all club officers are on the club information sheet that you get when you join or renew your membership. Spare copies are available from the website or from the Secretary.

Changes to the Information Sheet

Peter James Insurance is added to the Insurance section (see page 2 of this newsletter).

Mark Daniels's e-mail address has changed to danny@mopedland.ukfsn.org.