

The M·A·C

The Newsletter of the
East Anglian
Cyclemotor Club
Number Thirteen
December 2010



Spotted at the Coprolite Run



We seem to keep featuring Dave Watson's bikes in "Spotted"—is that because he has a taste for the unusual ... or just because he has so many?

This one is a Gimson and no one at the Coprolite run had seen one before (or weren't admitting to it, anyway).

It's Spanish. Hermanos Gimbernat was a small Catalan cycle factory that produced mopeds between 1956 and 1982. It has "Gimson, lic. Flandria" cast on the crankcase covers; that gives a clue about its origins. Gimson introduced a couple of models—The Sport Lujo and the Tourist—in 1963 using a Flandria-licenced motor and a T-shaped pressed steel frame.

And that's where our knowledge runs out. It's not simply a re-badged Flandria: Flandria favoured tubular frames for its sports mopeds and, although the Flandria Rally had a pressed steel frame, the Gimson's frame is not the same as that.

It seems more likely that Gimson would have bought frames in rather than press them themselves ... but where from?

Spotted at the Wetheringsett Run

Here's a scene from the Wetheringsett run with Carl Harper and Mark Daniels deep in discussion about cyclemotor engines. Of all the production cyclemotors available in 1950s Britain, the two in the picture are probably the most exotic.

The main one under consideration is a Lohmann: the tiny 18cc compression ignition motor—the smallest and simplest cyclemotor of its era.

On the other hand, sitting in the box in the foreground is a Ducati Cucciolo. This is right at the other end of the scale: a 4-stroke with a pre-select two-speed gearbox. That makes it the most complex and most powerful cyclemotor.

These two cyclemotors, at opposite extremes of the range, were both handled in Britain by Britax.

Of the machines that made it onto the market in Britain, these two must be the most sought-after by today's enthusiasts. The two examples in our photo had both been recently acquired—and at prices that weren't outrageous, which shows that there are some still out there if you look for them.



Club News

AGM

The club's AGM was held at Coddendam Village Hall on 14 November, following the Kneel's Wheels Run. There were no startling changes—Mark even allowed himself to be talked into staying on as treasurer. There was a lot of discussion about what the club could do to get more spares into circulation. No definite conclusions were reached but it was plain that everyone there thought that we should be doing something. It's up to the committee now to work out what that something might be. The committee will be having a meeting about this during the lunch-stop at the Mince Pie run.

The other thing that discussed was the club's register of machines. We have quite an extensive register but, although bikes that go through the V765 and dating schemes are recorded on it, there's not much else done to keep it up to date. This means, at renewal time, we'll be asking you to provide details of what you own. Providing this information will be, of course, purely voluntary but will be of great use to the club. As well as increasing the data available for dating bikes, knowing what types of machines you all have will be a guide to what spares are going to be needed in the future.

For more information about what went on at the AGM, go to the club website where you can read the full minutes of the meeting. If you don't use the Internet, ask the secretary for a copy.

Copdock

We won again! The EACC was awarded the prize for the best club stand. We're particularly pleased with this because, although we've won a few times, this is the first time we've had the award two years running. Next year, there's a good chance that Copdock Show will be made into a two-day event—so we'll be looking for even more help then.

Events

Kneel's Wheels closed our 2010 rally season, so now is the time when we'll be working on all those projects ready for next year. Although the main 2011 rally season doesn't start until April, there's still something to prevent your withdrawal symptoms: the Mince Pie Run on the first Sunday in January—maybe we'll have snow again this

time! Despite the weather, the Mince Pie Run is our biggest event of the year, and one of the oldest-established; this will be the 28th time this event has been held. Don't miss it!

Calendar

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

Tuesday 14 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.

Sunday 2 January **The 28th Mince Pie Run**, our biggest event of the year. Meet at the Orwell Yacht Club, Wherstead Road, Ipswich, IP2 8LR for tea, coffee and mince pies. At 11:00 we will leave on a run to The Shipwreck Bar at Shotley. For details and directions contact David Evans on 01473 687820; please 'phone if you can, as this helps with planning the catering.

Tuesday 11 January **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 8 February **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 8 March **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 10 April **8th Radar Run and Mopedjumble** starts at Bromeswell Village Hall for a superb circuit around Bawdsey peninsula with lots of historical interest details on the course notes. The usual free pitches for jumble stands - call to reserve a spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Paul Nelmes: 01394 671222.

Tuesday 12 April **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 17 April **Ride it!** Every year the FBHVC has its **Drive it/Ride it Day**. The aim is to increase public awareness of Vintage and Classic vehicles by having as many as possible on the road for one day. There are many events - see the Federation Website - www.fbhvc.co.uk - for more details.

Sunday 8 May **The Nice 1** from the Rising Sun, Hall's Green, SG4 7DR (TL275286 on Landranger sheet 166). This North Herts Nonconformists event will be run under the auspices of the VMCC Cyclemotor Section (day membership will be available). Information from Peter Lawson on 01438 743515, or Peter Smith at sidperkins@hotmail.com.

Raleigh Mopeds—Final Part

History, Model Introductions and Specification Changes - 1968 to 1971

Les Gobbett

1968

In January the Wisp rear sprocket was changed from 44 to 36 teeth to raise the gearing after many engines had been replaced due to over revving. The Wisp frame was modified at this time with an increased angle on the head tube, and the handlebars altered to suit the new angle.

From January restyled 'Tautline' front fork covers and a 'Square Fin' engine were fitted to the RM 5.

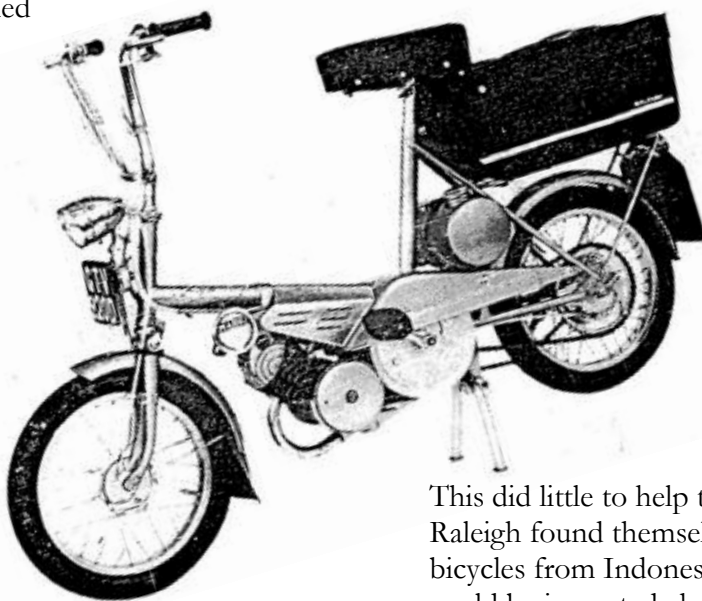
The RM 9 and RM 9+1 were now offered in a choice of colours: Royal Carmine or a 'reversed' colour scheme, in which the frame and forks were painted in Calypso Coffee with the remainder of the machine in Peal Grey. This paint scheme was discontinued after a few months with both models then offered only in Royal Carmine.

A modified silencer, shorter in length and with the baffles an integral part of the end cap, was also now fitted to both RM 9 models. The 'blunderbuss' front pipe remained unchanged and therefore interchangeable with both silencers.

The RM 6, RM 6 SDL, RM 8 and RM 9 were now fitted with "Super Comfort" saddles. These were similar to, but a cheaper version of, the RM 4 saddle.

1969 to 1971

Production officially ceased in September 1969 for all models with the exception of the basic RM 6, which continued with a revised frame numbering system until February 1971. One such RM 6 being first registered on 30/3/71 as YHJ 65 J, engine number R193170, frame number 046084, the 6,084th machine made after the change to the frame numbering system. This machine is probably one of the last few hundred made, and was advertised for sale in *Old Bike Mart* in April 2001. The engine number indicates that approximately 194,000



engines of all types were assembled by Raleigh from parts supplied by Motobécane.

Extract from Old Bike Mart, June 2000:

Raleigh Run Down

"Readers may recall an issue or two ago, I mentioned that Raleigh were finally closing their Nottingham doors after 115 years."

"Not so long ago Raleigh's plan was to move into a new £14 million factory to be built at nearby Bulwell. However, the land on which the factory was proposed was an allotment site and

home to bats and toads. Three allotment holders objected and went to the High Court to prevent Raleigh's proposal. The company had thought without this problem and sold the existing factory site but the delays caused by the High Court action rendered it necessary to lease back the old factory at great expense.

This did little to help the situation in which Raleigh found themselves when complete bicycles from Indonesia, Malaya and Thailand could be imported cheaper than those assembled at Nottingham (remember Raleigh sold off their manufacturing plant in 1999 to concentrate on assembly of imported components). Although about 100 jobs remain as Raleigh shrinks to a design and distribution centre, the three allotment holders can be very proud of the fact that they are responsible for the loss of 300 other jobs within Raleigh."

Letters

Dear Andrew,

I would like to thank various people through the pages of *The MAC*. These are:

Danny – for the good Coprolite Run and being a good friend to lend me his Hercules Corvette for the Kneel's Wheels run.

Neil Morley – for organising the Kneels Wheels run – and **all the other organisers** of runs I've been on over the last 12 months.

Tom Castle – for taking me to and from Kneel's Wheels, as my van was off the road.

All the crew who serve up tea and coffee and act as backup on all the runs

The committee of the EACC – for the splendid work they do in all those committee meetings they have not had – and especially for standing for election again this year.

And all my Fellow members of the EACC – who always give me a warm welcome when and what ever run I do.

*All the best from
The Loonatic*

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While Lindsay is thanking everyone, this seems like the ideal opportunity for us to thank him in turn. As I and several other club members know, Lindsay is always very generous in lending his own machines out to anyone at a run who needs one. What's less well known is how much Lindsay has done for our club "behind the scenes". He's always willing to give help in any way he can and, without that help, the club would not have been as successful as it is today. Thanks, Lindsay.

Andrew

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Insurance Corner

In the previous edition of The MAC we announced that Peter James Insurance had started offering a discount to EACC members. Peter James has sent us this article, which is intended to be the first of a series covering various aspects of insurance. We know that several club members have taken part in events abroad, so this should be useful information.

European Travel

by Peter James

Driving into Europe these days is far easier than used to be the case but it is still vital to make sure you are properly insured. All motor policies give minimum legal cover for travel in European Countries within the EU and those outside with which the UK has a reciprocal agreement such as Norway or Switzerland. The full policy cover is also recognised in these countries. In other words, if you have comprehensive cover in the UK this will extend to comprehensive cover whilst driving in the countries specified on the Motor Certificate.

The potential problems arise with the European Countries on the fringes such as those within the Balkans. When you leave the EU, your first step should always be to establish with your insurer that you are covered in the countries you are visiting. Different insurers take a different approach to such countries as Slovenia or Macedonia for example

and none automatically includes the USA and Canada. In all cases, make sure you take your Motor Certificate or Green Card with you.

If your policy includes Breakdown Recovery and Motor Legal Expenses, as many classic policies now do, make sure that the policy operates in the countries you are visiting. Generally, the service in the more frequently visited countries is excellent but it's important for you to take the correct help line numbers.

So much for the vehicle: now for the driver. Notwithstanding the far wider Travel Insurance now provided under most Household Policies, it is the case that adequate cover is often only provided by purchasing a separate travel policy. If you buy such a policy do make sure you take it with you as part of your travel documents.

If you are unfortunate enough to need medical or vehicle attention during your trip, producing the policy can save you time and trouble. Also be aware, the reciprocal arrangements previously in force in the Channel Islands and Isle of Man now no longer apply.

Overseas travel should be a thoroughly enjoyable experience either on or in a well maintained vehicle but always remember to plan your Travel Insurance cover well in advance and don't be afraid to ask.

The East Anglian Cyclemotor Club

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

Membership is just £3.00 a year for UK residents (and it's £5.00 for the rest of Europe, & £7.00 for the rest of the world). The membership form is available from our website... or just ask and we'll send you one.

Secretary

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Web site

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Standing information

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