



## Spotted at Kneels Wheels



In these columns we tend to pick on the more unusual machines that make an appearance at our events. It's about time we had a look at some of the more popular machines. And what could be more popular than a Raleigh Runabout?

Raleigh introduced a range of mopeds based on the French Motobécane in 1961, following the merger of Raleigh with Tube Investments. Various models were made over the following ten years with a total production of around 190,000 machines.

The basic model in the Raleigh range was the Runabout or RM6. The Runabout was a single-speed, single-seater with no suspension and a simple cycle-type calliper brake on the front wheel. Although the Runabout was meant to be the most basic model of the range, there were several variants of the Runabout. The most austere of these was the Pop and the most luxurious was the Super de Luxe.

The machine in our picture—taken in a fog-shrouded car park at Kneel's Wheels last November—is one of these Super de Luxe models: the top of the Runabout 'sub-range'. The Super de Luxe was made from November 1965 until September 1969 and can be recognised by its legshields and all-over Royal Carmine

## Spotted at the Mince Pie Run

Continuing our theme of popular models brings us to the New Hudson autocycle. Not quite in the same league as the Raleigh, the total production of New Hudsons was in the region of 29,000. Like most autocycles, the New Hudson was changed in 1950 to accommodate the Villiers 2F engine instead of the Junior de Luxe. Unlike other autocycles, the New Hudson was further developed into a Re-styled version in 1956.

The New Hudson was more popular than other autocycles for one simple reason—it was cheaper.

All Villiers 2F powered autocycles are rather alike with a spring fork, rigid frame, 21-inch wheels and the same engine—so price becomes a significant factor in deciding which make to buy.

The New Hudson below, seen at this year's Mince Pie Run is the 'middle' model that accounted for about half of New Hudson's total production.

This particular machine is a familiar sight at club events. Keith Ashby not only rides it at events but also uses it to get to the event and to go home afterwards. This bike will be 60 years old this year and it's still going strong transporting its owner over considerable distances.



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## Club News

Not much to report from your committee. We usually have a meeting at the Mince Pie Run so we can get on with the things you told us to do at the AGM. However, with our treasurer away sunning himself in New Zealand, we thought it better to wait a bit. We'll be meeting at the Radar Run.

### MoTs

As you all know, we have to have an MoT test on mopeds here in the UK. That's not true for the whole of Europe; in France for instance, there is no CT (*Contrôle Technique*) test for any motor cycle ... yet.

A recent VOSA newsletter (VOSA is the government agency that administers MoT testing) reveals that the EU is considering introducing a Europe-wide standard for motor cycle testing. As this is something we already do in the UK, it's not likely to have much effect on us ... it'll hit other countries harder. Looking back towards France—the French are already trying to implement the CT for 2-wheelers. The plan was to start with mopeds on 1 January this year—but the plan has collapsed in an untidy heap in the face of widespread opposition and administrative chaos. It has been postponed for a while—probably until the Presidential elections are over.

Back in the UK, we can look forward to a relaxing of MoT requirements. The government would like to exempt pre-1960 vehicles from testing. That won't affect those of you with Puch Maxis and Raleigh Runabouts but it'll cheer up those of us with cyclemotors and autocycles. It's rumoured in the trade that this will be implemented in August but we've not seen any official confirmation of that.

### Cyclemotor Run

We've been asked several times if the club could have a run more suited to cyclemotors and the committee's response has been "Of course it can; now who'd like to organize it?"

With a distinct lack of willing volunteers, here's a compromise: we'll have a shortened cyclemotor route at the Radar Run in April. The Radar Run is particularly suited to this because the full route has a couple of 'dead-end' spurs. If cyclemotorists omit these they have a shorter run that's still entirely on the same roads as the full route. Cunning, eh?

### Events

Here are our events for the next few months:

#### Calendar

- Every Tuesday** **EACC and FMCC evening meeting** at the *Half Moon*, Walton, Felixstowe, around 9:30pm.
- Sunday 25 March** **Duloe Daffodil Dash**—a West Anglia run from Duloe Village Hall taking in villages around North Bedfordshire and Cambridgeshire with a lunch stop at *The Chequers*, Yelden. Refreshment facilities at the village hall from 9:00am. Informal moped 'bring and buy', bring along items for sale or swap. For more information please contact: Alex on 01480 219333, or Ralph on 01234 403796.
- Sunday 15 April** **The 9th Radar Cyclemotor and Moped Run and Jumble** starts at Bromeswell Village Hall. A superb circuit around Bawdsey peninsula with lots of historical interest. The usual free pitches for jumble stands - call Paul on 01394 671222 to allow him to set your spot in the hall. Jumble opens from 9:30am, run sets off at 11am. Everyone welcome.
- Sunday 6 May** EACC members are invited to **The Nasty & Nice run** - a North Herts Non-Conformists event run under the auspices of the

VMCC Cyclemotor Section. VMCC day membership rates apply. Meet at the *Rising Sun*, Hall's Green, SG4 7DR. Information from Peter Lawson on 01438 743515 or Pete Smith on 07977 936123

**Sunday 20 May** **The 30th East Anglian Run** starts at Long Thurlow Village Hall. The oldest-established event in our calendar: the first East Anglian run was the very first event staged by the EACC. The Village Hall (which, is in Great Ashfield) will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:00. If you need more info, e-mail [cyclamarster@yahoo.co.uk](mailto:cyclamarster@yahoo.co.uk).

**Sunday 3 June** **The Reservoir Dogs Moped Run** will leave from the Marks Tey Café (Junction A12/A120 west side of Colchester) at 11:00am. Lunch stop *The Fox* at Layer De La Haye, choice of routes from 30 to 15 miles in total. Please e-mail if you are interested: [reservoir.dogs@cloudbase.biz](mailto:reservoir.dogs@cloudbase.biz)

**Saturday 9 June** **Horham Bygones Country Rally**. As in previous years, we'll have an EACC display at this Rally. We'll also arrange a Saturday evening road run. Then on....

**Sunday 10 June** We'll have our usual **Horham Bygones Run** in aid of East Anglia's Children's Hospices. Information from Andrew on 01449 673943.

**Sunday 24 June** **Club Stand at Felixstowe Motor Cycle Show**. The show will be held in the town centre and the council will close the main part of the shopping area to traffic. If you can help with the stand, we'd like to hear from—please contact Danny (01473-659607) or Andrew (01449 673943)

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

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

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

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

## Cyclemotor bicycles

A recent conversation on the MACC forum was the inspiration for this look at the various special bicycles that were made for cyclemotors in the UK.

### BSA

The most popular of all the special cyclemotor cycles, the BSA was primarily intended for use with the BSA Winged Wheel engine. It was sold as a complete machine with a Winged Wheel already fitted but could also be bought without a rear wheel as the brochure said “for use with Motorised Wheels of all types”, which would have meant a Cyclemaster. A third version was sold as a frame and forks but with no wheels or brakes. This version could be built up to take any cyclemotor. This third version was considerably cheaper because, unlike the other two, it was not subject to Purchase Tax.

Unlike other cyclemotor frames, the BSA had a Webb spring fork. A cable-operated stirrup brake was the standard fitting, but a calliper or a drum brake were available as options. The three versions were available as gents’ or ladies’ frames, making six models altogether.

In addition, all six models were also produced with New Hudson or Sunbeam badges.

### Casalini David

Having said in the opening paragraph that this article would be about cyclemotor bicycles in the UK, what’s this Italian bike doing here. Well firstly, it serves to show how much better these things were done on the Continent, and secondly, it almost made it into the UK.

The British-made cyclemotor frames were little

more than normal pedal cycles. Far from being “specially made” any manufacturer that made cycles for the Post Office already had all the jigs and tooling



B.S.A.

Model 615 W.W.

Sunbeam

Model T14 W.W.

New Hudson

Model G13 W.W.

needed to make a cyclemotor frame—even down to the dropped top tube on the gent’s models. On the other hand, the Casalini David was a proper, purpose-built frame with a girder fork and a petrol tank built into the frame. On

mainland Europe, frames like these would not be retailed. They’d be supplied to smaller makers who’d build them up complete with an engine and sold to the public as a finished motorised bicycle. We did things differently in the UK, buying cycles and engines separately and then fitting the two together. The main reason for this difference was the peculiar Purchase Tax situation in the UK, which made buying a finished bike more expensive.

So, what’s the connection between the Casalini

*British-built Light Autocycle Announced by  
Power-Pak Engineering Co., Ltd., for the  
Coming Season*



David and the UK? A Casalini David appeared at the 1955 Earls Court Show ... on the Power Pak stand. Power Pak was showing the prototype of its new Mo-Ped. This was a complete, roller drive moped built around the Casalini David frame and forks. The Mo-Ped never went into production.

**Coventry**

**See Triumph.**

**To be continued**

### Tim Bunting

Tim had been a member of our club from the early days and was a regular rider at club events- always riding a VéloSoleX. He also took part in VMCC Cyclemotor section events – the 100-mile run in particular. I think it was at one of these runs that Tim developed his idea of riding the route in the opposite direction so that, rather than being left behind the pack because the VéloSoleX wouldn't keep pace with the faster machines, he'd meet all the other riders as he passed them going the other way. Many will also



remember Tim for his 2CV, into which he managed to fit himself, Margaret and two Solexes. Tim's failing health prevented him from riding at recent events, but he will long be remembered. He passed away on 18th February; our condolences go to his family.

### John Michael McCartney—1928 -2011

John Mac was one of the higher profile personalities on the cyclemotor/autocycle/moped scene in recent years. John had a busy life with varied interests: sailing, golf, hill walking and running the family business of a chain of men's outfitters, but motor vehicles were always high in his personal interests.

There was involvement with veteran and vintage cars, rallying, hill-climb and sprints, and a lifelong love of exotic Italian machinery which involved several Ferraris and his last Maserati road car.

In his later years, John developed an interest in the restoration and collection of small capacity bikes and was famously accumulating his legendary A-Z collection of cyclemotors, autocycles and mopeds. Like many folks when they get older, John had pretty much abandoned actually riding these bikes, but maintained a strong self motivation for restoration, and great enthusiasm for collection and showing his bikes, and became particularly interested in knowing the history of these vehicles—which is probably where I first came into contact with him in the early 2000s, in his eternal pursuit after obscure parts.

The geographical distance between us made actual meetings infrequent but, from the many occasions he would ring me up, I will remember John most for his distinctive voice. Speaking to so many people on the phone, you could always pick John's tone out straight away—maybe he would have had the perfect voice for radio! John died in hospital on November 18th 2011, after feeling unwell just 2 days earlier.

Our deepest condolences to his wife Margaret, to

whom we spoke to just recently.

John will be missed from our circle, he was a great personality.

*Mark Daniels*

### Tony Twycross, 1929-2011.

Tony was an early member of the VMCC Cyclemotor Section and was one of the riders on the section's first ever road run in May 1976 riding a Lohmann. Tony was a member of the original EACC and joined our present club when it was revived. Tony's interest was in the more rudimentary machines, preferring cyclemotors to autocycles or mopeds. This interest was also reflected in his veteran motor cycles, among them an 1898 Werner and one of the oldest surviving Ariels. Tony Passed away on 10th December 2011 aged 82 years



## The EACC

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

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

### Secretary

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

### Standing information

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