The M·A·C

The Newsletter of the EACC

Number Ninety October 2025

FBHVC MEMBER

Welcome to the August 2025 Issue of the MAC. My name is Alan Wilkins, but everyone calls me Al. Again, over the past couple of months there doesn't seem to of been as much content emailed through to me as in previous months, which without I am not able to publish the MAC.
A big thank you to those that took the time to send in their contributions. If anyone has any ideas how to boost club member and content for the MAC please submit you ideas'

A quick reminder, this is your club magazine, so please help me fill future editions of the MAC by continuing to send in your stories, articles, and events, that you would like to share with other members. The email address: maceditor@yahoo.com
I have been asked by a club member to say a bit more about myself.

"My favourite topic"  For now I will just say that I have 12 motorbikes of various ages & sizes. I have 7 bikes on the road with the others in need of restoration. Currently' I'm working on a 1948 Excelsior Autobyk which I need lots of parts for and very shortly will be starting work restoring a 1990 Honda C90. I may start a restoration log of these two bikes for the MAC.

Club Information

The EACC is the club for all Cyclemotor, Autocycle and Moped enthusiasts everywhere.
Membership forms are available from our website... or just ask and we'll send you one. Details of membership fees can be found on Page 3

Secretary: Andrew Roddham. 10 Gracious Street, Whittlesey, Peterborough, PE7 1AP.
Email: aroddham.eacc@btinternet.com
Telephone: 01733 703655

Membership & Webmaster: Andrew Pattle, 7 Unity Road, Stowmarket, Suffolk, IP14 1AS.
Email: membership@autocycle.org.uk
Telephone: 07798 696433

Dating Certificates & V765 Applications: Andrew Roddham:
aroddham.eacc@btinternet.com 01733-703655

Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Treasurer: Sharon Wikner, 54 Dane Road, Warlingham, Surrey, CR6 9NP.
Email: sharonjwikner@gmail.com

EACC Committee Members: Andrew Roddham (Secretary), Sharon Wikner (Treasurer), Mark Daniels (Events Secretary), Martin Gates, Garth Jeffery, & Neil Morley, Andrew Pattle. Contact details for all officers are on the club information sheet, which is supplied when joining or renewing membership. Spare copies are available from the website or from the Secretary.

EventsSecretary: Mark Daniels: mark.daniels975@btinternet.com 01473-716817

Club Publicity: Roxana Husain**.**

Club Regalia: Garth Jeffrey: growler.jeffrey@gmail.com 01508-499794

The MAC Magazine - the Club's Newsletter: Alan Wilkins Email: maceditor@yahoo.com
On-Line:
Website: www.autocycle.org.uk

Forum: http://eacc.freeforums.net/

Facebook: https://www.facebook.com/groups/254351421715768/

Icenicam: http://www.icenicam.org.uk

The Moped Archive: http://www.users.globalnet.co.uk/-pattle/nacc/arcindex.htm

FBHVC: https://www.fbhvc.co.uk/

The Moped Gallery: https://www.icenicam.org.uk/gallery/galindex.html

MEMBERSHIP FEES

Email Mac membership	£5.00	(£5.45 via PayPal)
Printed Mac membership.	£15.00	(£15.80 via PayPal)

Dating and registration services remain as before:

One certificate	£15.00	(£15.80	Via PayPal)
Reprints	£6.00	(£6.50	via PayPal)

Multiple certificates-

2 £30.00 Or (£31.25 via PayPal)
3 £45.00 (£46.60 via PayPal)
4 £60.00 (£62.20 via PayPal)

For further quantities, please ask and I will calculate the fees that PayPal charge the club for the service.

Our preferred method of payment is by bank transfer - it is free and reduces admin. If you wish to send a cheque, please make it payable to- **East Anglian Cyclemotor Club** or **EACC** and make sure it is SIGNED! If you don't use online banking,you can take our details to your bank and they will make the transfer for you.

OUR BANK DETAILS:

Account number 00848165. TSB bank
Sort code 30-93-22

If you have any queries please contact me- Sharon Wikner (treasurer)
07771705627
Or sharonjwikner@gmail.com

Sections

There are several regional Sections that organise events in their areas:

Essex: Paul Efreme has resigned, no replacement yet.

Hertfordshire: Andy Cousins, 01462 643564 0r 07969 369062

Lancashire Slow Riders: Paul Morgan, moggie64@gmail.com

Northamptonshire: Ray Paice, 07799 662203, raypaice@aol.com

Norfolk:

North East: Ron Paterson, ronpaterson21@gmail.com

South East Moped Enthusiasts: Sharon Wikner, 07771 705627, sharonjwikner@gmail.com

Suffolk: Neil Morley, neil.morley@btinternet.com
Mark Daniels, 01473 716817, mark.daniels975@btinternet.com

Wiltshire: Steve Hoffman, 07891 251118, shffm@sky.com

Yorkshire: ('The Rotherham Roamers'): John Bann, 01709 961434, mobymagic@gmail.com

If members in areas different from the ones listed above would like to start a new Section, please contact the Secretary. He will be pleased to hear from you and provide help to enable a new Section to be created.
Ray Paice (see above) did get a 'Midshires Group' going some time ago. There were 17 at the first meeting, then it gradually dwindled to just 5 people. It still meets once a month for lunch but really needs more participants. If you are tempted to join the Group, please get in touch with Ray.

MAC Newsletter

For any articles, pictures, meetings or upcoming events please forward them to the Alan Wilkins “Al”: maceditor@yahoo.com

Events

Every Tuesday: EACC Suffolk Section, members can be found at the Falcon, Walton, Felixstowe late on Tuesday evenings. See page 13 for forthcoming events

Every Month: EACC Lancashire Slow Riders gather on a Sunday morning from 10:30–12:00, once a month at the British Commercial Vehicle Museum, King Street, Leyland, PR25 2LE. There's no set date; it will be posted on the Slow Riders Facebook page. https://www.facebook.com/groups/1117088391648578/ or enquire by e-mail: lancashireslowriders@gmail.com.
LSL have a few ride weekends planned already for 2024, all include camping at cheap rates or free....
Plenty more to follow, usually at least one a month between April-September
Check our Facebook page or email us (see details above) for up-to-date details.

Second Wednesday each month: EACC Norfolk Section meeting at The Bluebell, Bacton Road, North Walsham, NR28 0RA starting at 7pm.

South East Moped Enthusiasts (S.E.M.E) Run Calendar
For any further information call or text Sharon on 07771 705628 (or text)
Email: sharonjwikner@gmail.com

Moped Misfits Three Counties Meanders: Croperdy area, North Oxfordshire
Several outings planned, including trip to see a Vulcan Bomber, Gilkes cafe at Kineton and Hook Norton Brewery plus a camping weekend.
Email: judithrussellbrookes@hotmail.com

Kneel's Wheels & EACC Annual General Meeting at the Coddenham Centre IP6 9SR. 16th November

Kneel's Wheels is the biggest of the EACC village hall-based runs based from Coddenham. Full reception facilities and free refreshments are available on arrival. The Coddenham Centre opens 9:30am, the run sets off at 11:00am after the AGM. The route is the same as last year with the lunch stop at Claydon Crown. After lunch, the run returns to Coddenham.
Directions to the start: Coddenham is on the B1078. Leave the A14 at its junction with the A140 and the B1078 is the first turning to the right off the A140. Coddenham is the first village along the road. After the road snakes

around the church, turn left in the village centre. The Coddenham Centre (village hall) is along this road on the right.
Everyone welcome – Free day membership if you're not an EACC member. Please contact the organiser for more information or to reserve a jumble space in the hall or simply set up outside. Telephone Neil Morley on: 01473 743587.

News

The Club AGM will be held on 16th November at 10am.
The location is Coddenham Community Centre, Mary Day Close, Coddenham, Ipswich, Suffolk, IP6 9PS and is timed to occur just before the start of the Kneel's Wheels Run.
I have received no notices of proposals for the meeting, and no Club officers have tendered their resignation so it should be a quick meeting, finished comfortably before the start of the run.
Copies of the minutes of the last AGM are available from the Secretary.

Also, I don't think I gave you a summary of the last AGM, held on 13th April at Bromswell Village Hall, so here goes:

Apologies for taking a few weeks to write up these short notes on the last Club AGM (postponed from November 2024). Life has been a bit busy over the past few months, and my machine dating duties have only recently eased off, following the winters and spring's plethora of requests.

Following a brief committee meeting, the meeting opened at 10.25am. There were 22 members attending.

Apologies for absence were received, and the previous minutes were approved. There were no matters arising.

The officers gave their reports, highlights of which are:
Secretary: Most correspondence received had been regarding either machine dating or the FBHVC. Until January 2025, machine dating enquiries were simply forwarded to Andrew Pattle. He apologised for not managing to attend any events on a club eligible machine in 2024 and promised to do better in 2025.

Membership: Membership numbers were slightly down on 2023, at 842. This did not seem to be due to the club doing anything wrong and was probably mostly due to an ageing membership giving up riding.
Dating: Andrew Pattle handed over machine dating duties to Andrew Roddham in January 2025. The number of requests to September 2024 was 267.
Treasurer: Income had increased slightly in 2024, due primarily to increased fees for dating & registration services. Payments by bank transfer were increasing and cheques were difficult to process so the Treasurer will be looking to agree an "end date" for the Club to stop accepting them. Printing and publication of The MAC was still being subsidised by the Club, by approximately £4/year for each member that takes the printed copy.
Regalia: No sales between AGMs
Spares: 7 enquiries, 6 of which were passed to Mark Daniels
Events: It was agreed, at the preceding committee meeting, that the duties of Events Secretary would pass to Mark Daniels with immediate effect.

The existing Committee members were elected en-bloc and unopposed

Any Other Business:
As suggested at the previous AGM, one section report had been received, from the Lancashire Slow Riders. The Secretary undertook to individually ask the various Section Contacts for reports before the 2025 AGM.
The Secretary was requested to have printed some information sheets / membership forms.
The Club had received invitations to events at Rickinghall and Newmarket
It was suggested that the Club should hold a 20th Anniversary Nation Rally in 2027
It was agreed that the membership fees would increase to £5.00 for on-line membership and £15 for printed magazine membership.

It was agreed that the next AGM would be at the Kneel's Wheels Run in November 2025, the exact date to be confirmed depending on availability of the Coddenham Centre building.

Finally, there was a vote of thanks to the volunteers that provided refreshments before the meeting.

Regards,

Andrew
Andrew Roddham
EACC Secretary and Machine Dating Officer

Suffolk Section notes – September 2025

A bit outside our usual territory, but on 10th August I went to the 13th EACC Peter Smith Memorial Periwinkle Run from Cottered Village Hall in Hertfordshire. It was my first run on the rebuilt Mercury Mercette since the engine ate itself on the Radar Run back in 2010 (great to be back on my favourite moped again), and was joined at Cottered by fellow Suffolk rider, Martin Gates (NVT Easy Rider). Other notable bikes were a Cyclemaster, Raleigh Wisp, Motobecane 51V, and a Honda PC50 that smoked even more than a couple of Lambretta's which were also on the run, plus several further anonymous modern scooters and motorcycles circulating the course with us. Halfway stop was a pub buffet lunch at The Beehive. Last time Suffolk Section riders got to support this event was August 2019.

We scratched together a bit of a last minute EACC double-pitch stand at Copdock Motorcycle Show Sunday 7th September, and managed a very varied display of 23-bikes: Cyclemaster and Paul Maye-SER Itom Tandem, 3x autocyles New Hudson, James and Excelsior. 50's mopeds: Phillips P39 Gadabout, Norman Nippy Mk2, NSU Quickly, Viberti ViVi, Pegaso, Mercury Mercette. 60's mopeds: 2x Ambassadors, Raleigh (Eire) Super, Raleigh RM5SS, Honda P50, Hercules Corvette, 70's mopeds: Yamaha FS1E, Manet Korado, KTM Hobby, Tomos SF1 and NVT Ranger minibikes, and a spectacular Guazzoni 50cc racer. The weather was good, so the show was pretty busy. We spoke to lots of visitors to our display, with thanks to all who contributed bikes and helped with our stand at the biggest motorcycle show in East Anglia.

14th September Coprolite Run from Suffolk Aviation Heritage Museum IP10 0AH following a classic local course to Felixstowe Ferry. 20-bikes assembled for the start, and another outing on the Mercury Mercette, accompanied this time by several other 1950's machines. Steven Pryke and Paul Weston on New Hudson longtank autocycles, Michael Bugg Excelsior Consort, Barry Yallop Excelsior R2, and Barrie Holland NSU Quickly. The 1960's were represented by Dave Merrin

Raleigh RM6 Super DeLuxe, Nick Bence-Jones Mobylette AV89, B.Vincent Honda SS50, Brian Finch Honda SS90E/S. 1970's: B.Barton Suzuki AP50 and John Squirrell Yamaha FS1E, after which the rest were later Japanese step-throughs and motorcycles.

Though mostly cloudy and cool, the weather thankfully held off from raining. The nice Walton section of Gulpher Road required a diversion in the route due to scheduled gas pipe works, which was commented on, and should be back in next year's run. Returning to the air museum, we passed Barry coming the opposite way to salvage his NSU, which seemed to have expired in Foxhall on the final road! We'll probably find out what that was about later…… Thanks to all who attended.

Coming events:

16th November Kneel's Wheels & EACC Annual General Meeting at the Coddenham Centre IP6 9SR.
A tour of the quiet Suffolk lanes combined with the AGM, and maybe some mopedjumble pitches too!
Kneel's Wheels is the biggest of the EACC village hall-based runs based from Coddenham. Full reception facilities and free refreshments are available on arrival. The Coddenham Centre opens 9:30am, the run sets off at 11:00am after the AGM. The route is the same as last year with the lunch stop at Claydon Crown. After lunch, the run returns to Coddenham.
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Everyone welcome – Free day membership if you're not an EACC member. Please contact the organiser for more information or to reserve a jumble space in the hall, or simply set up outside. Telephone Neil Morley on 01473-42587.

For further Suffolk Section info e-mail mark.daniels975@btinternet.com or Tel: 01473-716817.

See you on the road … Danny.

As Admin of the LSR,
I regret to inform you that the club no longer have monthly meeting, this is due to members at shows/events and holidays.
The meetings turn out dwindle down to only a couple turning up,
I could no longer go due to my ongoing health issues.
Please can you update the mac
Regards
Paul Morgan
LSR Admin .

Patent 781898 – what has it got do with the Raleigh Moped? Sandy Ross

Improving the efficiency of a 2-stroke engine was always the holy grail for their designers, for without the separate scavenging stroke of a 4 stroke engine the incoming petrol/air mixture was inevitably going to be mixed up with the outgoing exhaust gas. Early 2 stroke engines employed a deflector piston in an attempt to separate the gas flows, but eventually Villiers and others adopted the Schnuerle design of porting with flat topped piston, the mixture passing into the combustion chamber through transfer ports cast into the cylinder walls.

But in Italy Vincenzo Piatti had other ideas. Starting with a 50cc engine designed to power a portable lathe, he developed this to power the Mini-Motore, a clip-on power unit for a bicycle. The key feature was that the incoming mixture from the crankcase was routed through grooves cut into the cylinder walls, with matching

holes in the piston, then guided into the combustion chamber away from the exhaust stream.

Signor Piatti obviously had high hopes for his designs, and in 1956 obtained UK patent 781898. Before long his Mini-Motor engine was being built in Croydon by Trojan, and a similar design of engine was made for the new Raleigh Moped RM1 in 1958 using the patent design. Raleigh had not built motorcycle engines since the 1930's, so this was presumably the reason for an external designer being called in. Although badged as being made by Sturmey Archer, a subsidiary of the Raleigh organisation, the engine was built by BSA for them. With a published output of 1.3 bhp this was not significantly different to other 50 cc engines of this era. What payment was made to Piatti for the use of his patent is not known.

Later AMC, parent company of Francis Barnett and James, decided that they would make the 2 stroke engines for their bikes themselves at their Plumstead factory instead of buying them in from Villers. By bringing in Piatti as a designer AMC believed they could build a better and cheaper engine than the Villiers equivalents. It is interesting to remember that Ariel, who had no experience of 2 stroke engines, called on Adler of Germany to design the 250 cc 2 stroke twin engines as fitted to the Leader and Arrow from 1958.

The Piatti engines used in the Raleigh Mopeds RM1 and RM2 possibly created fewer problems than the higher powered AMC engines, but after less than two years Raleigh abandoned the home produced design of moped and assembled the French Mobylette designs which were certainly more rideable with an automatic clutch.

PATENT SPECIFICATION

781898

Date of Application and filing Complete Specification March 29, 1956.

No. 9970/56.

Application made in Italy on March 30, 1955.

Complete Specification Published Aug. 28, 1957.

Index at acceptance:—Class 7(2), B1D10, B2A(1A: 10B: 13B: 15: 18: 19).

International Classification:—F02b.

COMPLETE SPECIFICATION

Improvements in or relating to Two-Stroke Internal Combustion Engines

I, VINCENZO PIATTI, an Italian citizen, of 18, Via Statuto, Milan, Italy, do hereby declare the invention, for which I pray that a patent may be granted to me, and the method by which it is to be performed, to be particularly described in and by the following statement:—

The present invention relates to two-stroke internal combustion engines employing either cross scavenging or transverse flow scavenging and has for its object the provision of an engine of this type in which a better separation between fresh combustible mixture arriving in the cylinder during the scavenging period and the burned gases is effected whereby the power and efficiency of the engine is increased.

According to the invention there is provided a two-stroke internal combustion engine having one or more transfer passages in the cylinder wall for admitting fresh combustible mixture to the cylinder in one or more streams during the scavenging cycle, in which the combustion chamber has a substantially circular lower end of a diameter less than that of the cylinder and from which one or more mixture stream deflectors project downwardly, one for each transfer passage and in line therewith, the piston crown being formed with one or more recesses, one for each deflector and in line therewith when the engine is in operation, whereby the or each deflector is accommodated in its associated recess in the piston crown in the top dead centre position, the arrangement ensuring that the stream or streams of mixture in its or their movement towards the combustion chamber are deflected inwards to come into contact with the points of the sparking plug, the mixture trapped between the cylinder head and the piston crown being violently squished in the interior of the cylinder head thus causing high turbulence to facilitate combustion.

In order that the invention may be more clearly understood, reference will now be made to the accompanying drawings which show one embodiment thereof by way of example, and in which:—

Fig. 1 is an exploded view of the piston and cylinder head of a single cylinder cross scavenged engine according to the invention.

Fig. 2 is an axial section of the engine and

Fig. 3 is another axial section of the engine through a plane at right angles to the plane of Fig. 2, and showing the piston relatively nearer the combustion chamber, and in elevation.

Referring to the drawings, the engine comprises a cylinder 1 having a cylinder head 2 in which the combustion chamber 3 is formed. The piston 4, which is reciprocated within the cylinder, is provided with diametrically opposed upwardly-slanting ports 5 and 6 for the admission of fresh combustible mixture to the lateral transfer passages 7 and 8 which are recessed into the cylinder walls and which transfer the fresh mixture from the crankcase to the combustion chamber. The recesses for passages 7 and 8 have inlet and outlet base wall surfaces substantially merging into the cylinder wall. The exhaust port is indicated at 9.

The lower part of the combustion chamber 3 has a diameter which is substantially smaller than that of the cylinder 1 and the cylinder head is provided at its lower end with projections 10 and 11, the internal faces of which allow the internal surface of the combustion chamber to merge gradually into the internal walls of the cylinder; in the embodiment shown there are two projections 10 and 11 which are located in line with the passages 7 and 8 and have substantially the same width as said passages.

Recesses 12 and 13 are provided in the crown of the piston 4 which serve to accommodate the projections 10 and 11 respectively when the piston is in the top dead centre position, as will be readily apparent from Fig. 3.

The angle α formed by the outlet base wall of each transfer passage 7 or 8, and the plane representing a tangent to the cylinder at the outlet of the said passage is very wide, being at least 150°. For the sake of simplicity, the connecting rod for the piston has been omitted from the drawings.

[Price 3s. Bd] Price 4s 6d

During the expansion stroke when the piston recesses 12 and 13 uncover the edge of the transfer passages 7 and 8, the mixture compressed in the crank case flows as two streams through the said passages and each stream is directed axially along the cylinder wall adjacent its own transfer passage as a result of the reduced inclination of the outlet walls 7a and 8a and of the presence of the said recesses 12 and 13 in the crown of the piston 4 which deflect the fresh mixture towards the cylinder wall.

The two streams of fresh mixture in movement towards the combustion chamber are deflected inwards to flow against the internal surface of the combustion chamber 3 when they meet the deflectors 10 and 11 and thereby come into contact with the points of the sparking plug which is not shown in the drawing but which is located in the base 15.

A little while before the end of the upward piston stroke the mixture trapped between the annular face 14 of the cylinder head and the top of the piston 4 are violently squished in the interior of the cylinder head thus causing high turbulence which facilitates combustion and increases efficiency of the engine.

It will be understood that the invention has been described only by way of example and that various modifications may be made to the specific details set forth without in any way departing from its scope, as defined by the appended claims. For example, the recesses 12 and 13 may have a different shape from those shown in the drawings and may for example have simply conical base faces, whereupon the projections 10 and 11 from the cylinder head would also have a different shape to correspond to the shape of the said recesses. Furthermore, for very small capacity engines in which it is not convenient to divide the scavenging mixture into two or more streams, a single transfer passage may be provided opposite the exhaust conduit so that the scavenging becomes modified to transverse flow scavenging. The angle α referred to above would still be very large and be about 150°.

In this specification the expressions "cross scavenging" and "transverse flow scavenging" refer to the two kinds of scavenging which there are (a) a single transfer port or passage, or two diametrically opposed transfer ports or passages, and an exhaust port mutually at 90° and (b) a single transfer port or passage opposite the exhaust port, respectively. With an engine employing transverse flow scavenging only one deflector member and one piston crown recess therefor is provided as there is only one mixture stream to be directed.

What I claim is:—

1. A two-stroke internal combustion engine having one or more transfer passages in the cylinder wall for admitting fresh combustible mixture to the cylinder in one or more streams during the scavenging cycle, in which the combustion chamber has a substantially circular lower end of a diameter less than that of the cylinder and from which one or more mixture stream deflectors project downwardly, one for each transfer passage and in line therewith, the piston crown being formed with one or more recesses, one for each deflector and in line therewith when the engine is in operation, whereby the or each deflector is accommodated in its associated recess in the piston crown in the top dead centre position, the arrangement ensuring that the stream or streams of mixture in its or their movement towards the combustion chamber are deflected inwards to come into contact with the points of the sparking plug, the mixture trapped between the cylinder head and the piston crown being violently squished in the interior of the cylinder head thus causing high turbulence to facilitate combustion.

2. A two-stroke internal combustion engine having two diametrically opposed transfer passages in the cylinder wall for admitting fresh combustible mixture to the cylinder in two streams during the scavenging cycle, in which the combustion chamber has a substantantially circular lower end of a diameter less than that of the cylinder and from which two mixture stream deflectors project downwardly, one for each transfer passage and in line therewith, the piston crown being formed with two recesses, one for each deflector and in line therewith when the engine is in operation whereby the deflectors are accommodated in their associated recesses in the piston crown in the top dead centre position, the arrangement ensuring that the streams of mixture in their movement towards the combustion chamber are deflected inwards to come into contact with the points of the sparking plug, the mixture trapped between the cylinder head and the piston crown being violently squished in the interior of the cylinder head thus causing high turbulence to facilitate combustion.

3. An engine as claimed in Claim 1 or 2, in which the deflector or deflectors have substantially the same width as the transfer passage or passages.

4. An engine as claimed in Claim 1, 2 or 3 in which said transfer passage or passages comprises or comprise a recess or recesses in the cylinder wall said recess or recesses having inlet and outlet base wall surfaces substantially merging into the said cylinder wall.

5. An engine as claimed in Claim 4, in which the or each outlet base wall surface is inclined at an angle of at least 150° to a plane representing a tangent to the cylinder at the outlet of the passage.

6. An engine as claimed in Claim 2 or Claims 3 to 5 as appendant thereon, in which the piston is provided with diametrically opposed upwardly-slanted ports to allow the crank case of the engine to communicate with the said transfer passages.

7. An engine as claimed in Claim 1, of the transverse flow scavenge type, comprising a single transfer passage located opposite the exhaust port and a single deflector located in the path of the scavenging stream.

8. A two-stroke internal combustion engine, substantially as hereinbefore described with reference to the accompanying drawings.

BARON & WARREN,
16, Kensington Square,
London, W.8,
Chartered Patent Agents.

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Published at the Patent Office, 25, Southampton Buildings, London, W.C.2, from which copies may be obtained.

781,898 COMPLETE SPECIFICATION

1 SHEET *This drawing is a reproduction of the Original on a reduced scale.*

Fig.1

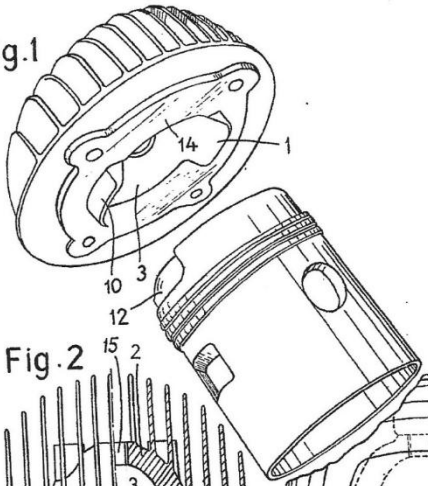


Fig.2

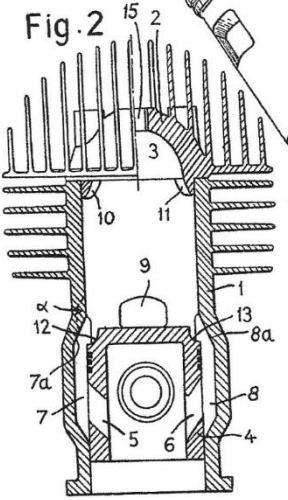
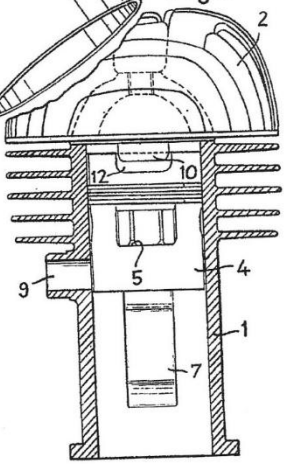


Fig.3



Gordon's Graziella – Chris Sawyer

The 10 July was the 2025 Car Park Concours of the Bedford VMCC Section at the Memorial Hall, Shefford. A wide selection of machines were brought along, some immaculate, some specials, some every day bikes, but all interesting from one perspective or another. One little bike that caused quite a stir when its owner, Gordon Hallett rode it in, was his Graziella.

Probably only obscure Italian bike enthusiasts (like Gordon) would even have heard of this model. I only knew of the Graziella from seeing one on an Italian bike display at Port Erin Station on the IOM a few years ago. I had not long had my Corgi and was astonished to see what was in effect, an updated, Italian-styled little bike which clearly shared the Corgi/Welbike concept. The same small wheels, folding handlebars and seat but now with suspension, pedals and a flamboyant Italian red and white paint job.

I mentioned Gordon's liking for all Italian bikes and he's had most of the known makes, but in recent years he's taken to the smaller and more obscure makes and models. His 'modus operandi' is to hunt down a suitable candidate, get it running (inevitably they've been long neglected) and pitch straight in and ride it about during late summer/autumn, whilst identifying faults and doing the research.

All this is in preparation for the big winter restoration. He does almost all of the various restoration/rebuild tasks himself and as the winter progresses, a lovely, as-new, bike appears like a butterfly from its chrysalis. This time I was in at the very start. Having met up at the Kempton Park bike Jumble, Gordon announced that he'd bought a Graziella. When we went to the dealer's stall, I was expecting a red and white specimen like the one I'd seen before, but no. This one was a faded, but still startling, shade of lime green and white. Surely, you'll do it in red? No chance, anyone can have red Italian bike, this one stays in its original green.

And so, the transformation process was repeated. Where on earth would he find replacement body parts and other rare missing bits for something so unusual? Well of course he did and as I visited his house the bike was gradually disassembled and re-born as yet another impressive restoration. The new lime green paint now even more striking.

As it happens, last year was a very big birthday for Gordon and although us chaps are not big on the birthday card/presents thing, I felt I must do something, what to get for the man who has everything? I'd recently taken to teach myself to do basic leatherwork, mainly to make motorbike tool bags. It was therefore my plan to surreptitiously measure up the rear carrier of the Graziella and make a little tool bag for it. I did wonder if it was presumptuous to adorn one of Gordon's creations with my own 'handiwork'.

The design followed a pattern I'd evolved for other small bikes of mine and it worked out quite well, but what about the colour? I tried leather dye but it went a horrible dark green when applied so I turned to leather paint for the first time. Luck was with me and I found an exact match and it came out well. The little tool bag was presented to Gordon on his birthday along with a home-made card showing him riding the previously, unrestored Graziella. He seemed so pleased, that he asked for another bag for the other side! I hadn't done mass-production before.

As part of Gordons revolving process with his restorations, the Graziella was shown at various shows with his club, the Italian Motorcycle Owners Club GB. It was at the Stafford Show that the Graziella was spotted by a journalist from Real Classic who writes under the by-line of 'Ollies Oddjobs'. The little bike filled three pages with many photographs. 'Ollie' (Oliver Hulme) made much of the Graziella's sub-title of 'Cheeky Boy'. They do love this kind of thing. Since then, the Graziella has appeared in Old Bike Mart and no doubt it will attract more attention in the old bike press over the Summer.

So, what of the Graziella?

For a start what is it? Is it a scooter? Well it has no flat floor and a kind of moped tank between your knees (or ankles). It has pedals which are used for starting and, in theory for pedal assistance. Not exactly a small motorbike like a Monkey Bike, not a scooter and closest to a moped but with tiny wheels. Let's just say it's in a class of its own with its distant ancestor, the Corgi.

Talking of starting, the 50cc Sachs 502 1A engine is started with the help of a handlebar lever which cleverly combines a part decompressor and starter clutch. Start with the pedals and on firing up, release the lever and the auto clutch takes you away. If you're interested there's a good video on the engine at: https://www.youtube.com/watch?v=S7aTZi0sVFs.

The quoted speed for the Graziella is 16mph which by my assessment of a 50cc engine developing 1.1 bhp is slow so it must be geared right down. Normally a bike of this weight would manage high 20's on 1.1 bhp. Interestingly the above video mentions the engine featured as being the 50 kph (30mph) version so maybe the Graziella engine is restricted in some way.

So, what might strike you about the Graziella, apart from the bright colour scheme? The first thing I noticed was the very short wheelbase. So short that the spark plug almost touches the front mudguard. Also, the handlebar headstock is way in front the wheel headstock, the two being connected by tie-rods or what we in the commercial vehicle world would call drag links. Sticking with the subject of steering, the consensus (including the proud owner) seems to be that it's a bit odd to say the least. Ollie Oddjob goes as far as calling it a 'curious little death-trap'. Not exactly damming with faint praise. It seems that the steering ratio between handle bars and the road is such that, in effect the wheel turns more that the handle bars.

Now there is one thing I know from riding many miles on the Corgi which has nice quick and direct steering, is that you must avoid potholes at all costs. With such small wheels, a pothole could have you in the scenery. Fortunately, the Corgi can be flicked out and around a road defect providing you see it in time (you need good lights at night!). So, what might be called difficult steering is not ideal. There is definitely a relationship between motorcycle wheelbase and steering action (the shorter the quicker) which I won't go into here, but this is super-short.

The Party Piece

I have to say the one other thing that struck me was the tubing for the rear carrier, why did it need to be so big? Why the four tubes going out into space and why the rubber feet?

Gordon quickly clarified by retracting the seat, Folding the handlebars (so much better than the Corgi) and flipping it onto its hind legs like a begging dog! No other bike can do that (on purpose)!

This trick puts the issue of compact stowage into a whole new light. The story is that rich super-yacht owners, can offload the Graziella and go for a run around the port and on return the bike is stowed vertically in a suitable corner. It's a great story and would make a good marketing piece. However, as Gordon estimates the total sales to be in the impressive order of 30000 units then surely super-yacht owners would be in a minority. What did all the others do with the bike? The majority of sales were in Italy (naturally) and Germany (because of the engine).

Conclusion

To quote Ollie Oddjob's picture caption in his article about the Stafford show, The Gaziella was 'the bike of the show in Ollie's almost humble opinion'.

I think it was the star of the car-park concours as well.

CJS 21 July 2025

Acknowledgements:

Real Classic June 2025

Photos: Oliver Hulme and author (you can tell which is which!)

Captions:

PIC 1: Gordon with the Finished Graziella at Kempton Park.

PIC 2: The 'Pannier Bags'.

Pic 3: Outside the Stafford Show.

Pic 4: Just how short the Graziella is compared to the Corgi at the recent Meldreth Show

PIC 5 The 'Begging' Graziella at the VMCC Beds Concours.

Excelsior Autobyk

Due to having insufficient content for the October edition of the MAC, I decided to start a journal of the restoration of what I believe to be a 1948 Excelsior Autobyk fitted with a Spryt MK11 engine. Although the original registration number was on the bike when I purchased it two or three years ago, it is not live on the DVLA's data base, so I will have to apply for an age-related plate.

I am a fair few bits short of a whole bike, so hopefully I can eventually find the bits I need. I have managed to find leg shields and a few other bits & pieces, but at the time of writing I haven't been able to find a complete pedal assembly including the bolt on pedal carrier that the pedal crank runs through, so if any of you have a pedal assembly that you are happy to sell or know where I can buy one please contact me : **alanwilkins1963@outlook.com**

Below is a picture of my starting point for this project. I have since stripped the bike down and currently paint stripping the frame using a heavy-duty paint stripper produced by Steyer and then finish cleaning off the bits by sand blasting.

To be Continued

For Sale

1999 home-built roller drive cycle motor. Taxed. MOTd very reliable, Honda engine, buyer collect from Rugeley Staffs. £200
Telephone 01889 585408.

1963 Phillips Gadabout 251TEV, all running just as it should. Possible delivery via my MB trailer but of course needs discussion! £1325.00.

1969 Raligh Supermatic UBD 299G, gorgeously desirable moped, always gets an audience! … Possible delivery via my MB trailer £1275.00.

Email: rogerpickett@me.com

Services

I recently came into contact with club member Tony Martin who I believe lives in Norfolk.
He has asked me to pass on the following to club members so thought this could be achieved by an article in the MAC.

He has a lot of original sheet metal machinery and can repair by welding or replicate original tin/aluminium or s/s panel work.

He recently fabricated a set of handle bars for an early 1950's Excelsior Autobyk, after making a copy from a borrowed set belonging to Dave Watkins.

email: abmartineng@btconnect.com

Obviously he cannot compete with new parts made in India or China but is more than happy to make parts for members who cannot obtain original parts or make any replacement ones themselves.

Regards…..Garth Jeffery

Club Regalia : Contact – Garth Jeffery. E-mail: growler.jeffery@gmail.com

Tel: 01508-499794 Mobile: 07521-122213

Sew-on Badges, all £2.50p ea. White print on black background. *Illustrated*.

Red & Blue print on black background. Red & Blue print on white background.

Red & Blue print on silver background. *Illustrated*

Key rings £1 each *Illustrated

Small pin badge 1.½" (maroon) £2 ea. *Illustrated

Small EACC 'Riders' badge 1" (black/red) £2 ea. *Illustrated

Large pin badge 1.½" (blue) £3 ea. *Illustrated

Stick-on badges (maroon) 2.½" diameter dome decal, fit on tax disc holder £2.50p ea. *Illustrated

T-shirts £7 ea. Sweatshirt Jumper £22 ea. Poloshirt £21 ea. Fleece £26 ea.

New style high-vis £7.50p ea. Old style high-vis £7.50p ea.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