

The M·A·C

The Newsletter of the
East Anglian
Cyclomotor Club

Number Sixteen

September 2011



Spotted at Sars Poteries

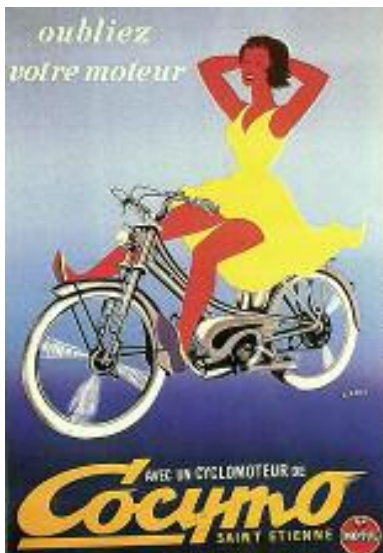


Club member, Dave Watson, sent this picture that he took at this year's Sars Poteries Rando Cyclos.

There were lots of makes of French mopeds like this and it can often be difficult to identify them. Even distinctive features can be misleading: see that rear engine mounting? It's no help—it would have been supplied by Le Poulain along with the engine, so several make would use exactly the same feature. However, in this case, the moped has a head badge, so we're off to a flying start.

The badge says "VBF" and "St Etienne". Cyclorev-VBF was one of many moped and cycle builders based in St Etienne. They built mopeds using Le Poulain Cyclobloc engines from 1951 to 1954. In 1955, Cyclorev-VBF merged with four other companies to form Cocymo. Cocymo is probably more famous for its advertising than its mopeds: one of its placards has been much reproduced as posters and postcards.

This VBF was the raffle prize at Sars Poteries. Bernard Michiels was the (lucky?) winner and is working on restoring it so that he can ride it at next year's Rando Cyclos.



Spotted at the Horham Bygones

In the last issue we said we were expecting Dave Watson to be bringing yet another rarity to the Horham Bygones Rally. He did ... but this isn't it—we like to feature other people's bikes sometimes!

This is an Italjet Class. Italjet produced two versions of this bike: the Class and the Tiffany. The Tiffany has a women's style of frame but is otherwise the same.

Examples of the Class and Tiffany that we see in the UK have usually been bought on the Continent and brought back—but they were officially imported too.

Italjet introduced the Class and Tiffany to the UK in 1993; some of you may remember them having a full-page advert in *Buzzing* in December that year.

These machines were designed to be practical to use as either a pedal cycle or a moped. The idea behind this was that you could ride it on the road into town, then switch to pedal cycle mode and ride it on cycle paths and in other traffic-free areas. A nice idea, but one that the UK's legislation could never really cope with. Here, a moped is always a moped even if you're not using the engine. Imagine pedalling this while wearing a crash helmet and you'll see one reason why they didn't catch on over here.



Club News

AGM

The club's AGM will be on 20th November at Coddendam Village Hall at 3:00pm or thereabouts. Or, in other words: when we all get back from the "Kneels Wheels" ride.

As far as we know, all the existing committee members are willing to stand again ... although somewhat reluctantly in at least one case. We are still looking for someone to take over the job of treasurer. Mark will keep doing it as long as we keep twisting his arm, but that's not really fair, is it? Any volunteers?

I'm guessing that, once this year's accounts are done, we'll be looking to increase the subs a bit. Postage has gone up twice since we set the subs at £3; the price of paper keeps creeping up too. Those two items probably make up the bulk of our expenditure.

Legitimate Lohmanns

We've discovered that Lohmann riders have been breaking the law, albeit unwittingly. The problem lies with using paraffin as one of the constituents of the Lohmann's fuel. To use paraffin as an ingredient of the fuel in a road-going vehicle needs a licence. The FBHVC has such a licence and Lohmann riders thought this covered them. However, earlier this year, the FBHVC published the details of its licence, revealing that it only applies to tractors. To solve the problem, we've obtained a licence for the club. As long as they remain EACC members, Lohmann riders can legally use fuel containing a proportion of paraffin.

Membership

It's nearly four years since we revived the EACC and it's fair to say that we didn't have much of a plan at the time. Starting some sort of new club was a necessity if we wanted all the successful East Anglian events to keep running. Reviving the EACC to do that wasn't originally our idea—to give credit where it's due, it was the NACC's editor, David Beare, who first came up with that suggestion. Now, with membership in excess of 400, maybe it's time we did have a plan.

Unsurprisingly, our membership is weighted toward East Anglia, with around 150 of you in Suffolk, Norfolk and Essex. However, that does mean there are 250 members—the majority—spread over the rest of the country. We're in a sort of half-way house between being a regional club and a national club. Which way should we go: concentrate on East Anglia or try to become a full national club? Or should we just amble along as we are and see what happens (which, let's face it, has been a pretty successful policy so far). 400 is a comfortable size for a club, any significant growth above that would probably need changes to the way the club is run. We'd guess that most of our East Anglian members are happy with the *status quo*, but what about

the rest of you?

This is something we could discuss at the AGM. Many of you who live further afield, however, won't be at the AGM. If you have any views on this, please let us know them.

Clark Scamp

Do you have a Clark Scamp? We'd like to see it at the Coprolite Run ... even if it's a non-runner. The aim is to gather as many Scamps together as we can at this event. Why? No real reason—it's just that we knew of several Scamp restorations nearing completion; it was likely that at least three would be there anyway, so why not see how many we can get? There will be locked accommodation for any 'static exhibit' Scamps while we're out on the run.

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 4 September

West Anglian Section

Shuttleworth Shuffle starting at Willington Peace Memorial Hall. Arrive from 9am onwards for a run starting about 11:15am. The run will be about 26 miles around the Old Warden area of Bedfordshire with a pub stop. The usual warm West Anglian welcome with refreshments on arrival. Moped jumble in the hall so bring and buy those items. Call Ralph (01234 403796) or Alex (01480 219333) for more details. Note: the Shuttleworth Collection is having a flying day starting at 2pm, if you want to make a day of it.

Sunday 11 September

The Airship Run and

Mopedjumble 2 from Cardington Village Hall (Howard Reading Room), Southill Road, Cardington, MK44 3SP (opposite the Kings Arms). Meet from 9:30am for an 11:00 start to the 25 mile ride incorporating a refreshment stop about halfway round. There will be tea and biscuits on arrival and on return. There is no charge for this run but we would appreciate any donations however small to help pay towards the cost of hiring the village hall. Details from Pete Smith on 07977 936123.

Sunday 18 September

8th Coprolite Run &

Mopedjumble from Bucklesham Village Hall to Felixstowe Ferry. E-mail danny@mopedland.ukfsn.org or telephone Mark Daniels on 01473 659607.

Sunday 20 November

Kneel's Wheels and the

EACC AGM at Coddendam village hall. The last mopedjumble of the season combined with a tour of the quiet Suffolk lanes that stops at Grundisburgh Dog. Please contact the organiser for more information or to reserve a jumble space (telephone Neil Morley on 01473 743587).

VAP engines

Last time we took the VAP story up to models A, B & G. Now we continue with model that will look more familiar to British readers.

VAP 55

The VAP 55 was introduced in 1955 – hence the model name. This was a Mobylette-style engine with a V-belt primary drive. It had an automatic centrifugal clutch. A version without a clutch was also made and this was designated VAP 55/3.

VAP 57

The VAP 57 and VAP 57/3, introduced in 1957, were the same as the VAP 55 and VAP 55/3 except they had the Magnéclair ignition system instead of a flywheel magneto. The VAP 57 was in production until 1960. The VAP 57 was used in the UK: it was the engine used in the Auto-VAP mopeds sold by Scootamatic. Scootamatic had its origins in Elswick-Hopper and this is where the link to VAP starts, with VAP 57 engines being used to power the series of prototype mopeds that Elswick-Hopper produced.

VAP Pi2

With the enormous popularity of the Mobylette, automatic mopeds with V-belt primary transmission were far-and-away the dominant form in France. Other countries, like Germany, favoured the more streamlined two and three speed engines with built-in pedal shafts, as

exemplified by Sachs and NSU Quickly engines. VAP introduced an engine of this type in 1959: the VAP Pi2 (Pédalier incorporé, 2-vitesses). It was not a commercial success and only lasted until 1960.

VAP 610

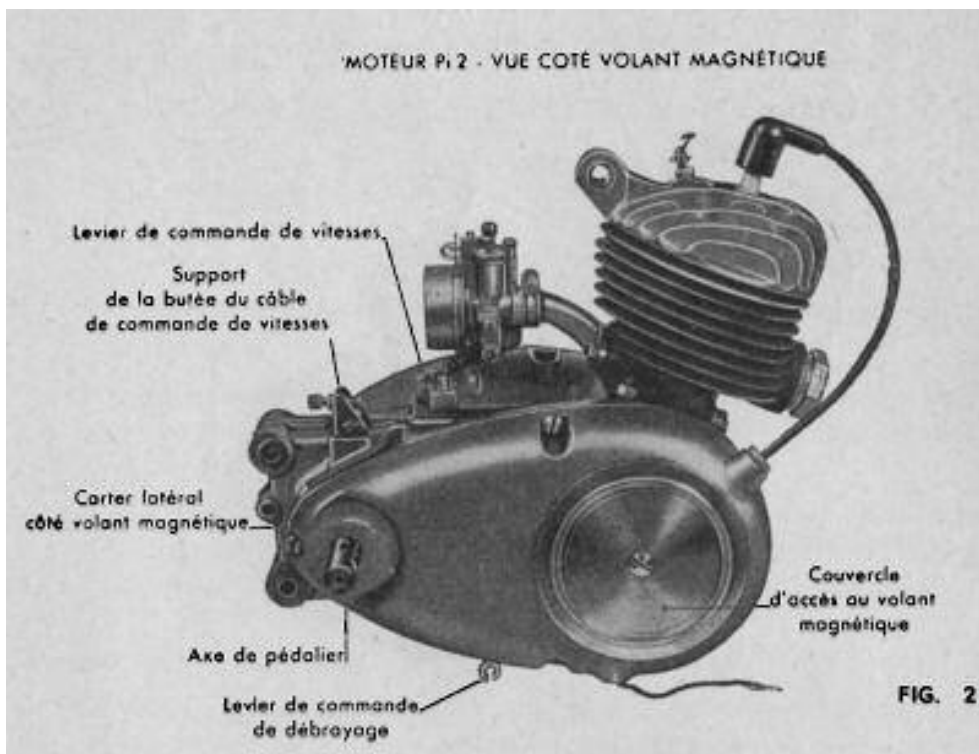
The last of the VAP moped engines was the VAP 610, introduced in 1961. This was an updated version of the VAP 57. The VAP 610 was replaced with the VAP 610R in 1962. The VAP 610R had a disc valve and a reduced power output – the reduction necessitated by changes in French legislation for *cyclomoteurs*. The VAP 610R was the last of the line and it remained in production until 1966.

Others

There are two more VAP engines: The VAP 100 was a 110cc, kick-start engine with a three-speed gearbox

for *vélocycleurs*, produced from 1956 until 1960. The other was the VéloVAP. This was a complete machine, very similar to the VéloSoleX and, like the VéloSoleX, had a roller-drive motor above the front wheel. In production from 1959 until 1969, the VéloVAP outlived all the other VAP engines, the later examples were made by Cazenave.

Final part



VAP Pi2

Wallace Frank Eady

28 July 1936 - 28 May 2011

Wally spent many years of his life working at Currys in Kettering. From the '50s to the '70s, he was selling and repairing bicycles and mopeds and gained much experience about out types of club bikes and engines.

Wally's funeral was at the church of St Mary the Virgin in Higham Ferrers on 7 June. The church was packed with 200 mourners and, outside, Wally's pristine Armstrong-Siddeley Sapphire to give him a good send-off.

CS

Michael Flood

Michael died on July 4th and his funeral service on Wednesday, July 13th saw East Harling Church packed with the many friends he had made throughout an active life.



Michael was always, since he was a boy, fascinated by autocycles. He joined the NACC early in 1988 and soon became involved with the running of the club, becoming the club's New Hudson marque specialist in January 1990—a position he kept for 16 years. He organised several events, the Breckland Forest Run in July 1991 being the first.

He will be best remembered from the time he spent as the club's Chairman. Michael was elected as chairman at the 1991 AGM, being 'thrown in at the deep end' as he hadn't been on the club committee until then. Nevertheless, Michael had quite firm ideas as to what the chairman should do. He saw the prime duty of the job as getting 'out and about' as much as he could: meeting and talking to—and listening to—as many club members as possible. A look through copies of *Buzzing* from this period will see Michael's name appearing among the list of riders at events up and down the country. He is fondly remembered from this period by

many club members and was unequalled in the role of Chairman—before or since.

He was a tireless worker for the club—most members will be unaware that he was a regular member of the 'stuffing crew' who, every other month, spent an entire evening putting magazines in envelopes, labelling and stamping them ready to go in the post.

Michael was diagnosed with Parkinson's Disease in 1994. Because of the progressive nature of the disease, this meant that Michael had to gradually reduce his involvement with the club, from standing down as Chairman in 1996 to relinquishing his position as New Hudson ME at the start of 2006.

However, the main thing we will remember Michael for is his love of autocycles. Michael and his autocycles appeared in *The Classic Motor Cycle* magazine several times and he rode autocycles at many club events. As the years have gone by, the types of machines on club runs have changed, but autocycles still appear as often—maybe more often—as ever. This continued popularity of autocycle in the club is due in no small part to Michael's quiet 'championing' of their cause.

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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E-mail: eacc@autocycle.freemove.co.uk

Web site

<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.

Changes to Information sheet

Add new section:

Fuel

The Club hold a a "General Licence to mix hydrocarbon oils". This allows club members with Lohmann compression-ignition cyclemotors to legally incorporate paraffin in their fuel mixture.