

## Spotted at the Radar Run



Dave Watson can always be relied upon to find unusual machines (and we're expecting him to be bringing yet another rarity to the Horham Bygones Rally). This one is a Paloma DASL dating from 1960.

Paloma was a relatively short-lived company, founded in 1954 and bought out by Cazenave in 1964.

The DASL, along with the TTA, were the first two Paloma models imported to the UK, arriving here in February 1959. Imports of the DASL continued until July 1961, when it was replaced by the Paris. Like most Paloma mopeds, the DASL is powered by a Lavalette engine—Lavalette had an 80% holding in Paloma.

Other Paloma models brought to the UK included the PAL, PA Minor, PAT and Flash. However, back in France, Paloma made a massive range of different models. In 1960, an agreement between Lavalette and Franco Morini, ushered in a further range of Paloma Sports mopeds. The best-known of these, because it featured in a Johnny Halliday film, was the Super-Strada Flash.

Changes in French legislation effectively wiped out the demand for sports mopeds, which left Paloma in difficulties and led to the takeover by Cazenave.

## Spotted at the East Anglian Run

David Whatling brought this very unusual little cyclomotor to the East Anglian Run. It's Chinese and the writing on the frame declares it to be a Shuang Ma ... and that's pretty much all we know about it.

However, the petrol tank looked familiar, could it be a copy of the Honda People?

Checking through the archives afterwards, our suspicions were confirmed. Not only the tank, but also the engine were the same as the Honda.

The 25cc roller drive Honda People didn't make it to the UK, but we've seen some in New Zealand and examples have turned up in the USA too.

From the saddle forwards, the Shung Ma and the Honda are almost identical. The most obvious difference between the two versions is at the back. The Honda People has a rigid frame (at least, all the ones we've seen do) but the Shuang Ma has swinging arm rear suspension.

There are small differences in the engine too—mostly relating to the roller-drive engagement mechanism. It's quite likely that this change was needed to accommodate the change to rear suspension.

Obviously, the performance of a cyclomotor like this isn't going to be sparkling, but it seems to be quite a practical little machine, ascending hills without recourse to the dreaded LPA.



## Club News

### Merchandise

As mentioned in the last newsletter, Guy Bolton has taken on all the t-shirts, badges, etc. One innovation Guy has made is to supply a pack of merchandise to the West Anglian Section, so that these items will always be available at West Anglian events.

### Suggestions

Several of you use the comments section on the renewal forms to make useful suggestions. Here are some that we've received:

- A cyclemotor-only road run
- A long-distance ride across the country
- More events in particular areas, eg: the North West.

All good ideas and your committee is in favour of all of them ... but there is a catch (isn't there always?)

Your committee can't magic these events up, some one has to organise them. Nearly all committee members already have events that the run and, of course, it's impractical for a committee member in Suffolk to set up a road run in Lancashire. We will, of course, give all the help we can to anyone who wants to set up an event in their area, so why not give it a try?

### 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.

**Saturday 11 June** **Horham**  
**BygonesCountry 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 12 June** We'll have our usual  
**Horham Bygones Run** in aid of East Anglia's Children's Hospices. Information from Andrew on 01449 673943.

**Tuesday 14 June** **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 26 June 2011** **Club Stand at Felixstowe Motor Cycle Show.** We're having a club stand at the show, so come along and meet us there. The show is to be held in the recently updated town centre and the council has agreed to close the main part of the shopping area to traffic. Crescent Road car park will be free of charge to motorcyclists. If you can help with the stand, we'd like to hear from you - we particularly need people who can man the stand during the day, if only for an hour or two. Please contact Danny (01473-659607) or Andrew (01449 673943) if you're willing to lend a hand.

**Sunday 3 July** **Ninth 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 11:00.

**Tuesday 12 July** **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 August** **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 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](mailto: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

### Erratum

Firstly, a correction: the engine depicted on page one of the previous edition of *The MAC* was a VAP 3, not a VAP 2.

### VAP 4

The VAP 4, introduced in 1948, saw some significant improvements. The final drive changed from a gear ring to chain drive, a flywheel magneto was introduced and it was equipped with a clutch. The VAP 4 cyclemotor remained in production until 1956 and is the most numerous of all the VAP cyclemotor engines. It is the most familiar version to us in the UK, not only because it was produced in many thousands, but also because it was imported and sold here.

While most VAP 4 engines were bought to motorise bicycles, there were some French manufacturers who offered complete VAP 4-powered machines. The most significant of these was Peugeot who produced the VAP 4-powered PHV 25 mixte cycle of 1949. Peugeot also made other VAP-engined machines like the Davy—a moped-style machine with a VAP 4 motor—and the Puma, which was sold in Belgium.

### VAP 5

The association with Peugeot led to the development of the VAP 5. This was a roller drive motor mounted under a cycle's bottom bracket. It was made exclusively for Peugeot during 1950 and powered the BMA 25L and BMA 25GL. The BMA 25 was marketed under several names, being branded as Aiglon, Automoto, Griffon, Météor, Peugeot or Trophée de France. These were only produced for one year, being replaced by the Peugeot Bima range in 1951. Engines for the Bima were

produced from within the Peugeot group.

### VAP 4/DT

So far, all VAP engines had been *moteurs auxiliaires*, or cyclemotor engines. A few manufacturers used the VAP 4 as a moped engine—for example, Peugeot's Davy which we've already mentioned. As the VAP 4 had a chain final drive, it would fit a moped frame quite well. 1952 saw the introduction of the first purpose-built VAP *moteur adaptable* or moped engine. The VAP 4/DT looked like a VAP 4 but with the exhaust moved to the front, and the carburettor to the back making it easier to fit into a moped frame.

However, there were internal changes too, which increased its power to 1.75bhp.

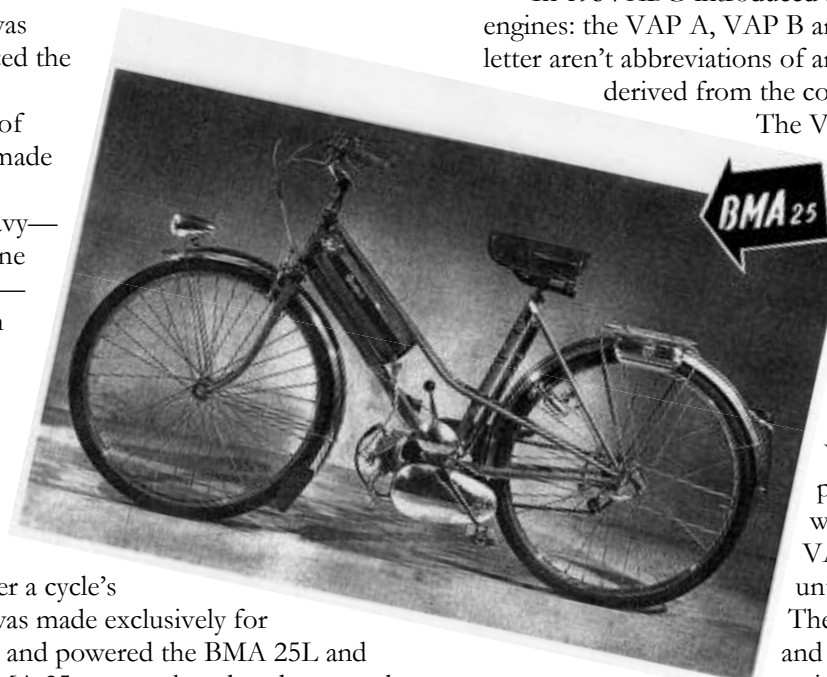
It had double transfer ports – hence the “DT” in its designation. Although the VAP 4 lasted to 1956, its cousin the VAP 4/DT was withdrawn in 1955, replaced by...

### VAP A, VAP B and VAP G

In 1954 ABG introduced a new range of moped engines: the VAP A, VAP B and VAP G. The model letter aren't abbreviations of anything. They are derived from the company name: ABG.

The VAP A was a simple, single-speed motor; the VAP B had a manual clutch and the VAP G had a two-speed gearbox. The VAP A was short-lived and only made during 1954. The VAP B continued in production until 1956 while the two-speed VAP G was available until 1958.

The VAP 5, VAP 4/DT and the A-B-G series of engines were unknown in the UK. However, in the next part of the story we will be on more familiar ground.



**To be continued**



## Report on the West Anglian Section's "Strictly Come Stinkwheeling" run

The weather the week before our run was perfect for motor cycling, by Sunday it was very cold but calm and dry and so the day began well.

On arrival at the hall Ralph had everything as it should be, hot bacon rolls and a brew on. After about an hour and a half we ran out of rolls, such was the turn out. Thirty-six members signed on and four non



At the start of the run—Photo: D Evans



At the lunch stop—Photo: D Evans

After all the expenses we were able to contribute £41 to club funds.

*Alex Lees*

PS – since writing the above report I have managed to speak to John Truruck and he informs me that his wife Cherry, after three hours at A&E is on the mend and thanks everyone for their help and good wishes.

members from the VMCC—it just gets better!

Ralph brought along a rebuilt trade bike in superb condition and sold it straight away, several bins full of old junk seemed to keep turning over but we missed Danny's superb layout of new parts "come back Danny – all is forgiven".

At 11:15am we departed Duloe village hall for a 28-mile ride through North Bedfordshire villages. Lots of daffodils everywhere and, with Ralph in the recovery van, what could go wrong?

Well nobody broke down but Cherry Truruck from Peterborough had an accident and I believe ended up in a ditch with a cut lip and a nasty gouge in her leg. Her husband John appeared at our lunch stop with his SUV and departed with her to Peterborough hospital.

With approximately twice as many turning up at the pub as I had predicted when notifying the landlord, he seemed unable to cope; we will find a different lunch stop for next year.

So while not without incident, everybody seemed to enjoy the run and the return journey was uneventful and Ralph was there to greet us with home made cakes and tea.

## 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](mailto: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.