

# The M·A·C

The Newsletter of the  
East Anglian  
Cyclomotor Club  
Number Fourteen  
March 2011



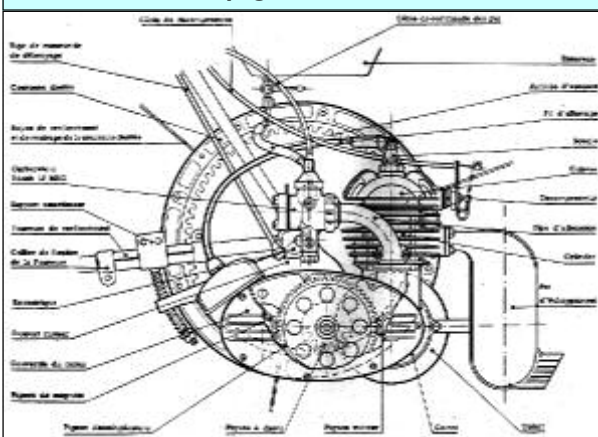
## Spotted on the Isle of Wight



Gavin Osborne, the organiser of our Isle of Wight section, has sent in this picture. It's a British Salmson Cyclaid that belongs to another of our members on the island. Gavin has been helping him to restore the machine and this is the result of their efforts.

At 31cc the Cyclaid was one of the smaller cyclomotors of the 1950s. The engine and belt drive are licensed copies of the German-made Rex cyclomotor. The rest of British Salmson's design was entirely original: its horizontal engine driving the rear wheel being completely different from the Rex's vertical mounting over the front wheel.

**This is a diagram of the ABG VAP 2**  
See page 3 for more...



## Spotted at the Mince Pie Run

The Mince Pie Run has been running for 28 years. Although it was originally called The Boxing Day Run, mince pies have been compulsory from the very first run.

Another characteristic that has stayed with the run from the beginning is that it's the taking part that counts, not what you ride. Bigger bikes, microcars and scooters have always been welcomed on this ride.

So, that's our excuse for including this machine. It's not a cyclomotor, autocycle or moped ... though many will say that a moped would be more reliable ... and faster.

This is Chris Day's ЗИД ВОСХОД-2 (ZID Voskhod-2 but more often called a Cossack Voskhod-2 in the UK).

Regulars at our Felixstowe evening meetings have been following the saga of this bike's restoration as Chris tells us all about all the different ways it finds of falling apart on test runs.

After five rebuilds, Chris decided it was ready to make its first public appearance.

Much to everyone's surprise, it completed the run without any mishaps ... though some of the mopeds could easily overtake it. Chris seemed very pleased at its achievement of completing a run without anything breaking. (Mind you, at our next evening meeting, he told us he'd had to replace the piston on the day after the Mince Pie Run.)



## Club News

### Register

We have a club register with the details of about 6,500 machines on it. Of these, around 1,000 are 'reference' details: first frame number for a particular model year and things like that. So that leaves five and a half thousand details of actual, surviving machines ... except ... some of this information goes back to when the EACC was originally formed, 30 years ago. So, while this data is extremely useful for preparing dating certificates and validating V765 applications, it doesn't give a good picture of the sort of machines our members have now. At the AGM it was suggested that we start collecting data about the bikes in the club. We've been sending out register forms with membership renewals and, although we've only been doing it for a few months, we've already had some useful and interesting results. Since the AGM, we've had information on 120 machines; thanks to all of you who've taken the trouble to respond. Dating and V765s also provide us with similar information and, over the last 12 months, we've heard about 35 autocycles, 59 cyclemotors, 142 mopeds and 36 others. The number of cyclemotors surprised us; it's a high proportion of the total compared to the number that appear at club runs. Does this mean we should be thinking about making our events more 'cyclemotor friendly'? On the other hand, autocycles are quite popular at our events, more popular than the register numbers would suggest. We think that means that, generally, you prefer riding older machines, but you don't like being left behind on runs.

So, organisers, please think about cyclemotors when planning your runs. But more, importantly, those of you who have cyclemotors, please bring them to events. Turning up at events with cyclemotors is the best way of bringing your needs to organisers' attention.

### Spares

At the AGM, you asked for the club to act to improve spares availability. The suggestion was also made that a £1 levy from each member could finance this. Your committee has discussed this and is against the idea of accumulating funds for spares without a definite plan about what that money would be used for. It was also agreed that any club spares should be items that are not already available anywhere else. But what parts should the club be producing? If you have any ideas or suggestions, please contact any member of the committee and tell us what you think.

### Merchandise

When we revived the club, Danny financed all the merchandise: t-shirts, badges, etc, because the club had no money to do it. Now the club is financially sound, we've agreed to take all this stuff of Danny's hands.

Guy Bolton has volunteered to do the job and his details are in the Information Sheet Updates at the end of this newsletter

### Events

We're nearly into the 2011 rally season, 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.

#### 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 27 March

#### Strictly Come

**Stinkwheeling** with the West Anglian. Join us for a waltz along daffodil-lined Bedfordshire country lanes to a symphony of 2-stroke engines. Starting at Duloe Village hall, arrive from 9:00 for a run starting at 11:15. The run will be about 28 miles with a pub stop. The usual West Anglian welcome with refreshments on arrival. Jumble in the hall so bring and buy those items. For more information please contact: Alex on 01480 219333, or Ralph on 01234 403796.

#### 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](http://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: 01438 743515, or Peter Smith: [sidperkins@hotmail.com](mailto:sidperkins@hotmail.com).

#### Sunday 15 May

#### The 29th East Anglian

**Run** starts at Long Thurlow Village Hall. This is 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, despite its name, is in Great Ashfield) will be open from 9:30am for refreshments, toilets and mopedjumble. The run sets off at 11:00 on a route of around 30 miles on lovely country lanes and villages.

**Continued on Page 4**

Our serialisation of Les's article went slightly awry: Part 3 ended in 1966 but Part 4 started in 1968. So to correct that mistake, here is...

## Raleigh Mopeds—Part 3½

### History, Model Introductions and Specification Changes - 1967

Les Gobbett

#### 1967

The paint finish of the basic RM 6 was changed yet again, to the single colour of Royal Blue, a much darker shade than the superseded Neptune Blue, which only served to make the machine even more dowdy looking.

The RM 6 Pop, priced at exactly £50-0s-0d, was discontinued in February, only five months after its introduction.

The RM 7 Wisp was introduced on 14th April, finished in either Fiesta Blue or Spanish Gold and fitted with the 1.76 bhp engine, but restricted to 1.4 bhp. It had single speed transmission, 12" wheels, rigid front forks and drum brakes front and rear plus a large rear mounted shopping bag. It was priced at 57 guineas (£59-17s-0d).

The RM 11 and RM 12 were dropped from the range in July.

## VAP engines

### Introduction

This was meant to be a simple article to write: The story of VAP engines from the first cyclemotor units through to the last moped engines. Although the full story hasn't been published in English before, there are plenty of references for the different parts of the story, so it would be just a matter of bring the parts together ... wouldn't it?

However, it turns out that the previously published versions don't agree, particularly on the history of the earlier cyclemotors. There are two main versions of the story: one suggests that the first two versions were made during World War 2, the other claims that the first version didn't reach production numbers until the War was over.

ABG factory records don't survive and original manuals and brochures aren't dated. Enough motors

survive to enable reasonable estimates of production numbers to be made and, most importantly, these show that the very first version was made in quite large numbers, at least 2,500 of them.

The *Décret du 5 Juin 1943* seems to be the cause of the confusion. Passed by the Vichy government, this decree defined three legal categories of motor cycle: *motocyclette*, which was over 125cc; *vélocycle*, between 50cc and 125cc; and *bicyclette à moteur de secours* (later called *cyclomoteur*), under 50cc. The VAP was bigger than 50cc, but this doesn't mean the change to a smaller capacity took place in 1943; passing a decree and putting it into force aren't the same thing. In fact, bicycle engines up to 58cc were still being exhibited at the *Paris Salon* of 1946. Manufacturing and selling hundreds of cyclemotor units in occupied Paris seems rather unlikely, so this is the version of events we've plumped for:

### VAP

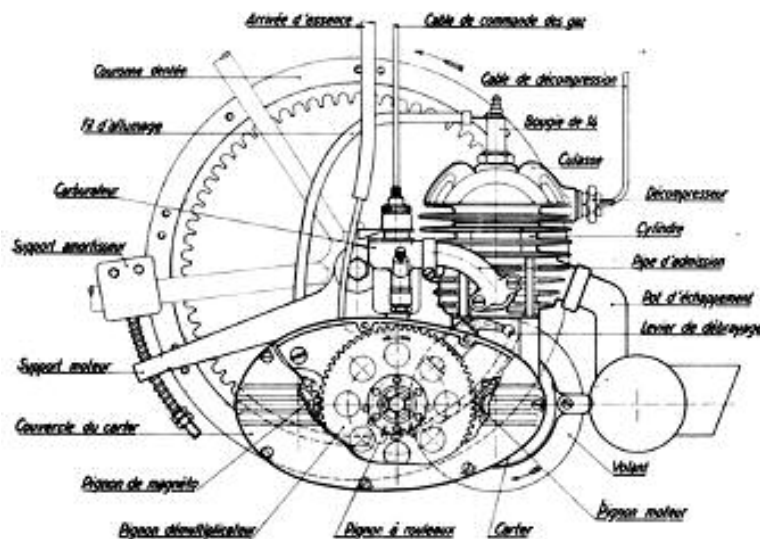
The first VAP cyclemotor was produced in 1942. Designed by Pierre Verots, it was a 53cc motor that mounted alongside the rear wheel of a bicycle and was built by La Bougie BG. The name VAP stands for Verots-Androit propulseur (Pierre Androit was the head of La Bougie BG). La Bougie BG became ABG following a merger with Ariès. ABG was in the Paris region – occupied France – not an ideal situation for making large numbers of cyclemotor engines. Therefore, it was not until the end of World War 2 that the VAP was put into production. Although production figures are not known, at least 2,500 of the original VAP motor were made as

surviving engines fit in the engine number range of 1001 to 3500.

### VAP 2 and VAP 3

The design rapidly evolved through two more models: the 51cc VAP 2 of 1946 and the 48cc VAP 3 of 1947. These engines are very similar, the capacity change being the significant difference between them. This change was made to keep abreast of French *cyclomoteur*

legislation. Only a small number of VAP 2 engines was made – maybe as few as 500. Again, this figure is derived from surviving engine numbers, which suggest that VAP 2 started at number 5000 or 5001. From the VAP 2 through to the VAP 4, engine numbers 'ran through'



The first version of the VAP

in a continuous series so the VAP 3 starts around the 5500 mark and goes up to about 33000.

**To be continued**

## John Tylee

Wiltshire Section regrets to announce the death of John Tylee after a four month battle with cancer. John was the local organiser when the EACC Wiltshire Section was formed and took part in every run he could. He had several bikes, large and small and was also an active member of the NACC and Vintage Motor Cycle Club. We send our condolences to his family.

RW

## Alex Roddham, 1928 - 2011

Alex was a member of the EACC right from the start, thirty years ago—in fact, apart from our four founder members, he was the second person to join the club. When we revived the club in 2007, Alex again gave the club his support.

It was thanks to Alex that the original EACC got off to a flying start. With a new club, you need some money to get it up and running enough to attract members but, until you attract members, there are no subscriptions coming in. Alex solved that problem for the EACC by putting up the money to get things started.

The Mince Pie Run (or Boxing Day Run as it was known then) also benefited from Alex's support—it started and finished at his house.

A practical man who could turn his hand to almost anything, Alex's interests covered not only cyclemotors, but most things mechanical and electronic—until recently he was leading a project to restore an Ipswich trolleybus.

Alex died on 19 January, following a stroke. Our condolences go to all his family.

## Duane 'Ted' Riceman, 1963 - 2011

It is with great sadness that we find ourselves reporting the recent loss of one of the EACC's great characters and Ted, as he preferred to be called, will always be fondly remembered as a 'big happy chappy' by all who knew him.

A rider of various machines, from big custom V-twins down to humble mopeds, Ted became actively involved on the cyclemotoring rally circuit from around 2002 following the acquisition of a James Superlux autocycle, and appeared in the popular 'James Gang' feature of October 2004. Big Ted and his James supported many Anglian regional events over the last eight years, only reluctantly switching to a more manageable Piaggio Liberty recently, when illness made the modern option more practical.

Our most sincere condolences to his wife Sally, who surely knows his spirit still rides with us all.

Mark Daniels.

## Calendar—continued from page 2

**Sunday 22 May** **Great Ouse** Cruise with the West Anglian Section. 'Swan' along Bedfordshire's by-roads criss-crossing the River Great Ouse starting at Thurleigh Village Hall. Arrive from 9:00 for a run starting at 11:15am. The run will be 28 miles with a pub stop. The usual warm West Anglian welcome with refreshments on arrival. Jumble in the hall; bring and buy those items. Call Ralph (01234 403796) or Alex (01480 219333).

**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.

**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.

## 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.freemove.co.uk](mailto: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.

### Information Sheet updates

#### Merchandise

We have club pin badges, sew-on badges, key fobs, T-shirts and high-visibility tops. Guy Bolton is the man to contact for these.

Monthéry, Bruisyard Road, RENDHAM, Suffolk, IP17 2AH

01728 663231 [guy.bolton@btinternet.com](mailto:guy.bolton@btinternet.com)