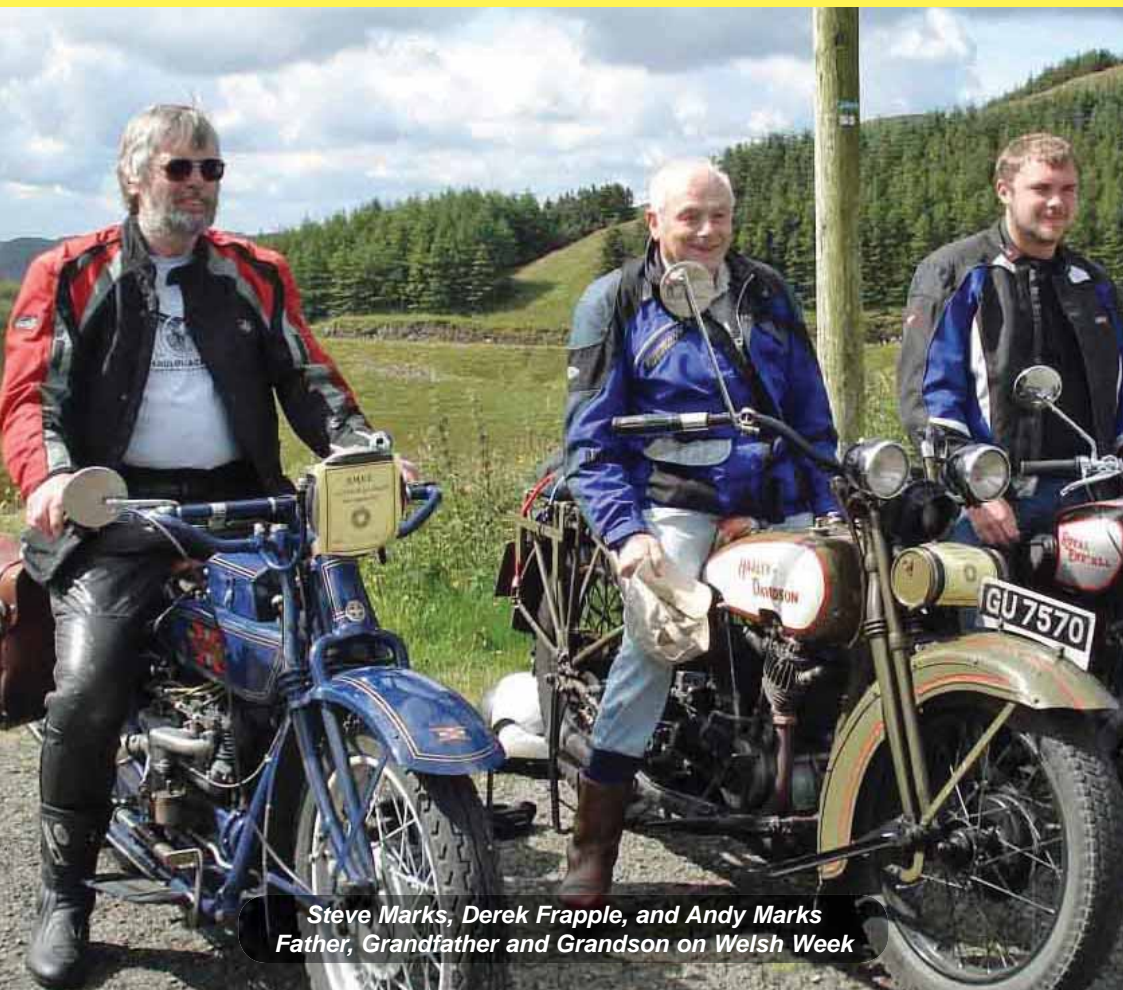




Club News

Issue 851

August - September 2011



*Steve Marks, Derek Frapple, and Andy Marks
Father, Grandfather and Grandson on Welsh Week*

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59 Beechwood Road, Sanderstead,
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Chairman and Club Archivist

18 Chieveley Drive, Tunbridge Wells,
Kent TN2 5HQ

Secretary

13 Victoria Road, Horley,
Surrey RH6 9BN

Trials Secretary

The Cedars,
Little Billington, Beds.LU7 9BS

Treasurer

Riddlesdell, Netherfield Hill,
Battle, E Sussex TN33 0LH

Membership Secretary

28 Lesney Park Road, Erith,
Kent DA8 3DG

Pinhard Prize Officer

96 Fairdene Road, Coulsdon,
Surrey CR5 1RF

Pioneer Registrar

46 High Road, Wilmington,
Kent DA2 7BN

Committee Member

PO Box 85, New Romney,
Kent TN28 9BE

Committee Member

6 Forest Place, Waldron, nr. Heathfield
East Sussex TN21 0TG

Committee Member

2 Mee Cottages, Green Lane, Old Netley,
Southampton, Hants SO31 8EY

Committee Member

6 Fairlight Close, Bexhill on Sea,
East Sussex, TN40 2PT

Show Organiser

15, Lancing Close, Lancing, West Sussex,
BN15 9NJ

Webmaster

Editor

14, Joydens Wood Road, Bexley,
Kent DA5 2HR

Vice Presidents

Lord Montagu of Beaulieu, P Donaldson, I D McGill

Mrs Marjorie Ayers

Tel: 020 8657 4671

Baz Staple

Tel: 01892 535671
jennybaz.staple@gmail.com

Ian McGill

Tel: 01293 771446
acsociable@sky.com

Chris Mawer

Tel: 07710 211913
christopher.mawer@tiscali.co.uk

Roy Plummer

Tel: 01424 772598
royjplummer@yahoo.co.uk

Peter Donaldson

Tel: 01322 332087
peterdmsc@hotmail.co.uk

Tony Lloyd

Tel: 01737 555413
aj.lloyd@blueyonder.co.uk

John Waghorn

Tel: 01322 224605

Mrs Julie Diplock

Tel: 01797 344277
julie_diplock@hotmail.com

Chris Pile

Tel: 01435 864043
Christopher.pile@sky.com

Neil Sinclair

Tel: 07885660939
neil.sinclair@aviva.co.uk

David Masters

Tel: 01424 211873
davemastersis@hotmail.co.uk

John Buckingham

Tel: 01903 536244
john.b60@ntlworld.com

Ian Cockshull

info@sunbeam-mcc.co.uk

Dr John Hodson

Tel: 01322 524567
johnh587@googlemail.com

EDITORIAL

Sunbeam Club News
Issue 851
August - September 2011

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First of all I must apologise for the late arrival of your June-July SMCC News. This was due to a combination of production and distribution delays.

I wish to draw your attention to the various appeals in this News for volunteers to fill important roles. In addition, suggestions for topics for club nights and articles for the News would also be appreciated.

I look forward to seeing you at some of the Sunbeam events over the next few weeks.

With Best Wishes

John

Neville Goss MBE

Ian McGill

It is with great sadness that I have to inform members of our Club who rode in the Graham Walker Memorial Run that Neville Goss passed away on 9th July 2011 aged 93.

For many years Neville was President of the Southampton and District MCC. He gained an MBE for services to motorcycle sport and was an honorary member of the ACU, also a member of the FIM council, being its Vice-President until his retirement.

Neville will be best remembered by our Club as a very strict starter at the Graham Walker event at Beaulieu, nobody moved until Neville waved the Union flag and said 'Go'.

Our sincere condolences to his wife Anne and family.

Sunbeam MCC News Editor

John Hodson

In January 2011 I advised the SMCC Management Committee Meeting members that whilst I was willing to continue as editor it would only be for one more year, assuming that I was re-elected. It is still my intention to cease being editor after this period of tenure. The last issue of the SMCC News that I will edit will be the February-March 2012 Edition, Issue 854, unless a new editor is found before that time. The SMCC is therefore looking for a new editor.

The editorship is a challenging, interesting and important role that would suit someone with writing and computing skills. An interest in pre 1940 motorcycles and sporting trials is of course desirable. The role gives you the opportunity to contribute to and influence the SMCC News a publication that, apart from times of national emergency, has been published regularly since 1928.

For further details of what the task involves contact Baz Staple or myself (contact details inside front cover).

Sunbeam Motor Cycle Club Ltd

Registered in England No. 3011502

Registered Office: ETM Consulting Limited, The Old Stables, Hendal Farm, Groombridge, East Sussex, TN3 9NU

Web: www.sunbeam-mcc.co.uk

Email: clubnews@sunbeam-mcc.co.uk

Copy date 10th of the month preceding publication

August - September 2011

3



Do you have an interesting snippet or amusing photo that you would like to share with the Club?

Send your comments to :

The Editor (details inside front cover)

Re: Pioneer Run ®

Dear John

In answer to Richard Mummery's letter in the last edition of Sunbeam News, regarding finishers and non starters in the 2011 Pioneer Run®. Of the 373 that entered, 333 machines started and 299 completed the course from Epsom to Madeira Drive, Brighton.

We did have 40 non-starters for whatever reason I don't know, although I was aware of three riders that had heart attacks in recent weeks before the start, as far as the other 37 non starters were concerned I can only think that these were restorations not yet finished or they had last minute problems with the machines.

Of the 34 that did not finish, one was involved in a shunt with a modern machine that failed to move off at Reigate traffic lights as the rider was inspecting the veteran next to him! The other 33 failed during the event and were picked up by their various back-up vehicles, I do know that no machines were left on the course as Richard Curtis followed the last machine down and gathered up any that needed recovery.

Again, many thanks to all volunteers that helped on the day of the event. Projected date for 2012 is March 18th but this has to be confirmed by Brighton City Council.

Ian McGill, Pioneer Run Organiser

Membership of the Sunbeam Club

Baz Staple

I think most would agree the club has a pleasant family feel with a relatively small membership total compared with other motorcycle clubs – we are also, due to the club's title dismissed by many old bike enthusiasts as a one make club for Sunbeams only, not that I believe anyone would wish to change the club name, and we therefore lose out to many potential members.

Whilst we try to explain our wider scope via press releases etc. could I ask members in their regular dealings with like minded enthusiasts to point out two things, that most of our events are also open to non members, and that we do not extend beyond 1939 and have certain dedicated events for pre 1931 and pre 1915 machines for all makes of motorcycles and three wheelers.

It is quite illuminating when chatting to non members that many can easily be persuaded of the advantage of joining us at a not too expensive subscription which also gives reduced fees to events. Whilst we do not wish to become a vast club, at some 450 members we could do with breaking into that elusive 500 area which would have knock on benefits to us all.

Sunbeam September Challenge

Baz Staple

Don't forget this new event in Yorkshire. Alec Thompson has put a lot of effort into arranging this event which takes place on Saturday, 17th September and deserves our support on pre 1931 machines and is also suitable for veterans. The Vale of Pickering is a beautiful area with ideal riding country. Contact Alec for B&B details 01751 431478.

Hope to see you there.

Club Steward at Epsom

Ian McGill Pioneer Run® Organiser

Sincere thanks to Ray Hudson for being our Club Steward at the start of our annual Pioneer Run®, he has done a super job over the past few years, but has now moved well out of the area, and is unable to continue.

We now need a non riding member of our Club to act as Club Steward at Epsom. This involves being at the start between 6.30/7.00am to assist with organising the signing on of the marshals handing out meal chits and generally assisting Warwick Knowles at the start when the Mayor of Epsom arrives.

If YOU can help, please phone 01293-771446 or email me on acsociable@sky.com.

Rose of Shires Secretary of Meeting

Baz Staple

Barry Care has been our Secretary of Meeting and Clerk of Course for this event for the past six years and has organised his last R of S run. We thank him sincerely for his efforts as well as thanking his team of helpers.

So a new Secretary of Meeting who can double up as Clerk of Course is required to continue this well supported and successful event.

Barry offers full co-operation in handing over the details and fortunately his team of road marshals and helpers are prepared to continue assisting.

If you feel you can undertake this useful task please have a word with Barry on 01604 646818.

Shropshire mid Week Ride

Baz Staple

This successful residential three day riding event through beautiful countryside requires a new Secretary of Meeting for 2013, which may seem a very early request but the dates for the next event are already booked with the Longmynd Hotel at Church Stretton for the nights of 13th-16th May 2013.

We are fortunate in having Bill Orchard who acts as route finder and Clerk of Course so the Secretarial duty, plus a breakdown volunteer (fuel costs paid), are the two vacancies. Every assistance will be given to a new organiser so we hope someone will come forward to keep this even more popular event in the Sunbeam calendar.

Who is it and what is it?

John Hodson

I received no information regarding the photograph of the rider and Douglas motorcycle in the last Club News. One person correctly identified the man on the Sunbeam scooter at a motorcycle show as a young version of Geoff Morris. Geoff tells me that the two young ladies were starlets possibly attached to Pinewood Studios and that at least one of them had a cameo role in films [Editor's note: How Geoff managed to find all this out in the short time required for the photograph I don't know] According to Geoff, BSA probably hired them via an agency and had hundreds of photographs taken (all free) of show visitors with the girls and sent them out free of charge. Apparently there was no shortage of people requesting photographs.

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Club Nights at Chiddingly

These are held on the 1st Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, Tel: 01825 872227, OS grid ref. TQ 543142

Future Dates

| | |
|----------------------|---|
| 4th August | Fish & Chips at Trawlers, Seaford, make your own way. |
| 1st September | Natter Night. |
| 6th October | To be announced. |

Club Night Report

June Club Night

Baz Staple

The Wings Museum, between Handcross and Balcombe, opened especially for us and charged a concessionary rate for a minimum 20 entrants, and yet we could only muster 15 interested members on the night, which was both disappointing and embarrassing on a perfect riding evening. The only motorcycle rider was Tony Holder from Hastings who thoroughly enjoyed his cross country ride.

Five of their staff came in and keenly showed us their wide ranging and endless World War II artefacts. Opening in March 2010 they already have a vast range, including a Dakota fuselage fully kitted out internally with all cockpit gear, radio op and observer quarters. This was used in filming Steven Spielberg's "Band of Brothers".

The museum had continuous sounds of the era, from buzz bombs to Churchill's rallying speeches. Artefacts included were from bullets, bombs and crashed aircraft engines, gleaned from Japan and all parts of Europe. Their skilled enthusiasts are rebuilding some items and display others in crashed form in life like surroundings, whilst continuously digging for new artefacts – next stop Belgium.

The best bit was their workshop where amongst various examples were two damaged Rolls Royce Merlins from Germany which are being rebuilt into one working engine and will eventually be trailered around to shows and fired up, and they promised to let us know when it goes live.

This was a rare opportunity to see the complexity and build quality of the actual internals of the Rolls Royce Merlin. The museum was initiated by the father and two sons who are passionate about retaining the memory of the brave individuals who saved this country and Europe from a terrible fate.

New Members

Peter Donaldson

The following people have recently joined our Club. Give them a warm Sunbeam welcome.

Marion Johnson (Essex)

John Lay (Oxfordshire)

Bob Nix (Rutland)

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**SPECIAL FARES FOR
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Answer to Trivia Question

Tony Lloyd

Last month I posed the question "Why should Alan & Roger Hummerstone call themselves "Team Tatoonine"". Nobody provided an answer.

Weeeell. Just like Luke Skywalker's home planet in Star Wars, They have Two Suns.

Groan, groan, groan!

The Dick Little Trial 2011

David Blanchard

That famous old club 'Sunbeam MCC' who had many of yesterdays ace's with household names as part of their desirable membership, put on a really great trial on Sunday 19th June. This super event took place at Bagshot in Surrey. No! Not the more usual Bagshot North but the South venue, just a 'Flint's Throw' up the road. This piece of land had lain idle for some years before Chris Mawer and Peter Donaldson took on the job of seeking out permission to use it once again for this great sport of 'Trials Riding'. It is to every rider's good fortune that for the last few years The Dick Little Trial has been held here and looks likely to continue in the same format well into the future. So well done to them and anyone else involved in this welcomed gift.

'The Dick Little Trial' has been the name of this event for several years now, but it used be run under the name of 'The Sunbeam British Bike Trial'. Dick is now remembered at least annually by the many competitive entrants and of course by everyone who knew him for the sterling efforts he put into the Sunbeam Motorcycle Club in the many roles he took on, especially in the job of 'Trials Secretary'.

The day started a bit overcast with the threat of rain looming. But! So fickle is the British climate that 'Real Rain' never materialised (for a change). The 'Sun-Beamed' down later in the day and just a smattering of rain drops was all I felt. The going underfoot (or maybe tyre) was only slippery in a few places due to some overnight rain before the trial, but nothing to cause any major grip problems. It did not take long for the sand and leaf mould ground to 'fluff up' nicely and cushion any unfortunate falling rider as though he was falling onto a featherbed. Yes there were a few Nortons in the competition but I did not see any with that famous aforementioned frame.

There were 12 sections laid out by COCs Neil Sinclair and Neville Lewis, so the combination of athleticism, experience and sensibility was in balance and duly applied to section plotting. This culminated in some great sections that were challenging to some but safe for all. The ever hardworking Peter Donaldson had the fidgets with not enough work to do. So one more section (No 13) was added at the eleventh hour and was a welcome part of the three lap course.

Best solo rider on the white route was David Strank who had three dabs during the day and was heard to curse at least one of them. His usual BSA C15 sounded well tuned and on song when on full bugle up some very steep climbs. That wily and very experienced John Kendall was runner up on seven lost. I always expect to see John on a beautiful Triumph Twin but this time he had entered on a 250 Ariel.

Twin-shocks are a welcome addition to this event so the white route was won by none other than a humble Yamaha 175 piloted by Mick Ratcliffe. He needed to dab just twice during the whole day!

Dick Little Trial

Photographs by David Blanchard



Riders Waiting to Start



Adrian Mountain on his CCM 350cc



Barry Brockman on his 175cc Yamaha



Riders Queuing for section 13



Doug Johnson Matchless 350cc



Paul Le Coq Triumph 350cc girder fork

Dick Little Trial

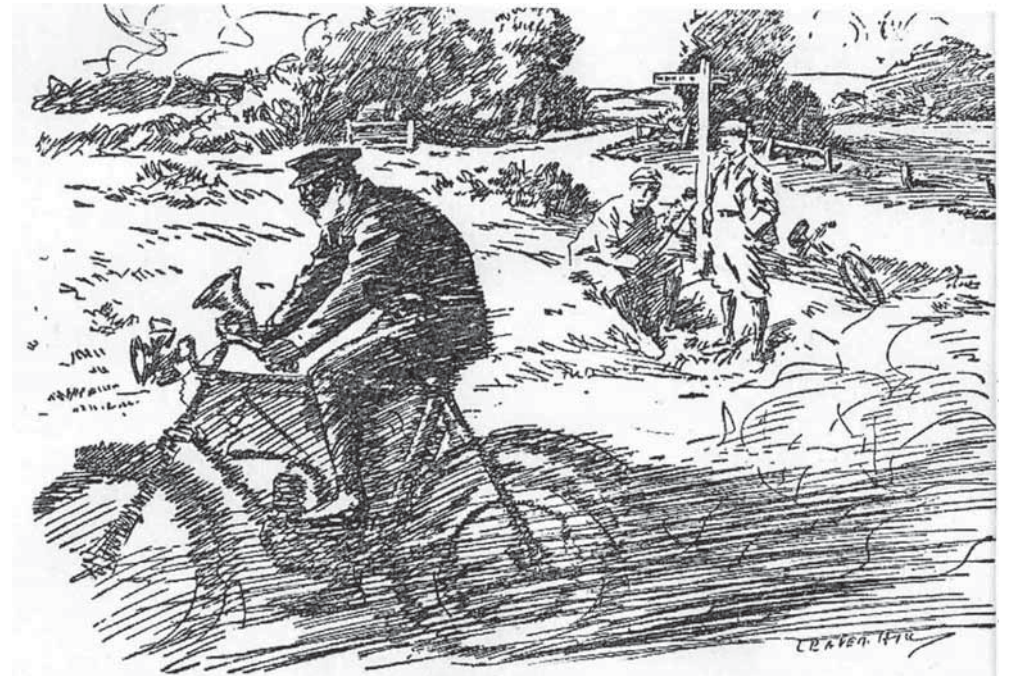
Photographs by David Blanchard



Alan Hornsby/Martin Ackers Triumph 500cc



Pat Corridon and his Royal Enfield Crusader



SOUR GRAPES

First Scorchers. "Call that exercise?" *Second Scorchers.* "No. I call it sitting in a draught!"

I am grateful to Alf Sandford for sending in this cartoon and the one published in the last News.

19th Conyboro Run

John Hodson

I am told that I now have to call this event the Conyboro Run and not the New Conyboro Run!

There were forty four entrants 10% up on last year and these were made up of six veteran, twenty seven vintage, seven post vintage and four three wheelers and ranged in age from 1913 to 1939.

The routes were well organised with clear road signs and written instructions making the run relatively straight forward and very enjoyable

Everybody seemed to be happy and, one way or another, managed to get back to the Six Bells for lunch.

This was Steve Marks' second Conyboro Run as Secretary of the Meeting and Steve and his team once again made a very good job of the event. Thanks to all for the hard work put into administration, organising the routes, signing on of entrants, preparing and serving tea, coffee, biscuits and cake, delivering and erecting the gazebo, recovering broken down motorcycles and anything else I might have forgotten. Thanks also to Mrs Julie Marks for presenting the awards and everyone at the Six Bells for their hospitality.

- Best Veteran Solo – The Temperance Cup:* No. 5 Sue Harris - Royal Enfield
- Best Vintage Solo – The Geoff Hayes Memorial Cup:* No. 18 Ted Burtonshaw - BSA
- Best Post Vintage Solo – The Conyboro Post Vintage Cup:* No. 34 Chris Wright - Douglas
- Best Tricycle, 3 wheeler or Sidecar – The Sunbeam Point to Point Lightweight Cup:* No. 41 Tom Burtonshaw - Triumph
- Furthest Travelled - The Ken Boulter Rose Bowl:* No. 17 Roy Berry - Douglas - 106 miles.

19th Conyboro Run Presentations

Photographs by the Editor



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The 28th Welsh Week

Ian Young

Blessed with dry weather this popular annual event yet again attracted a healthy entry. Indeed many are time served 'Welsh Week' participants but credit must go to Stan and Joyce Emery who have taken part in this gathering since its inception. Aboard their BSA Sloper outfit, now equipped with a self starter, this amazing pair now in their 80's piloted their steed which romped up the challenging hills in these simply breath taking parts. A fascinating variety of machinery made up the entry but the 'Show Stopper' was without doubt the stunning 1920 Henderson of Steve Marks which was making its first appearance here. This 1301 cc machine was the result of a very long restoration by an obviously skilled engineer.

The organisation for the gathering was solely in the very capable hands of Colin Bentham since his usual partner John Appleton had been laid low with pneumonia but thankfully is now recovering.

The vast University of Wales was the usual base and the friendly staff fed us well. A number of wives and partners participated some on pillions and others in cars.

A welcome feature of this challenging event is the absence of route sheets and this year our route leader was the capable Peter Wood who guided his flock superbly. An endearing aspect of the 'Welsh Week' is socialising amongst participants, highlighting the unique camaraderie found amongst motor cyclists.

The sum total of mechanical problems was a Norton with a rain filled magneto from a recent alternative event, but fortunately a determined entrant Alan Webber had brought a lovely two speed Scott as a reserve machine.

Tim Penn making a virgin appearance here, had the misfortune to have a chain link break and self-destruct whilst piloting his rorty Raleigh. Amazingly, a local inhabitant appeared from his house holding the correct size replacement. Owzat!!

A welcome feature of the daily breathtaking routes was the absence of potholes which have become the scourge of many other events in recent years.

The 'Welsh Week' was the brain child of Tiny Ayres and route planner Ted Langridge all those years ago and unsurprisingly has maintained a regular following since. Our riding schedule began on Sunday with a short warm up run to the popular venue of the Red Kite café. In brilliant warm weather we relaxed there before a 20 mile return journey through stunning countryside. All week we observed evidence of previous Welsh slate, lead and gold mining industries.

Monday saw the start of the day long rides. Such are the unique roads and amazing scenery that one runs out of adjectives to describe it all. Vast lakes and endless sheep farms accompany us. At times the silence of the countryside was only broken by the ear piercing sounds of fighter jet planes overhead.

Tuesday began by a main road saunter to Machynlleth which is generally recognised as the dividing line between North and South Wales. Then wandering around the estuary of the River Dovey, passing the coveted sailing centre of Aberdovey, before arriving for an interesting visit to the Talyn narrow gauge railway station. More enjoyable miles followed before a tea stop at the Corris Craft centre which provides information about this history filled area. We continued our route finally arriving at the charming seaside resort of Borth with its attractive beach. This completed our ride for the day.

Wednesday was a free day with members going off to do a variety of things. Some headed for the fascinating and unusual Internal Fire Museum of Power with working engines in agriculture and industry. The route to this venue was via more stunning views of the coastal

road. Wednesday evening was taken up with a popular quiz hosted by myself. Somewhat predictably the winner was Geoff Morris.

Thursday offered yet another excellent long ride on a spectacular route passing the remains of iron ore mines. We were heading for the Welsh town of Rhyader which is at the end of the Elan Valley Pass. We seemed today to be surrounded by water passing more lakes and finally climbing and visiting a dam which provides water to the city of Birmingham. We glided back to base for many to indulge in a session of bike fettling. Wherever we stopped we seemed to provide a feature of interest to many onlookers and conversations invariably prompted stories of their youthful motor cycling days.

On returning to the university we were met by a coach load of students visiting to carry out a project. The coach driver turned out to be no less than an ex TT sidecar competitor. He was easily persuaded to join our group in the evening to be interviewed. His amusing account of his racing days proved very popular with our gathering.

Friday's route was a new sortie piloted by Alan Webber who predictably guided us through more amazing paths and steep hills to visit another dramatic dam set high in the hills. Our tea stop was at the Rheidol Railway Centre to devour a welcome cream tea. Our route had taken us past Pont-ar Elan which was a popular motor cycle hill climb venue in the 20's Our return journey was via an empty road used in earlier days as a coaching route. Our only mild problem in all our riding was to avoid the roaming sheep in these remote parts.

Sadly we had now completed our various sorties. Our competent organiser, Colin Bentham, acted as a white van man providing the reassuring breakdown service which was put into action a couple of times.

Saturday saw us making our farewells, with many vowing to return again next year. So ended a unique and marvellous experience for riders determined to use their true vintage machines.

The organisation was faultless, the routes were unforgettable, the weather was excellent and the company was unique. [Editor's note: see back and front covers for photographs].

Every Motorcyclist's Dream - Welsh Week and Isle of Man TT Baz Staple



Baz Staple with 1912 Alldays and Onions

My ever faithful 1928 Velocette KSS again took me around the Welsh Week's scenic rides not missing a beat as it has done for the past 27 years, although I did notice an ominous spreading fatigue crack on the silencer but fortunately it held together.

At the close of the week we travelled on to Liverpool and then across to Douglas Isle of Man to participate in the Isle of Man Section of the VMCC's four day event with the all important TT Mountain Challenge to commemorate 100 years of the mountain circuit 1911-2011. The anniversary ride of the

37 ¼ mile circuit was on the 3rd July, and my mount was my 1912 Alldays & Onions with ROC 2 speed hub gear – would it make the mountain climb? There were 12 veterans, 53 vintage and 40 post vintage entrants, but what an atmosphere. Starting in number order (Alldays No 7) at the Grandstand, a steady ride along the Glencrutchery Road, down Bray Hill and a stop shortly after for the Isle of Man Governor to unveil a wall plaque to commemorate the actual

starting point of the first mountain course race in 1911, then flagged off again in number order through partially closed roads and through red traffic lights ably assisted by marshals to whom the police give their blessing and trust. We were promised pushers available on the steeper parts and the first real challenge is after Ballacraigne, choosing my lower gear the machine manfully "digs in" at the steepest point where the volunteer pushers are pleased to applaud the Alldays' progress, shunning their proffered help. All along the course, through



1912 Indian ridden by Richard Birch

villages, hills and the famous bridges enthusiastic spectators are waiving and enjoying the historic cavalcade. At Ballaugh we may have been slightly airborne! Now the faster boys are roaring by, AJS, Sunbeam, Scott, Moto-Guzzi, Indians etc. and then to Ramsey, Parliament Square to a huge crowd of enthusiastic and knowledgeable spectators.

A good lunch and now with some trepidation, what about Ramsey Hairpin and the seven plus mile mountain climb? So starting handle out and off we go. Round Ramsey Hairpin, staying within the white line – just, stay in low gear, increase oil supply, round Waterworks, don't know what gradient it is but it's steep, and there's that same pusher gang again! Well we're saving them some sweat. The Alldays in my possession has never worked so hard and after what seemed an age we are reaching the peak at Hailwood Heights, Alldays has made it. Reduce oil flow, then the long stretch down, Windy Corner, Creg-ny-baa etc, round Governor's Bridge and into the finish by the Grandstand. Well done Alldays and all those others, particularly the Isle of Man Section organisers, a super effort with flair and imagination. The key ones I'm pleased to say are members of the Sunbeam Club.

For me it goes down as one of my most memorable days. Club members taking part were Richard Birch, Isle of Man section Chairman, Joyce Plant, Secretary of Meeting, David Plant, Peter Culham, Peter Maddox, Alan Dignan, Richard Duffin, and Dave Bickers. Finishers' medals were awarded in the form of ACU TT gold medals, actually inscribed with the rider's name. With entrants from Britain, Germany, Holland, Italy and USA, all agreed it was a great experience.

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Where Have all the Entrants Gone?

Baz Staple

For some years or so organisers of our events have seen a reducing entry. This is particularly noticed on the one day events whereas the Shropshire three day ride and Warwickshire three day weekend have continued to have good support. So the question is, why or what are we doing wrong – please tell us. This would also be a good topic at the September club night natter.

Are the routes not hilly enough or long enough?

Are the routes too stale and need changing?

Take for instance the Rose of the Shires Run – a good run through interesting country, with fully and clearly marked route, plus marshals at significant corners, very popular with VMCC entries but only a handful of Sunbeam members turn out – is it that great divide north of Watford that puts people off? The September Challenge in Yorkshire this year is another case in point, you can be sure of a good ride through charming country which will be new to most of us and Alec Thompson, the volunteer organiser will appreciate your support. It's a very good area to have an extended break and Alec can help with B&B etc.

The club generally and the organisers particularly would welcome your combined thoughts and feedback.

TT Mountain Challenge Programme

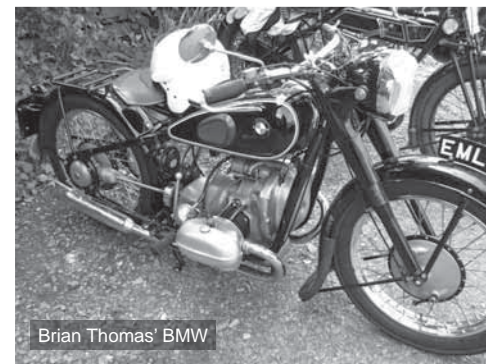
Baz Staple

The programme for this event is an excellent production celebrating 100 years of the mountain course, consisting of 50 pages beautifully produced, including the starting order of the Senior race in 1911 and very interesting extracts from the motor cycle press of the day. This should be on every enthusiast's bookshelf and is available at £12 free delivered UK and Northern Ireland, and all proceeds will go to Isle of Man charities.

This may be purchased from (mountainchallenge@manx.net) or from Joyce Plant, Kionlough Farm, Kionlough Lane, Bride, Isle of Man, IM7 4AG. Cheques made out to TT Mountain Challenge.

Two Motorcycles at Welsh Week

Photographs by Jenny Staple

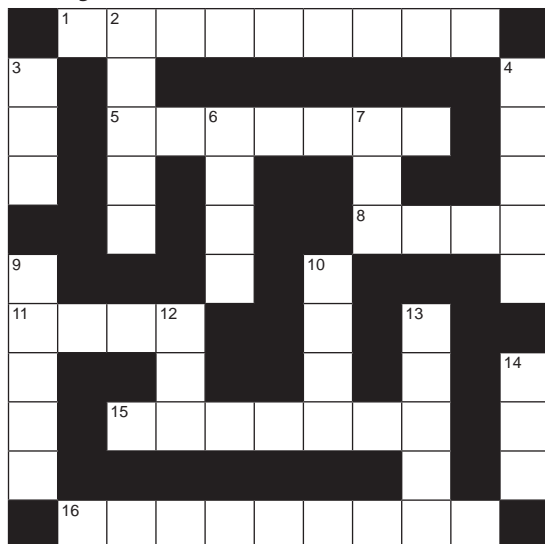


Brian Thomas' BMW



Roger King's Scott

Sunbeam Motorcycle Crossword (Number 1)



ACROSS

1. Made at Barn Street, Birmingham.
5. Designed by a Belgian, originally made in Germany and then in London. Only suitable for use in good weather?
8. One of a beaded edge or wired on type.
11. Abbreviated name. Americans used Hedstrom, Kingston and Breeze makes of this component.
15. Only seems to have been made in 1920/21, described as a Motorette or Ladies motorcycle but today we might call it a scooter. Made in Birmingham, had an open frame and engine over the front wheel.
16. Produced motorcycles across the road from Woolwich Arsenal for many years. Swallowed up many other makes and the name survived at least until the 1960's.

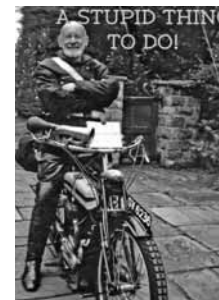
DOWN

2. Despite the name they were not made near the race course. Cyril's revolutionary design only survived for a short while.
3. Made large V twin engine machines and smaller foxes in Exeter
4. Designed the Beardmore Precision and then went on to make quite a range of machines bearing his own name. Production based in Tomez Road, Birmingham in the late 1920's before being taken over.
6. Large tandem tricycle made at Brixton Motor Works. A mount sometimes erupting.
7. Made in South Benwell. A hard one to crack?
9. Large V twin popular American model produced over many years in Springfield.
10. Usually thought of as a German car maker but they also produced motorcycles.
12. Armaments maker turned motorcycle producer.
13. Harry founded a cycle company which eventually made a range of successful motorcycles. They took over Baker motorcycles and were later acquired by AMC.
14. Company set up by 1921 TT winner produced many racing successes before being taken over in 1928.

Book Review

John Hodson

A Stupid Thing to do! A meander up and down England and Scotland by an old bloke and an even older bike *By Noel Whittall*



This is the story of 73 year old Noel Whittall and his Triumph Model H, affectionately known as H, on the "End to End" journey from Leeds to John O'Groats down to Land's End and back to Leeds.

It is a delightful, well written and entertaining account of the journey. With a minimum of planning, preparation, spare parts and changes of clothing, and with a Collin's Road Map for navigation tucked into his jacket, Noel set off one autumn day on his epic adventure.

Noel had made several journeys of over 200 miles on H and was confident that with the good three speed gearbox, robust clutch and sturdy engine the Triumph would not let him down.

The saga includes accounts of his usually happy encounters with old bike enthusiasts, fellow travellers, hotel proprietors and locals together with his experiences battling with the weather, modern traffic and drivers and mechanical failures.

Neil's views on the state of the world, his observations on life as he passes by and his obvious enjoyment of the environment add to the pleasure of reading the book.

The novice early veteran motorcycle rider will pick up some useful riding tips from the book. For example, a reliable method for controlling lubrication of the engine using wine gums and engine health monitoring by using the beat of the folk song "Hunting the Wren".

Noel's faith in his old Triumph was justified as it saw him through to the end of the journey without serious mechanical problems. The ride was no mean achievement for a man that had recovered from a heart attack whilst paragliding at a height of 1000 feet!

I have no hesitation in recommending this book as a good read.

The book is available from Propagator Press, 38, Parkside Road, Leeds, LS6 4NB.

Price £10 plus P&P.

ISBN 978-1-908037-14-5. www.propagatorpress.co.uk.

49th Graham Walker Memorial Run

Sunday 7th August 2011

**The National Motor Museum, Beaulieu. Hampshire.
SO42 7ZN**

By kind permission of Lord Montagu

Arrive 10.00am

Road Run Starts 1.15pm.

Entry forms sent to all past riders.

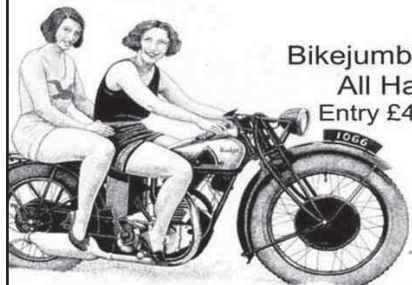
Or download from the Club website. www.sunbeam-mcc.co.uk

Ian McGill. 01293-771446.

ELK Promotions

PO Box 85, New Romney, KENT, TN28 9BE
Telephone and Fax : - 01797 344277

**Romney Marsh Classic Events
at Hamstreet Kent TN26 2JD (A2070 10 miles) from M20**



Bikejumble: 10am Sunday 18th September.
All Hamstreet Events with Motoball!
Entry £4, £3 OAP, Children under 16 free at all Events!

**New! For Later Classics!
South of England
SuperBike Show
Sunday 7th August 2011**
Ardingly, West Sussex RH17 6TL

South of England 'RealClassic' Show Sunday 23rd October

Entry: £6 adults; £5 OAP; children under 16 free.

South of England Showground, Ardingly, West Sussex RH17 6TL
ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 www.elk-promotions.co.uk

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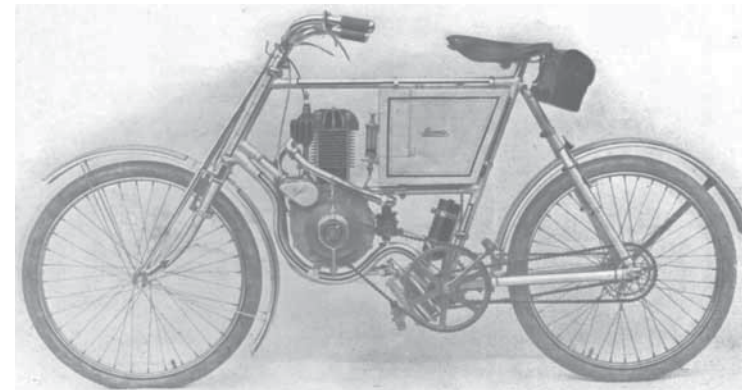
**The Old Forge, Quicks Yard, High Street
Handcross, Nr. Haywards Heath, West Sussex, RH17 6BJ**
Telephone: 01444 400 678 Fax: 01444 401 111
Website: www.verralls.com

Obscure Motorcycles: Morris

John Hodson

Despite making millions of four wheeled vehicles over many years William Morris only made motorcycles between the years of 1902 and 1905. He started out as a bicycle maker in Oxford and like many bicycle makers of the time he tried his hand at making motor cycles before turning to car production. Before long Morris had depôts in George Street and High Street and a works in Holywell Street together with branches at Abingdon and Bicester.

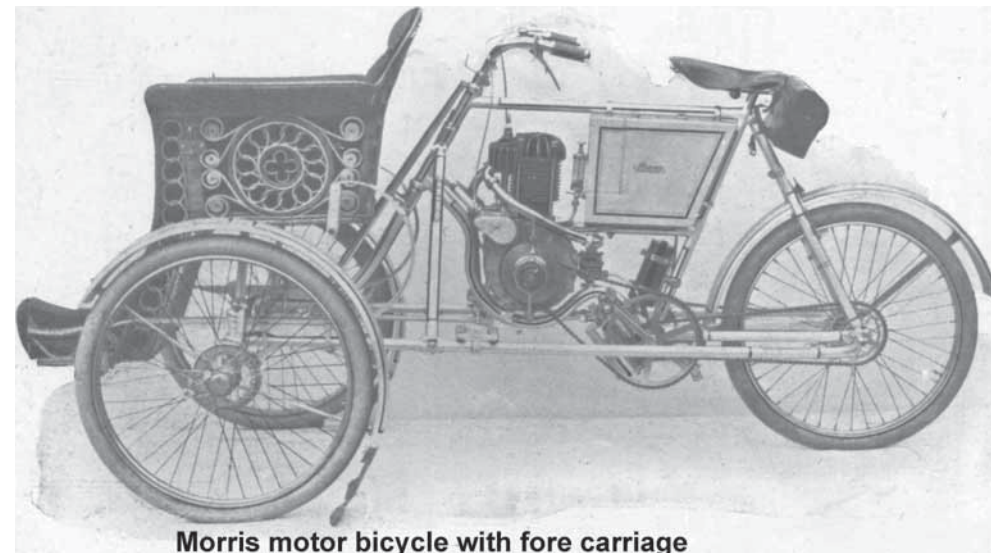
In the early days Morris used 2¾ hp De Dion or MMC engines with belt drive, the engine being set upright in the frame which ran round and underneath the crank case.



Morris motor bicycle with 2.75hp engine, chain drive and clutch.

In 1904 a 2¾ hp model was fitted with an MMC engine having a mechanical inlet valve, ignition was by trembler coil with accumulator. A conveniently placed hand pump was available for lubrication and a Morris Patent or Longuemare spray carburettor was fitted. Throttle, ignition and exhaust lifter were

controlled from the handle bars instead of by levers on the frame top tube. The tank contained compartments for petrol, oil and the accumulator. Drive was by chain and a Morris clutch giving a free engine. Girder forks, Clincher tyres, a large silencer, back and front rim brakes, weldless heavy gauge steel tubing frame and finish in black enamel with gold lining and nickel plating of appropriate parts completed the specification.



Morris motor bicycle with fore carriage


Yamaha Serrow Trail Machine

Peter Donaldson



This 223cc 'bike is a lovely machine. It has been adapted for long distance trials with a full 4 inch rear tyre and lowered gearing. It is used for trial riding and though not in the flush of its youth is still very capable of holding its own against all comers whatever engine size. Its biggest let down is its 14 odd stone rider! The motor is overhead cam and has a six gear box. Bike steers a treat cross country whether slow section riding or opened up. With high level air intake and exhaust plus well water proofed electrics, 2-3 feet of water doesn't faze its progress.

Members Advertisements



Small Ads for Private Sales and Items Wanted are free to Club Members, and can repeat free for several issues if requested. Just let the Editor know your requirements.

Please note this does not include business advertising. Address and Contact Numbers inside the front cover.

WANTED

Brammer link belt measuring 1.20 inches at widest point.
Dave Pittuck 01403 700658 (West Sussex).

Belt Rim 18-20inch diameter to suite A section (small for Clement) belt. Brake to work on outside of C section belt rim (Douglas). Also anything relating to Werner.
Peter Cox 01547 530546.

Any motor cycle badges of any make or events please.
Sam Lee, The Old Stable, 4 Beenham Court, Headley, Hampshire, RG19 8JX.

Please can you help me locate a 7/8 of an inch bracket required for clamping on rear fork for sidecar fitting. *Peter Adorian 01403 822484*

FOR SALE

Raleigh 1926 250cc good sound bike comes with full lighting set. One good kick to fire her up. £3250, Sussex. *Tony Churchill 01903 203395.*

Box of small miscellaneous bits for veteran/vintage era. Must be collected, £60.
Tony Churchill 01903 203395.

WHERE IS IT? Still looking for 1913 Wooler registration number H948. Someone must know where it is. *Contact: 01227 751751.*

Off the Saddle

Peter Donaldson

It is always great to hear of the activities of our members in order that we can pass the news onto our general membership.

Recently came into my hands the results of "The Snow Man Test Day" at Firlie Beacon in East Sussex run in April last year by the VMCC. There were 50 starters in this Hill Climb Event run on the basis of differences. Seven of the starters were members of our Club. The winner of the event was our Chris Brown of Gold Winning fame in Long Distance Trials, out this time instead of on his Royal Enfield, on a 1954 Norman Trials machine. In 3rd place was our Chris Pile, one of our Club Committee members, on a 1926 Sunbeam 9. Dave Masters who recently ran the most successful Ixion Run came in 7th on a 1957 Matchless Trials machine. In 15th place on a 1958 Velocette Venom was Trials rider Graham Wylie. In Pre '67 Trials Gordon rides a rare and fabulous 350cc Velocette. Further down the list came our Ian Douglas astride a Velocette LE, highest placed rider on one of those quirky little machines. Four places behind on another Velocette LE was Guy Haffenden, please don't jump on me Guy at the next Club night, I was trying to say something nice about your pride and joy! And three places behind him was our active Bill Pile, on a machine he is quite a few years older

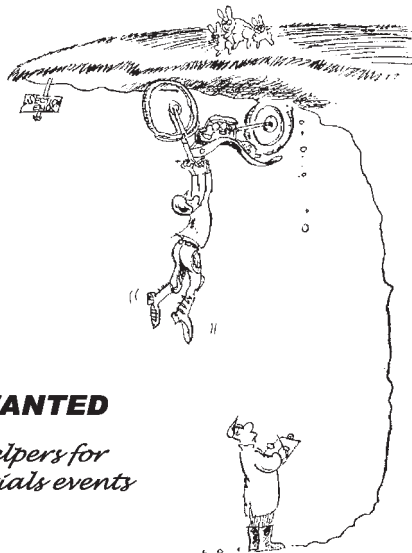
PERSONAL

The Trials section members, GSOH, outgoing personality, would really like to meet the V&V section members who may be able to spare some time and assist them in good "clean" fun.

Not looking for marriage, just casual fun and games upto four times per year.

No pressure, no ties. Very casual wear and stout shoes/boots essential. Thermos or hip flasks and wooly hats optional. No sandals.

Call Chris Mawer, 07710 211913



WANTED

Helpers for Trials events

(c) Gordon Thompson

than, a 1939 350cc Sunbeam. Bill is responsible for getting me involved in old machinery by loaning me this particular beautiful machine about 10 years ago for the Conyborough Run, I took my daughter Margaret on the back and we had a lovely day.

In the last Club News I wrote about Mike Holloway on his newly built rigid Pre '67 Matchless. His next outing was the first round of the annual Sammy Miller Series. He lost just one mark but was placed 3rd behind two lads who didn't lose any marks. He was fed up about that but in true sporting fashion is riding the whole series and as I hear how he does will let you know. He has been invited to participate in the Goodwood Revival on 13th September and is like a dog with two tails! Both he and our Ron Humphries are riding in the Bonanza at Bristol. And where is Mike at this moment, out in France with his wife and their motor home following the Tour De France all the way round. A month long and mileage well into four figures, one of those things he's wanted to do for a long time.

On 20th June we ran our second trial of the year, The Dick Little British Bike Trial. A real pleasure to see Alan Stone and Shona who were up visiting from their retirement pad in the West Country, who came to observe at the trial. Alan was for a number of years our Club Trials Secretary and was also an active Club Committee Member. The trial is reported elsewhere and was a great success. I was Steward of the Meeting, Starter and observed the last section. Those first two jobs have been covered most efficiently in the past by David Jordan. Talking to him the other day I hear that he is making steady progress since his stroke, walks a minimum of a mile a day and is feeling a great deal better. He has an appointment shortly with the Specialist and we look forward to seeing him back actively helping with our events. Best wishes David.

After that trial I towed the Club Marque Trailer back from Hampshire to near Gatwick. My three year old Mitsubishi has been written off and I now have a nine month old Focus Estate. I normally have a bottom of the range vehicle but this top of the range model with 530 miles on the clock and £7000 below list price seemed too good an offer to turn down, but I feel I may regret it. Never had a car before that takes verbal instructions to change radio channels or ring a telephone number. It also writes me notes on a space below the speedo. The other day I got a shriek and a note, "Drivers side. Rear door. Open". There are no keys on this thing, just have an electric fob in my pocket. Yesterday I walked up to the car and the door unlocked itself, got in and pushed the button to activate electrics, Margaret spoke to me and I answered. The car rudely interrupted us with a shriek and a note telling me to close down electrics if I wasn't going to activate starter mode. What with that and lights turning on when they feel like it and with a cloud in the sky the windscreen wipers galvanising themselves into action changing speed when necessary. I reversed onto the lawn and it went into a continuous shriek because it felt the grass was too long. I have a feeling one Focus and I may fall out. Anyway forgetting that lot, the Club trailer really tows a treat.

Being without a car for nearly three weeks in May I dug out the 1967 Triumph Tiger 90 and used that for every day transport. Last time I did that type of motorcycling for more than a day whilst car was being serviced, or whatever, must be in the order of 50 years ago. Made me realise why I prefer a car for everyday transport!

Went to the South East Trials Combine Meeting on 18th May. Of the 15 or so people there only one other had turned up on a motorcycle. We are into a period now, for economy reasons that we are not appointing a Centre Steward to report on Events. I feel this is short sighted because should there be a problem, of whatever nature, we are without a qualified representative there to report back to Centre Management. We, also, at the representative level of the Sport have no unbiased report to consider on the way an event is run. Otherwise the Meeting was taken up discussing costs and expenses to be paid to those involved in

representing the Centre in our Sport. This matter currently does not affect our members though we now have a couple of lads doing that well now that they may well get approached to represent their Class for the Centre, Paul Casling and Mike Holloway.

The following Sunday I rode in the Sidcup's Long Distance Trial. Last year this was the ultra-wet event where the normal amount of rain for the month of May fell in the one day and I got very wet. As with last year I was the only Sunbeam member riding in this great event. Like last year it was one of our Club members, Dick Caselton who plotted the sections and made a brilliant job of it. Unfortunately, for reasons unknown, I still haven't seen the results near on two months later. I thoroughly enjoyed the ride which had 77 entrants in the programme, conditions mainly dry going and covered 107 miles according to my speedo. Though finished the ride did drop the machine heavily at about midpoint breaking several bits and pieces and twisting the front forks. But Dick sorted that out for me and we both rode 11 days later in a trail ride put on by our associate club, Bexleyheath, down southwest of Ashford taking in smugglers tracks on the Pevensy Levels. Lovely weather and a great day out.

I am looking forward to helping with the Novice Trial that the club is running down at club member Peter Adorian's land later this month. Also riding in The Timber Wood Long Distance Trial this month. Then will be helping at the two trials we are running the first weekend in September. News on these in the next Club News.

Gas Gas 250cc Trials machine

Peter Donaldson

Two stroke engine, liquid and fan cooled, virtually indestructible. It has 6 gears and excellent low down pulling power though can stall on climbing tight turns if not carefully handled. It has no seat and is only used off road on short courses. An out and out specialist machine that doesn't know the word comfort. Like the Sorrow, this machine can also ford deep water.



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EVENTS CALENDAR 2011

| | | | |
|---|---|--|----------------------|
| 7th August Contact - Ian McGill 01293-771446 | 49th Graham Walker Run | Beaulieu, Hampshire | Pre 1940 |
| 13th-14th August Contact - Trevor Davies 01952-691231 | Testers Run | Wolverhampton to Dinas Mawddwy and return | Pre 1940 |
| 20th -21st August Contact - John Buckingham 01903 536244 | Shoreham Airshow | Shoreham Airport West Sussex | Club Stand |
| 3rd September Contact - Chris Mawer 07710-211913 | Sunbeam P67/Twin - shock | Horsmonden | P67/Twinshock |
| 4th September Contact - Ian Monk 01480-469612 | 4th Constable Run | Suffolk | Pre 1931 |
| 4th September Contact - Chris Mawer 07710-211913 | Greybeards Over 40 | Horsmonden | |
| 17th September Contact - Alec Thompson 01751-431478 | 3rd September Challenge | Malton North Yorkshire | Pre 1931 |
| 23rd October Contact - John Buckingham 01903-536244 | South of England Real Classic Show | Ardingly Sussex | Club Stand |
| 4th December Contact - Chris Mawer 07710-211913 | Southern Experts | tba | |

1927 Sunbeam Model 6

Peter Donaldson



It is a direct descendent of the last side valve machine to win the TT, that was in 1923. This long stroke side valve was marketed as a sports model in 1927 and allegedly will do 70mph though I have never exceeded 60 mph on it. Preferred speed just over 50mph. The mechanics are side valve long stroke single with total loss oil system to both engine, exposed operating

valve springs and valves, separate three speed gearbox. It has gas lights and an uncomfortable seat. I have ridden it in a host of events including quite a few multi day events. Five years ago rode it in a Sunbeam Club Run organised from John O'Groats to Land's End by Jane and Ian Akers. We averaged just over 150 miles per day and other than a spot of carbon sticking the exhaust valve open, stopping it and having to be removed; it ran a treat arriving at Land's End six days from the start.

Welsh Week

(Photographs and Captions by Chris and Geoff Morris)



Tea Time at the Red Kite Cafe



Re-group at Baz's Nature Reserve



Leaving across the tracks at Tywyn Station



Refreshment time at Tal-y-lyn lake



Reg and Pat Glading cresting the Pont-ar-Elan



Taking it easy at the top of the hairpin hill climb