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# Club News

Issue 856

June - July 2012



*1914 Ixion ridden by Dave Bignold of Guildford on the Ixion Cavalcade*

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# THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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59 Beechwood Road, Sanderstead,  
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18 Chieveley Drive, Tunbridge Wells,  
Kent TN2 5HQ

## Secretary

13 Victoria Road, Horley,  
Surrey RH6 9BN

## Treasurer

Riddlesdell, Netherfield Hill,  
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## Membership Secretary

28 Lesney Park Road, Erith,  
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46 High Road, Wilmington,  
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## Committee Member

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

## Trials Secretary & Committee Member

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

## Show Organiser

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

## Webmaster

## Joint Editor

February/April/June: PO Box 85,  
New Romney, Kent TN28 9BE

## Joint Editor and FBHVC Liaison Officer

August/October/December:  
14, Joydens Wood Road,  
Bexley, Kent DA5 2HR

## Mrs Marjorie Ayers

Tel: 020 8657 4671

## Baz Staple

Tel: 01892 535671  
jennybaz.staple@gmail.com

## Ian McGill

Tel: 01293 771446  
acsociable1@sky.com

## 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@virginmedia.com

## John Waghorn

Tel: 01322 224605

## Chris Pile

Tel: 01435 864043  
Christopher.pile@sky.com

## Neil Sinclair

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

## John Buckingham

Tel: 01903 536244  
john.b60@ntlworld.com

## Ian Cockshull

info@sunbeam-mcc.co.uk

## Mrs Julie Diplock

Tel: 01797 344277  
sunbeameditor@hotmail.co.uk

## Dr John Hodson

Tel: 01322 524567  
sunbeameditor@hotmail.co.uk

## Vice Presidents

Lord Montagu of Beaulieu, P Donaldson, I D McGill

Sunbeam Motor Cycle Club Ltd

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# EDITORIAL

Sunbeam Club News

Issue 856

June - July 2012

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Hello there! Well we seem to be in full summer as I speak, fantastic weather for getting out & about on the bike; the winter lining has come out of my riding jacket!

Don't forget, you can still sign-up for the bi-monthly newsletter; to subscribe, send an email to [sunbeameditor@hotmail.co.uk](mailto:sunbeameditor@hotmail.co.uk) with the subject 'Newsletter'. If required, the Club News can also be e-mailed in addition to the printed copy and is also available from our website.

I'll be handing the Editorial reins back to John Hodson for the next three issues, thanks to everyone who has contributed.

All the Best,

Julie

## Club Stand Support

John Buckingham

The club is planning to show pre-1940 machines at the following shows.

- Romney Marsh Classic Motorcycle Show, Hamstreet Kent 8th July
- British Motorcycle Racing Club meeting at Brands Hatch 28th/29th July
- The West Kent International 4th/5th August
- Popham Mega Bike meet 19th August
- Shoreham Airshow 1st/2nd September
- Kop Hill hillclimb at Princes Risborough 22nd/23rd September
- South of England RealClassic Motorcycle Show at Ardingly, West Sussex 14th October.

If you can help with a pre-1940 bike please liaise with John Buckingham on 01903 536244 or e-mail [John.b60@ntlworld.com](mailto:John.b60@ntlworld.com)

## NEC Club Stand : November 16/17/18

Julie Diplock

Following on from an enjoyable and rewarding weekend last year, we will again be putting on a Club stand at The Footman James Classic Motorbike Show at The NEC, Birmingham over November 16/17/18. We need Club eligible machines to display on the stand and also some volunteers to help man the stand. If you can help in any way this is a great opportunity to get free parking and free admission to the event, which is well worth going to see. I'll draw up a rota so you can opt for a morning or afternoon shift, giving you time to view the show. I also have details of reasonably priced accommodation in the area. Do contact me for further details: [sunbeameditor@hotmail.co.uk](mailto:sunbeameditor@hotmail.co.uk) or 01797 3444277



Copy date 10th of the month preceding publication

June - July 2012

3



## MOT Exemption for Pre-1960 Vehicles

Julie Diplock

Mike Penning MP has announced that all vehicles manufactured prior to 1st January 1960 will be exempted from the MOT test from 18 November 2012. Whilst pre-1960 manufactured vehicles make up 0.6% of the 35.2m licensed vehicles in GB they are involved in just 0.03% of road casualties and accidents. Two-thirds of them are driven under 500 miles a year and their initial MOT test failure rate at 10% is only a third of that of post-1960 manufactured vehicles. Owners of pre-1960 manufactured vehicles will still retain the option to have a voluntary MOT test on their vehicles.

## Shropshire Mid Week Break – Help Needed

Baz Staple

Next year it will be the turn of Shropshire to offer a three day run around the spectacular countryside in this area and centred upon the Longmynd Hotel, Church Stretton. The dates are arriving Monday 13th May, riding Tuesday, Wednesday, Thursday and leaving Friday morning 17th May.

Bill Orchard, our course plotter last time arranged super routes and is again offering more of the same with pre arranged coffee, lunch and tea stops.

The event at the moment lacks a Secretary of the Meeting to do the entry forms, deal with hotel etc. full details from Jenny and Baz.

We shall also need a back up vehicle for any possible break downs. Without these essential helpers this very popular long standing event cannot take place.

All expenses in running this event will be reimbursed. Shropshire and Warwickshire events are run in alternate years and are for club members only.

## Veteran/Vintage Riding Experience Day

Baz Staple

The club has investigated if an off public roads riding experience session would be useful for members and we have a site in Essex in mind. However no insurance company will cover the club or the owners of lent machines against possible damage to machine or person.

It would be different if owners of machines wish to practice or learn off road, in which case both Road Traffic Act insurance and their own bike insurance would be covered, provided they have taken out these policies.

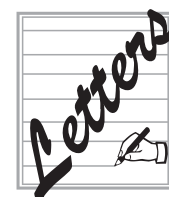
Clearly we should need between six or more interested owners to make it worthwhile. So, if interested parties could contact the writer we could possibly arrange things. For those with new to them machines and perhaps a little unsure as to all the various levers etc. they could find this very useful.

## Recommended Services

Baz Staple

Club member Steve Chenery does a superb job painting fuel tanks; this includes spraying to the correct colours and lining, affixing transfers followed by coat of clear lacquer to protect against fuel spillage and its detrimental effects. Contact Steve for details on 01243 920264 or 077805 14611

Bob Metson has retired from his longstanding clutch plate recorking and plate replacement service and this has been taken over by club member, Mike Chenery, contact The Clutch Cork Carvery, 16 Greengate, Lurgashall, Petworth, GU28 9ES 01428 707538 clutchcorkcarvery@btinternet.com



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)

Dear Julie,

Congrats on producing an excellent magazine, a jolly good read, thanks! How about the following for alternative captions for the front cover picture of the unfortunate conflagration to Tony Lockwood's machine:- "Tony Lockwood gives a whole new meaning to the phrase 'Having a burn up going down to Brighton'" or just "Burger anyone?" I was pleased to hear that Tony was unharmed and hope the bike was not too badly damaged.

Regards,

Chas Moody (by e-mail)

.....

Dear Julie,

I would like to put forward a suggestion for discussion, with regard to visiting speakers on club nights.

I know that the club pay visiting speakers' expenses, but as many of these speakers are far from wealthy people and almost without exception do not ask for any fee, I would like to suggest that we pass the hat round at the end of the evening. I realise that this may be an anathema to one or two of our more parsimonious members, but I feel it would be a nice gesture to show our appreciation for what is invariably a most interesting evening. We are very fortunate that we do not have to pay any subs. for the use of the venue and a pound or two from each of us would, I am sure, be appreciated by many of the speakers and would be unlikely to cause any hardship to our members. This would not replace the expenses currently offered by the club, but would be additional to that offer.

If, as I am sure, in many instances it would be refused, it could be donated to a charity of the speaker's choice, or if they had no preference, we could then donate it to a charity of our choosing. This may all appear somewhat convoluted, but I think that our visiting speakers deserve more than a round of applause when they have put together an interesting evenings entertainment and very often travelled a not inconsiderable distance to do so.

Paul Rees (by e-mail)

.....

Dear Julie,

I wish to say a very big thank-you to Ian McGill and his team for yet another super Pioneer Run, I had a really super day out.

I would also like to say a big thank-you to all stallholders, buyers and my team of helpers who made the Bikejumble at Dunkirk such a great success. We raised £313.43 for the Kent Air Ambulance; hope to see you all again next year

Happy Sunbeaming,

Richard Mummary, Faversham



Dear Julie,

Only just received my April SMCC Club News so not read much yet – pictures great, especially the cover and centrefold.

One is tempted to refer to Ixion tied to the fiery wheel by the Greek Gods but I'm sure Tony Lockwood's indiscretions do not match those of Ixion's with the wives of the Gods! I'm glad he's OK.

By the way, I did not 'resign' or even 'step down' from the management board, and I had no intention of it seeming so. I simply did not stand for re-election I felt the difference more discrete and less public.

Dave Masters, Bexhill.

Dear Julie,

.....

I don't know if you can help me? Back in 1958-62'ish my father-in-law Mr Ralph Ridley rebuilt two or three 1930s Sunbeams. I know one was a model 9 and they were like new when he had finished them. Ralph lived in Verwood in Dorset so I would imagine that any Sunbeams started their second life there.

I have no registration numbers but I wondered if his name might appear in any of your member owners log books.

My wife and I often see old Sunbeams at the various rallies and always wonder if they are one of his.

Regards Ray Ford (by e-mail)

*Ed - Please contact the editor if you have any information for Ray.*

## Pioneer Programme 2012

Baz Staple

David Bullivant, a Pioneer enthusiast from Finland was sent this year's programme by a friend but has been very critical of the article on page 29 on 100 Years of the Sunbeam motorcycle. This was my article and he picked up my point that the S7 and S8s were produced by BSA in Birmingham, whereas he corrects me in that they were made by BSA in their Redditch factory and he registers surprise that we could print something so inaccurate.

I have politely thanked David for his correction and suggested he could write to the motorcycle press since he feels very strongly about this error.

## Vic Ashford

Chris Mawer

It is with much regret that we heard from Devon that Vic Ashford of the West of England Club has passed away. For the past two years we have run the Southern Experts Trial on Dartmoor in difficult conditions with the help of Vic and all his members. A Devonian from Newton Abbot, in earlier days he was an accomplished rider for the James works Trials team.

## Sunbeam MCC Regalia

*A selection of Club Regalia is always available to purchase. For details contact Peter Donaldson - address on inside front cover or see [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)*

## 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

7th June

A repeat visit as requested to the Six Bells by Bill Connor to run up his half size motorcycle engines and the Bentley rotary.

5th July

Spike Holman will arrange club night run to a suitable watering hole. Contact him for details on 01435 864721. Leave Six Bells 7.30pm.

2nd August

Fish & Chip run to Trawlers, Seaford. Leave Six Bells 7.30pm

## Club Night Reports

Baz Staple

### April Club Night

Grateful thanks to Roy Plummer for putting on a slide show principally of rare veteran machines which invited and received good audience participation.

### May Club Night

Billed as a riding visit from Six Bells to the Filching Manor museum which houses a great deal of Sir Malcolm Campbell artefacts but without a volunteer leader and little declared interest I cancelled the visit. The last visit there for a go kart session was not well supported so I did not wish to see Karl pull out his staff on a false pretence again. Club night itself was well supported with personnel as usual but the car park did not have a single bike in it which was not surprising as the recent drought inspired rain had been falling steadily. Let's hope for summer dry riding conditions shortly.

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SPECIAL FARES FOR  
SUNBEAM MEMBERS



## The Ixion Cavalcade 2012

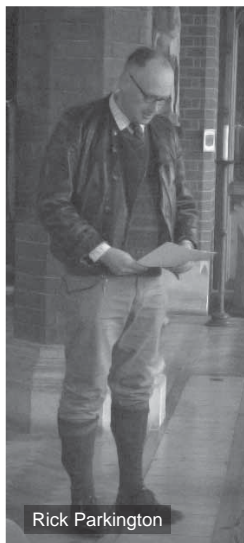
Dave Masters

The second Ixion Cavalcade took place in Bexhill on Sea despite predictions of rain from the media, but, Bexhill being Bexhill and with the Sunbeam Motor Cycle Club's fortune based reputation; the run took place in the dry with long sunny periods.

Nearly 40 motor cycles and three wheelers of all makes entered to take part on Sunday 20 May, based at Ixion's last parish church on the South Coast, the Reverend Canon Basil H Davies was vicar at St Barnabas in Sea Road for 14 years from 1926 – 1940. As 'Ixion' he had written his 'Occasional Comments' regularly for the 'Motor Cycle' Magazine under this pseudonym for 58 years, and was a much respected pundit on the subject of pioneer motor cycling.

Only five riders seem to have been put off by the weather predictions and machines and riders started to assemble soon after 9.00am. Dating from Henry Brook's 1902 De Dion Bouton tricycle to Paul Rees' 1939 Velocette GTP, the cavalcade set off for the picturesque Pevensey Levels along the coast road at 10.30 in sunshine. Flagged off by the current vicar of St Barnabas, Fr Roger Crosthwaite, ahead the stunning country lanes and distant East Sussex views beckoned. A circular route of 32 miles for lower powered machines was way marked and marshalled by the excellent riders of Simon Livingstone's very experienced (Pioneer Run) marshals. Despite puddles, mud and narrow blind bends, all came back well pleased with what they experienced. For those on more powerful machines wanting to stretch their circular legs, an extra 12 miles of loop was added to take them along more open roads around Ninfield and Catsfield, making it nearly 45 miles.

At 12.30 the riders sat down to lunch inside the church, and a delicious three course meal was provided by members of the church's Cantalupe Community Association. Behind them on the wall of the South Aisle, the blue plaque to Ixion overlooked the proceedings. The plaque had been unveiled by Basil Davies' son 'Joff' last year at the Sunbeam Motor Cycle Club's inaugural Ixion Cavalcade. Joff Davies is now 100 years old. When invited to attend again this year, Joff told the secretary of the meeting 'I don't think I can make it for 2012, I am getting a little old now you know', but in his place Ixion's granddaughter, Nicky represented the Davies family along with her husband.



Rick Parkington

As lunch drew to a close the gathering was entertained by Rick Parkington of 'Classic Bike' Magazine with selected readings from Ixion's 'Reminiscences' and 'Cavalcade'. Basil Davies was a tall man of 6'3" and Rick is probably around the same height, dressed in his pre-war motor cycling clothing of breeches and brown leather, the church rang again to the echoes of Ixion's thoughts spoken aloud in Rick's strong delivery. Ixion was a devout member of the church and was also a funny man, the church resounded to laughter at hearing some of his recollections and disasters of motor cycle riding experiences at the dawn of pioneer motor cycling. I'm sure Ixion approved!

At 2.00pm all assembled outside with the motor bikes to witness the presentation of awards by the Mayor of Bexhill, Councillor Stuart Wood, assisted by Ixion's granddaughter Nicky Donker. The Basil H Davies vase, voted for by visitors to the event was awarded to Dave Blackwell of Ore riding a 1913 2¾ hp Douglas, and the Ixion cup went to Roger King of Luton, voted for by fellow riders, he rode his superb 1914 3½ hp Premier. All other riders were given finishers awards in

the form of specially made coasters depicting the event with pictures of Ixion.

The Ixion Cavalcade openly invited local visitors to view the proceedings, local advertising, Bexhill Observer articles, and local radio promotions clearly paid off. All the programmes were sold and on the day we welcomed visitors from Germany, Belgium, Australia, New Zealand, France and Canada. The Sunbeam Motor Cycle Club recently opened its membership potential to riders of pre-war, post vintage motor cycles and this is becoming more recognised as about 25% of the Cavalcade was supported by riders of pre 1940 machines, and for those who are interested, there were thirteen pre First World War veteran machines, the rest being made up of pre 1931 vintage motor cycles.

Secretary of the meeting, Dave Masters and the Sunbeam Motor Cycle Club give their heartiest thanks to the team which made the day the success it was. They are the local members of the Sunbeam Motor Cycle Club, those of the East Sussex section of the Vintage Motor Cycle Club, the Cantalupe Community Association, officials, clergy and congregation of St Barnabas Church and many others who gave their time so freely.

As for a third Ixion Cavalcade? Yes, let's do it – at this point we will aim for the 2nd Sunday in May 2013.



Roger King of Luton receives the Ixion Cup for his superb 1914 3½ hp Premier, also pictured



Dave Blackwell of Hastings receives the Basil H Davies vase, watched by Ixion's grand-daughter Nicky Donker.

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## Ixion - Canon Basil H Davies BA (1879-1961)

Dave Masters

For motor cycle enthusiasts and historians the writings of Ixion are still fondly read, his humorous and unselfish, self deprecating style gives us an insight to those very early pioneering days of motor cycle development that is unsurpassed. Born in 1879, the son of a clergyman in Rochdale, Basil discovered the newly invented motor cycle when still a young man. With limited resources he begged and borrowed rides on friend's early Werners and the like before the turn of the century. He, like many of us, was hooked by the machine that represents freedom, thrill and interest.

In 1903 Basil Davies offered his first article for publication in a well established journal 'The Motor Cycle', and it was not long before his offerings appeared regularly under his lifetime pseudonym of 'Ixion'. His daytime career was already set for him, the clergy being his calling, the two names were never to be publicly associated until the time of his passing in 1961 when his last article appeared under the usual heading of 'Occasional Comments', just a month before his death.

In his spare time Ixion was a freelance travelling journalist covering sporting motor cycle events all over the country, and on the continent, as well as reviewing and testing new motor cycles when they came on the market. Often competing in motor cycle sport himself at a time when long distance rides were used to establish the merits of new machines. In 1905 he was asked by Maurice Schultz, the owner of Triumph Motor Cycles, to test the new 3hp machine over six days, covering 200 miles a day. Basil completed this exhausting 1,200 mile ride, often in the saddle for over ten hours each day, mending numerous punctures from horse shoe nails and grinding in inferior engine valves each evening.

After serving in the First World War, Basil Davies wrote his first book of motor cycle experiences in 1920, 'Motor Cycle Reminiscences' followed in 1927 by 'Further Motor Cycle Reminiscences'. These amusing books are hard to find now but they give us the best written history of motor cycle riding by a private individual in the pioneering days.

As Basil's health failed his riding lessened but his writing continued, he always had his finger on the pulse of the industry and its customers. He often used his son Godfrey (Joff) to test ride for him and the regular 'Occasional Comments' continued to be read by his faithful following. In 1940 Basil's heart condition caused him to resign his incumbency at St Barnabas Church, Bexhill-on-Sea, and he retired from the clergy. He continued his writings on motor cycles and the many other subjects in which he had an expertise, each with a different pseudonym. His best known book 'Motor Cycle Cavalcade' was written in 1950, being a history of the British motor cycle industry by the man best placed to write it.

Last year Ixion's 100 year old son Godfrey (Joff) unveiled the blue plaque dedicated to his father and witnessed the inaugural event which is the Ixion Cavalcade. The plaque can be seen on the inner wall of the South Aisle of St Barnabas.

### New Members

Peter Donaldson

Please give the following New Members to the Club a warm welcome:-

Lawrance Chretien (London)

Andrew Maclean (Sussex)

Pat Corridon (Surrey)

Arnold Marshall (Kent)

Adrian Johnson (Surrey)

Les Tompsett (Kent)

Marie Johnson (Surrey)

## Obscure Motorcycles: Olympic

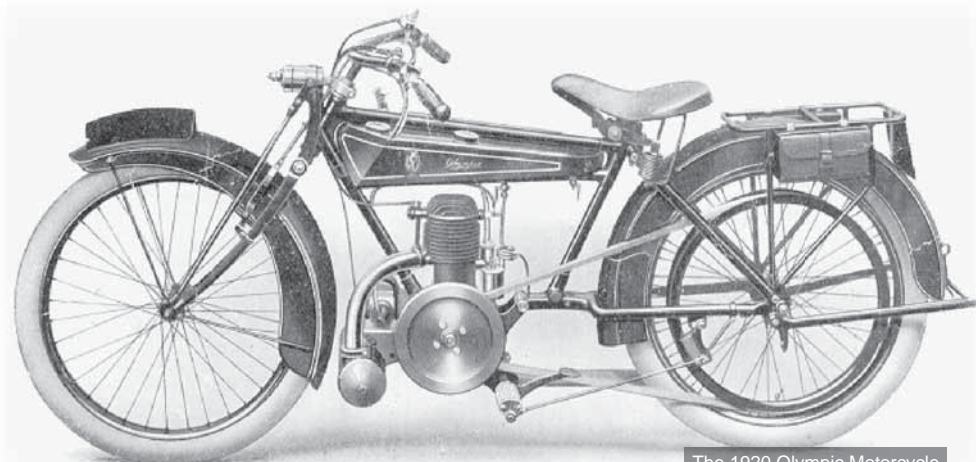
John Hodson

As the London 2012 Olympic and Paralympic Games are almost upon us, it is perhaps appropriate to consider a motorcycle with the name Olympic. Frank Parkyn started making Olympic bicycles in Green Street, Wolverhampton in 1880 before moving to Granville Street in 1896. His factory was later equipped with the latest machinery and manufacturing techniques for the production of motorcycles. The early Olympic machines were powered by MMC 2.75hp engines, but very few were made, and production ended in about 1905.

Production at Granville Street started again in 1919, after the First World War. The initial machines were powered by Blackburne, Verus, Villiers or Orbit engines. A straight tube frame was used and this was designed to suit these and other engines and incorporated a swinging gearbox mounting which allowed for simple adjustment of the transmission. One example, using a Verus 268cc two-stroke engine, equipped with a two speed gearbox and belt drive, sold for £80.

An Olympic produced in 1921 was powered by a 2.9hp, 261.5cc two stroke engine and had an AMAC carburettor, Gosport spring forks, and was finished in black enamel with gold lining. The single speed version of this bike sold for £65 and the two speed version was available at £77. A two speed machine with kick start was priced at £84 and a three speed version with kick start cost £90.

In 1922 Olympic offered motorcycles with engines made by Villiers, Blackburn, or JAP and prices ranged from £58 to £75. Cheaper machines were also made under the New Courier name. Initially sales were quite good, but soon began to decline. Production ended in 1923 as trade slumped.



The 1920 Olympic Motorcycle

### References

Wolverhampton History and Heritage Website:  
[www.localhistory.scit.wlv.ac.uk/Museum/Transport/](http://www.localhistory.scit.wlv.ac.uk/Museum/Transport/)

Graces Guide, <http://www.gracesguide.co.uk/Category:Motorcycles> .

The British Motorcycle Directory, Roy Bacon and Ken Hallworth, The Crowood Press, 2004.

Erwin Tragatsch, Editor, Revised by Brain Woolley, The New Illustrated Encyclopaedia of Motorcycles, Grange Books, 1993.



### Romney Marsh Classic Show & Bikejumble

## 10am Sunday 8<sup>th</sup> July 2012



Hamstreet, Kent TN26 2JD (A2070 10 miles from M20 J10) £4 adults, £3 OAP, U16 free

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### Romney Marsh Classic Bikejumble:

## 10am Sunday 23<sup>rd</sup> Sept

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## Sunday 12<sup>th</sup> August

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The long arm of the law apprehends the chief miscreant

A record entry was rewarded with a window of pretty good weather, commonly referred to as Sunbeam weather in between the current appalling rainy and cold conditions. We were pleased to see old campaigners, newer regulars and some entirely new faces. The sun shone Saturday and Sunday and the rainy conditions on the Monday soon gave way to the jolly old 'currant bun'. The expected floods had abated but a road closure on the final afternoon threw all into confusion, but arch navigator John Appleton in his four wheeled support vehicle got us out of trouble.

Unfortunately Hugh McAllister's recently rebored Rudge nipped up on the first morning and was retired. He and June missed the Saturday ride but Peter Donaldson was able to lend him his spare machine so they happily joined us for Sunday and Monday. The only other mishap was the Staple Velo which decided to throw its rear chain but was fairly quickly re-sprocketed. A small group of riders stopped to assist and the locals were offering help, spanners, cups of tea and taking photos – "My Dad had one of these" – so there are more like minded idiots out there than you think.

At the Monday lunch stop the long arm of the law was extended and our chief trouble maker was apprehended (see photo).

At the various pre arranged stops and at the evening meals in particular, there was a lot of fun, laughter and camaraderie. The entirely independent Kings Court Hotel was appreciated for their friendly service and the refurbished large and comfortable bedrooms were very welcoming after a day's riding.

On leaving we booked as usual the venue for two years hence. The back up breakdown

crew of Ian and Barbara McGill were largely unused but were appreciated for their reassuring presence and we were very grateful to them for their welcome support.

It is perhaps time some new organisers offered their services as Jenny & I have been doing this stint for twenty years. Derek and Maureen Frapple were unable to be there as planned but Derek phoned on our return and said he was feeling much better.

## Is it Legal?

'Rastas'

Actually what I am asking is 'is it illegal?', and I think there is a difference in this case.

I have a motor cycle from the early 1920's which was given a registration number that is very age appropriate, but somewhere in the mists of time the machine was taken off the road. It was not taxed or registered for some years around the time of computerisation of DVLA records, and seems to have gone off their radar. The same machine was later sold on to another owner for restoration and the old log book has been lost. The former owner has now passed on and the motor cycle was given a dreaded 'SV' registration number despite there being lots of informal and private evidence to its original 'NW' registration number. The DVLA say its original registration application has been lost to fire, and my good circumstantial evidence is not good enough to award the number we know it should have.

So, what to do? Well, for a long time it has shown the 'SV' number on both front and back plates, but as front plates are no longer a legal requirement on motor cycles, does it matter what we put on them? Personally I think old bikes that have had the front plate removed don't look complete. Some people add the make and model type to their front plate, seems ok to me, but still not quite right.

So my old machine now sports two different numbers, the correct number on the rear plate in white letters of regulation size and what I know to be the original number shown either side of the front plate. The number on the front plate is the correct type in white letters and numbers, but under the legally required size by 1/4", it looks fine to me, but back to the question 'is it illegal' to do this, and if so why? The only problem I can see is if the original number has now been passed on to another machine by the DVLA, how can I find this out?

Answers to the Editor for the SMCC Club News please.

*From the Editor: An extremely useful resource on the internet is <https://www.cartell.ie/>. This website allows you to enter any registration number and if the vehicle is currently registered will give the make of the vehicle. Hope this helps Rastas.*

## Forthcoming Events at The Sammy Miller Museum

30 June & 1 July: Honda Festival	22 July: Big Italian Day
15 July: Battistinis Custom Bike & Trike Day	12: August Bike Jumble (07926 807616)
21 July: Ladies Day	26: August Sammy Miller Run

Sammy Miller Museum, Bashley Cross Roads, New Milton, Hampshire, BH25 5SZ. Open seven days a week from 10am to 4.30pm. [www.sammymiller.co.uk](http://www.sammymiller.co.uk)



## Biofuel Additives

John Hodson

If you are considering using corrosion inhibitors with petrol containing ethanol you should read the following article:-

### From the FBHVC Website - Additives for Use with Biofuels (Info updated 20/04/2012)

Additives are available to protect against the main problems likely to be encountered for petrol and diesel fuelled vehicles (corrosion inhibitors, stability improvers and biocidal products).

A product for use with petrol has been designed to be added to the tank when re-fuelling to prevent degradation in storage in the fuel tank. It provides excellent protection against the possible corrosion through increased acidity which can occur when petrol containing ethanol is stored for any length of time. One bottle should provide a season's protection.

A similar product for bio-diesel fuel (e.g. containing rapeseed methyl ester) has also been developed. There is no corrosion issue here but one of fuel filter blockage, injector fouling etc. It is also designed to be dispensed from a plastic bottle (with graduated optic) at refuelling time.

These products existed in 2010 but did not have a commercial outlet and so through the Federation's trade supporter scheme, seven companies were introduced to a manufacturer of a corrosion inhibitor additive for petrol. At the end of April 2011 the Federation contacted all seven companies inviting them to take part in the FBHVC test programme. Those products that pass the test may then carry the FBHVC logo on the packaging. This endorsement will be similar to that given to the lead replacement additives that protect against valve seat recession and the products submitted will either be given a 'pass' or a 'fail'; we will not grade them for effectiveness.

The biofuel test regime was different to the programme used for the lead replacement additives in that it was purely a laboratory test for corrosion.

The tests were for additives intended to provide protection for metallic components frequently encountered in the fuel systems of historic vehicles. A table was published by FBHVC showing lists of materials incompatible with ethanol in petrol. The materials listed included coated steels such as those extensively used to make petrol tanks, plus copper, zinc, and brass, together with a number of plastics (seals and gaskets) and fibre-glass composite materials. The metallic materials listed were judged to be incompatible because of potential corrosion by degraded ethanol in the fuel. The additives tested are designed to protect metals only, by preventing corrosion.

There are no known additive solutions for incompatibility between ethanol in petrol and plastic or composite materials. As has been previously stated, where compatibility problems occur with gasket and seal materials, or with fibre-glass petrol tanks, as used on some motor cycles, the only realistic course of action is to replace incompatible materials with suitable alternatives. A list of these was given in the table published by the Federation. At least one carburettor supplier can now supply components which incorporate materials compatible with ethanol in petrol.

The tests carried out used an accelerated aging process in which ethanol degrades to become increasingly acidic. One week of the aging process is equivalent to one month in normal storage, so the 13 week accelerated aging process used in the test method is equivalent to one year in normal storage. This procedure increased test severity, and was felt to offer a good margin of protection to those, for example, who may lay up their cars in the autumn, and take them out on the road again in the spring, having stored fuel in the tank over the winter. Corrosion tests were carried out every two weeks to assess the effects of the aging

process on the corrosiveness of the fuel. The results of the tests showed worsening corrosion as time progressed in the test sample where no corrosion inhibitor was employed, whereas additive treated fuels continued to provide a very high standard of protection right to the end of the test. These results should instil a high level of confidence that additives evaluated in the test programme, and endorsed by the FBHVC, will provide excellent protection from potential corrosion in fuel systems of historic vehicles, including those stored for long periods (up to and including 12 months).

The tests used highly polished mild steel probes in accordance with oil industry practice, in a procedure developed by the National Association of Corrosion Engineers (NACE) of America. This method has been used for decades and is a recognised and widely used technique for establishing the performance of corrosion inhibitor additives. The use of mild steel as a medium in the corrosion testing is valid, on the basis that other metals in the fuel system (e.g. copper, brass) are less susceptible to acid-corrosion than mild steel. In addition, the widespread use of steel in fuel tanks in historic vehicles, creates a significant potential for corrosion damage where tanks may be up to or exceed 100 years in age.

The corrosion inhibitors used within the oil industry are non-metallic surfactant products, which have been proven to be a cost effective solution to the problem of metallic corrosion in the oil industry. Some candidate additive suppliers wished to be able to combine the ethanol-protection corrosion inhibitor additive with one already proven for protection against valve seat recession. This was permitted as long as the combined additive package was tested in the ethanol corrosion testing procedure. Some, but not all, additives used for valve seat protection may contain metallic components, so it is therefore possible that some dual-function additives offered for sale will contain metals. Additives sold entirely on the basis of corrosion inhibition alone will not contain metals. Some concerns have been raised about the use of metals in fuel, but it is still permitted to sell leaded petrol in the UK for historic vehicle owners, and although the volume of sales is low, this concession to owners of historic vehicles has not been revoked by the EU, and indeed was recently endorsed for the future. In addition, at least one manufacturer sells a product containing lead alkyl additive for historic vehicle owners to dose into fuel themselves.

A limit has been placed on the permitted use of manganese in petrol by the EU, but this material has not been banned. Manganese is one metal which has been used in additive packages to prevent valve seat recession, and at least one dual-function package for use to prevent valve seat recession and ethanol corrosion was tested. The original use of the manganese containing additive to provide protection against valve seat recession was endorsed by the FBHVC in the 1999-2000 time frame after engine testing. There is no conflict in the view of the FBHVC with the renewed endorsement of dual-function additives which have been shown to perform well in both valve seat recession tests and corrosion inhibition tests, on the basis that metal may be used in the preparation. As indicated above, there is no EU ban on the use of manganese, iron or lead in fuel additives. Those who do not wish to use additive preparations containing metals can choose FBHVC-endorsed corrosion-only packages (which are non-metallic), and if desired, use a separate valve seat recession product which does not contain metal (one effective FBHVC-endorsed product uses phosphorus).

Questions have also been raised about bacterial growth in fuels containing renewable fuel components. The additives tested do not offer any protection against bacterial growth, which generally requires water to flourish. The main risk of bacterial growth lies in diesel storage tanks where water is present, and fuel is stored for long periods. The solution recommended by the oil industry is to improve 'housekeeping', i.e. to ensure tanks are clean and dry internally and therefore do not contain free water. Use of biocides is not recommended,

except for 'spot' treatment of severe bacterial growth. Regular use of biocides runs the risk of the bacteria involved developing immunity to the biocide employed. Furthermore, where free water has encouraged bacterial growth, and a biocide is used, the water must be treated as hazardous waste when it is disposed of. This may have significant cost implications.

The stability additives that passed the test are:

- VSPe Power Plus, VSPe and EPS from Millers Oils;
- Ethomix from Frost A R T Ltd;
- Ethanolmate from Flexolite.

These all received an 'A' rating in the research which enables all these products carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words: 'endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

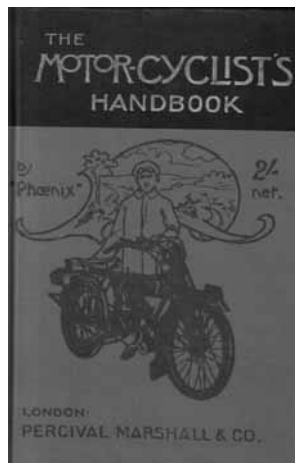
Millers' Oils – email: enquiries@millersoils.co.uk; website: www.millersoils.co.uk

Frost A R T Ltd – email: order@frost.co.uk; website: www.frost.co.uk

Flexolite – email: sales@flexolite.co.uk; website: www.flexolite.co.uk

## Book Review: The Motor-Cyclist's Handbook 1911

Julie Diplock



This is a facsimile copy of the original 1911 edition of The Motor-Cyclist's Handbook, written and illustrated by 'Phoenix' and originally published by Percival Marshall & Co. 'Phoenix' was Chas S Lake (AMI Mech E), a young motorcycle engineer and owner of a 3 HP Arno. To quote Phoenix, "To own a motorcycle is in effect to own a private locomotive, capable of transporting its rider up hill and down dale for long distances, with a rapidity impossible with any other class of vehicle of the same size and weight."

Complete with adverts and a pull-out diagram showing the main points of a modern motor bicycle, it's packed full of technical information on all the popular models and proprietary equipment of the time and arranged in familiar format with chapters covering the engine, compression, carburetter, ignition and so on. It's profusely illustrated with many useful diagrams ranging from the Triumph hub clutch to sectional diagrams of

Amac, B&B JAP and Longuemare carburetters. The adverts are tantalising, offering a glimpse into the early years of motor cycling from 'Build Your Own Motor Cycle' to Burberry Motor Cycle Outrig – oh for a time machine!

This book was previously republished in the states in softback format and was reviewed in issue 847 of the Club News; but as a nicely bound hardback, I'd say this book would make a welcome addition to the bookshelf of any Veteran enthusiast, if they are not lucky enough to own the original.

292 pages 19cm x 12.5 cm hardback including period adverts, 119 photographs and 145 line illustrations. Priced at £25 plus P&P UK £3.20; Europe £4.00; Australia, USA, Canada, New Zealand £7.60. Available by post from Steve Brown, Flat 1 Arley House, 5 Hanley Terrace, Malvern Wells WR14 4PF 01684 567 231 www.classicmotorcyclemanuals.com

ISBN Number 978-1-908890-00-9, published January 2012.

*Editor's Note: Read any good books lately that you'd care to review? Drop us a line!*

## Can You Help?

Julie Diplock

These photographs have been sent in with the hope of identifying the rider and machine. It's understood that they were taken on Pendine Sands in the early 1930's. Please contact the editor with any information.



# A Novice's Experiences of His First Veteran

(Or: A Veteran Virgin) : Part 3

Paul Gander

I have been chatting with a couple of friends that have veteran Triumphs and I suspect that I was moving the levers around too much yesterday. Whilst they do apparently need adjusting in motion, it is not required constantly so I was over adjusting things. I should be able to find an ideal position for both levers and then almost leave them alone until a hill, corner or junction looms up.

Every day since I bought it I have been practicing starting. I thought it better to master this at home rather than stranded miles from my garage. Each successful start boosted my confidence in this 98 year old bike. I start it from cold and at different engine temperatures to get the hang of it. It does start very easily once you know how.

Well today was the day for a proper test ride and whilst I have some fairly rapid modernish bikes lurking in the garage, I felt quite nervous knowing that I was going out on it.

I was going to do it this morning but last night was invited to a shoot and this took up my morning. All through the shoot I just hoped the weather would stay fine for when I got home. I mentioned this more than once to my shooting companion who humoured my strange new mode of transport and my enthusiastic descriptions of what it's like.

So it was after 2pm before I put it on its stand and fired it up. I had checked it all over and topped up the petrol and put my selection of tools into a tool box as I assumed it would stop somewhere and misbehave. I was expecting to break down and just wondered how far from home I would be! I had even worn walking boots rather than bike boots to make the push home easier. I had a final cigarette before I set off, feeling a little like someone about to go "over the top".

Well I am just back from my ride and not one "involuntary stop" as they would put it a century ago.

It is quite a thing to ride. The mental energy needed to look at every possible road hazard and then decide upon the best approach, I would say is many times more taxing than riding a quick Ducati at several times the speed of the Triumph. In addition to the mental energy used it also takes a physical toll from exertion from starting it - if a junction didn't favour me just rolling through it.

I can't get the hang of pedalling it away, with the tiny pedal cranks as it's like trying to ride a kid's bike, but a few scoots with flailing legs and it chuffs away.

I set off just intending to do a small loop home, but ended up on the outskirts of Petersfield and with the town approaching took an easy left to avoid any traffic getting in my way. I can see that turning left will be my favourite option at any junction on this bike. I continued onwards on empty B roads, gaining confidence and feeling very chuffed soon arrived at South Harting. Naturally I turned left and back towards home with all running very sweetly and getting a better feel for how to use the engine controls.

In the flat easy sections of the roads I gave the brakes a good try out to see what they are capable of. The front has a sweet action but it doesn't progress beyond this to any actual retardation. The rear brake does have enough power to be able to sense that you are slowing, though probably about the same as the engine braking from pulling in the decompressor.

The near empty country lanes seemed well suited to it as we chuffed along at probably around 30-40mph.

The "big" right turn onto the A272 provided my first stop and I had to push it across the road into a pull-in on the other side, as pedal starting it across a busy junction is not yet a skill I have! Within seconds a chap on a Trike had stopped to see if I was OK. I popped it onto its stand and it kick started off the pedals and surprised both myself and the Trike owner that it started so easily. I did the start on the stand as I wanted to ensure that the levers were in a good tick over position. I had tried to do this as I approached the junction but as it was by FIRST right turn much was whirring around in my head.

I had thought of trying to go left and do another loop but a few cars were driving with lights on as the light was fading and as I don't have lights I decided to go right and head for home.

Stopping the motor and folding the stand away I then got back on it and scooted along up to starting speed and we then off for home and another looming right turn into my road a few miles ahead!

Very satisfyingly the 30mph sign flashed its "you are going too fast warning" as I passed. So it's capable of getting me a speeding ticket. I wonder when the last veteran motorcycle was involved in a court appearance for speeding – probably pre WW1. The UK National limit was 20mph when this bike was built.

As I slowed for the right turn into my road with right arm outstretched and with a lucky break in the oncoming cars I entered my road a little more quickly than I had expected. On a modern bike it would have no speed at all but on this it seemed suddenly quick and I had to lean it over the furthest so far to make the turn and instinctively stuck my right foot out (many years of offroading kicking in this useful reflex action). A second or so later I was just back in calm control wondering how far you can lean it over and can you get the foot pegs down when I remembered it was time to open the throttle to prepare for the slight hill up to my house. In a car you don't notice the hill, on foot homeward bound from the pub you do and I had no idea if it would make the hill from such a slow start. It romped up it and I had to close off well before my house. With more expert lever control no doubt it will go even better.

It chuffed onto the drive and I had arrived home. When I set off an hour before I had half expected to return by foot, but it had not let me down and I had a real sense of both relief and achievement.

Tara had also not been overly confident that she would not get a rescue call and had put off starting on a bottle wine in case she was called out. I think she was as surprised as I was to arrive home and a bottle was soon started.

Naturally I first needed a traditional cup of tea to hold as I stood in the garden and admired it. Tara asked me how far I had been and I explained the route but had no exact idea how many miles it was as the bike has neither speedo nor milometer. A quick visit back to the 21st century and Google maps informs me that my maiden flight was 20.5 miles.

Back to the bike and a quick post flight check and all seems well, nothing has fallen off or even come loose. I now remember that I had not checked the tyre pressures and a gauge reveals just 15psi in each. Not good as they need 30-40psi as they can apparently easily come off the rims with low pressure. My fault for not checking and encouraging that they stayed on the rims.

It is a real credit to the previous owner that a complete novice can ride it 20 miles without any issues. They were designed to be ridden by novices a century ago and they came from the factory with charmingly helpful booklets aimed at the new rider with advice on how to ride them and look after them.

An hour after I arrived home I could still sense the fizz of adrenalin in me from the ride, marvellous as I doubt if we had topped 45mph!

As it will be much easier to start by pedalling, I need to sort out some longer pedals and I may need to take a link out of the belt as it is much looser after the ride and if you turn the engine over without the decompressor then it slips a bit around the front pulley – but is OK with the decompressor pulled in.

The next morning I discovered a few aches in new places from the ungainly straddled flailing of legs used to start it and probably from the riding position. The foot pegs are quite far forward which stops you putting too much weight on them and means more of your weight sits on the saddle than a more modern bike. A new original type saddle is definitely on the list to get and also I will next try riding it with my weight on the pedalling pedals to see what that is like.



## The Story Behind That Picture

Julie Diplock

I had a lot of feedback from the cover picture on the last issue, with numerous alternative captions being supplied. Here's a selection, Thanks Folks!

Baz Staple writes: "Keep calm and carry on"; "Fired with enthusiasm"; "In the hot seat" and "Great Balls of Fire" which may not pass the editorship's blue pencil, but believe it was a tune by Elvis or somebody. (Note from Editor: well before my time, but I believe Baz is referring to Jerry Lee Lewis)

Richard Mumery: "Scorching Down to Brighton"

Chris Booth: "Tony's heater for motorcycle riders is still in prototype form"; "They said it was going to be a cold run, but I am finding rather warm"; "It was meant to dry the belt in wet conditions"; "These Royal Enfields are hot machines"

Ian McGill – "Wheel's on Fire"

I asked Tony to give us the story behind the picture, which follows on the next page.

## Pioneer Run Second Attempt: My Burn Up

Tony Lockwood

My bike is a 1910 Royal Enfield 2¼ HP named 'Little Olive' after my very recently departed 94 year old mother in law, 'very old, a sweet little thing but hard work at times'. She was living up to her namesake as she was being a bugger to get going just after setting off from Tattenham corner in Epsom. After a lot of 'HPA' (heavy pedal assistance), I managed to reach and negotiate around the first set of traffic lights onto the A217, things were looking up and she seemed to be going like a bomb! Moments later I was being overtaken (most things do) by a rider from the fatherland with his hand held high and his index finger jabbing in a downwards motion.

Vas ist das! I thought, I instinctively looked down to see what the trouble might be whereupon to my horror I was greeted by a ball of flame between my legs (luckily not two balls of flame). My first thought was PANIC what do I do now! My second thought was if I dump the bike now there was a good chance I would close the road and not be too popular with about 300 veteran bikers (particularly as my number was 69), my third thought was a flashback to the film 'Memphis Belle' where they had an engine fire and their course of action was to go into a steep dive to increase speed to blow the flames out, could I do the same? Two things against me here, I had no altitude and least of all speed so the idea of blowing out the flame was a non starter but blowing up a distinct reality! So with things getting a tad warmer by the second I luckily noticed some yards up the road an earthen driveway (another 30 yards or so I could have reached a petrol station but this may have been misconstrued as a suicide bombing attempt so wisely, I think, decided against it), this was going to be my landing/bale out point. After watching the flames engulfing my bike for what seemed like many minutes and thinking to myself it is game over for the old girl the fire was extinguished in a flash by a resident whose name I did not get and a chap from Belgium, Ronald Florens (founder of the Oude Klepper Parade in Belgium) who both came to my rescue each armed with a fire extinguisher.

With the excitement over I composed myself and rang the backup/recovery crew, my wife Carole, with the words I have broken down, the reply being 'what again, so soon', (only about 1½ miles this time). Ten minutes later Carole turns up and is visibly shocked as to what has happened and turns to tears with the words 'having one cremation this year is bad enough but having two is too much'.

As luck would have it, or not as the case may be, the official photographer Simon Norris for the Pioneer Run caught the whole incident on film so I don't have to have vivid memories of what happened, Simon kindly gave me the whole set FOC (I think he felt a bit sorry for me) so I can frame them all and hang them on the wall. The reason for the fire was not excessive speed but appears to be due to a petrol leak, the tank had split but this may have been from the heat of the fire, who knows.

The bike is extensively fire damaged but not a write off, and staggeringly after only two weeks of the event happening I have received a cheque from my insurers Footman James to allow me to repair the bike to her former glory. No harm came to myself, the only item of clothing damaged was a singed bootlace.

I managed five miles on my first attempt at doing the Pioneer Run, 1½ miles on this occasion; my intention is to have her restored by next year's Pioneer run, hopefully for my third time lucky attempt.

A brief history of Little Olive is as follows. She was delivered to HH Lawton, cycle engineers, in Wooton under Edge Gloucestershire on 25th May 1910 and registered by a William Lester Venn in December 1912 for transport from Wooton to Dursley. Sadly the big hill between the

two towns was too much for the rider and bike (according to Mr Venn's grandson) and the bike did not have much use. Mr Venn went to war, fortunately in the army transport section based in Blighty so survived WW1. The bike was last used by Mr Venn in about 1925 when by this time he had a bigger Enfield that could go up hills!

In 1950 Mr Venn gave the bike to a nephew who carried out some research on the bike with thoughts on restoration; however he gave the bike to Mr Venn's grandson as he thought he had more of a rightful claim to ownership. The grandson, who I am still in contact with and gave me most of the bikes history, had intentions of restoring the bike but his interests turned to classic cars, so in 1982 he sold her to Brian Hardwell in Bristol. Brian restored her to show condition, winning trophies at the Bristol Classic Bike show in 1984 and 1985. She was used in 1995 by Reg Eyre to successfully complete that years Pioneer Run and Banbury Run and others so she can do it, the bike that is! I purchased her in late 2010 rescuing her from a cosseted life in someone's front room. A quick polish and tyre pump up and she won best private entry at the 2011 Bristol Classic Bike show as well as best veteran at the VMCC Founders Day. I failed miserably at last year's Pioneer Run, mainly due the petrol tank being full of rust and me being unfit and exhausted, but had a good run at Banbury and completed the course although with some pushing assistance from two cyclists! This year I had high hopes and confidence of a good attempt at the Pioneer but this was not to be.

However, undaunted Little Olive will rise again from the ashes. I have now invested in a fire extinguisher, and will wear cycle clips in future!

## The 74th Pioneer Run - from a different angle

Katharine J Hook

For years I missed the event but in 2011 I decided I wanted to be part of it – so a letter to The Sunbeam MCC and a couple of telephone calls later and I had secured myself “Marshalling Duties” for 2012 at the Epsom starting point.

I often wondered which sense would be hit first, at 06.30Hrs on a Sunday morning anybody's guess was possible.

Having owned and ridden my sixties BSA & Norton for many years I really wanted to experience Veteran machines and indulge all my senses with all that these Pre-1914 machines would offer.

The first veteran machine into the paddock was an Indian; I felt my heart miss a beat as Indian motorcycles are close to my heart as my Great Grandmother used to ride one way back in the 1920's. It came to a graceful stop while I simply took in the beautiful sight and sound, this wonderfully restored model was a pleasure to see.

Within minutes of this stunning machine making its entrance slowly over the next three hours over 300 veteran machines filled the paddock and what a glorious sight that was.

The air soon filled with a mixture of that distinctive smell of fuel and oil as many dripped fuel from carbs and oil weeped from barrels and the noise! These amazing machines just seemed to have so much individual personal character. The engines ran but each one with its distinctive rhythm. They coughed and wheezed and choked and some back fired but they all had their own characteristics which made each machine so beautifully unique.

Put a group of modern Japanese motorcycles together and you hear a well timed rhythmic roar but put 300 Veteran machines together and it sounds like a brass and woodwind band without a conductor. Their rhythm was not all in time and I am sure some missed the odd firing stroke but it was wonderful to hear. They rattled and clattered as they all came into the paddock.



Some had their push rods exposed and these were a delight to see and hear as they chattered into the paddock then fuel turned off and some were left to run until I guess the carb was empty – as the fuel ran out the engines slowed and seemed to suck for that last gasp of air, you could feel the squeeze for that last drop of fuel in attempt to bang the piston one more time and then blow, the bikes seemed to sigh with relief, pure delight to the ears.

I personally was in total awe of these beautiful machines. Standing in the paddock surrounded by over 300 machines is really quite an amazing experience with all your senses teased.

One did not need to touch a machine to feel it, if you stood near enough you could feel a gentle vibration pulsating through the air.

By the time the last machine had left for their long and slow journey South to Brighton one could taste the aura of oil and fuel hanging in the air over the paddock.

If a smile was a sense it would be at the top of the list but a smile is like an emotion and one that I am sure all participants had on Sunday at the 74th Pioneer Run it was truly a wonderful day.

## Drive it Day or Ride it Day 22 April 2012

Dave Masters

Just before we were due to leave for the Six Bells it was precipitating like it had been laying in bed all night waiting to let go for the early morning gush. Fifteen minutes later and the big black cloud had passed over to leave a clear blue sky and sunshine, and that is how it stayed. One of those crisp bright spring mornings when motor cycling is the only thing any sane person should be doing.

Les Mills and I had planned a route to Northiam from Chiddingly some weeks earlier as the SMCC's offering to the FBHVC Drive it Day. Roy Plummer had chosen The Mill Toy and Pedal Car Museum as the venue and it happened to be one that Les and I had been looking forward to even before Roy had mentioned it. It's a must for any big kid!



Baz Staple's 1928 cammy Velocette at Chiddingly

We arrived at the Six Bells to be met by Baz Staple on his excellent Model K Velocette, and half an hour later with more riders all signed up we set off through sun dappled country lanes to Horam and on to the east of Heathfield, through Burwash and Burgh Green with high ridged scenes over distant East Sussex countryside. On to Hawkhurst and a right towards Sandhurst and Newenden, from there the East Sussex light railway level crossing at Northiam could be seen as we crested the bridge over the Rother River. Our venue was a big white building on the left of the station, the Mill Toy and Pedal Car Museum. We received a warm welcome and some quality refreshments from the museum cafe. Some SMCC members had already arrived in cars, to add to the SMCC showing of ten or so riders who had chanced the April showers and come out smelling of roses and dry roads.



Les Mills studies the exhibits at The Mill Toy & Pedal Car Museum

The museum is an absolute delight and we probably spent a couple of hours looking around, much better than I had optimistically expected. Literally hundreds of pedal cars ranging over more than a hundred years of history, some toy motor bikes too and a half scale example of a 200 edition V twin Morgan. Every kind of motive power is used for this multitude of wheeled toy transport, one even with a 3hp Briggs and Stratton lawn mower engine. The display is very professionally presented and spread over eight or so galleries and one is left to wander freely (£4 for pensioners like me). Nostalgia oozes from every corner, not just pedal cars but many other forms of wheeled toys from all over the world from British Dinky toys to push along aeroplanes from Russia and Asia. No one can leave without finding some toy from their past, boy or girl, old or young.

Near lunchtime and some visitors crossed the road to see the steam engines and Pullman coaches being set down at Northiam Station. Still in bright sunshine Les and I set off for home in Bexhill, well pleased with the morning's outing. If you did not manage to climb out of bed that morning, we can heartily recommend a visit to the museum, phone 01797 253803 to see for yourself, but you won't have the pleasure of our company; it would have been good to see you there on your bike too – next time maybe?

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### WANTED

Can anyone help with a pair of Rudge handlebars for 1912 Multi – need "sit up and beg" style. I have a pair of drop bars for swap. *Martin Staple 01255 831285 daytime.*

Good carburettor to fit a 1914 Douglas 2¾ HP. Amac, B&B etc.

*Ray Hudson 01934 844546. raymondleohudson@hotmail.co.uk*

A bike to sort and ride, or a project, a Velocette KSS or MAC, a Norton, anything considered. Also any engine to sort.

*Mick Adams 07971 864979 or 01223 839966 (work) or 01892 527128 (weekends).*

Carburettor wanted to purchase or loan for a very short period for my Villiers TT Super Sport engine. *Tony Churchill, 01903 203395.*

1929 Matchless Model X engine, to complete my machine. Have later Model X engine to swap. *Julie Diplock, Kent. sunbeameditor@hotmail.co.uk or 01797 344277*

Veteran or vintage lightweight machine urgently sought for club events.

*Kenneth Keer 01732 458628 (Kent)*

Triumph Veteran parts wanted, especially engine. Trying to repeat usage of 100 years ago by riding my bike every week and need parts to keep going! For more details see [www.go-faster.com/1914Triumph.html](http://www.go-faster.com/1914Triumph.html) *Paul Gander 07776 140245 paulg@go-faster.com*

A vintage sidecar 1920s period. Can collect, willing to pay a good price.

*Barry Care 01604 646818 or email on barrycare024@btinternet.com*

Rear stand for 1927 Velocette KSS, good or repairable. *Tom Burtonshaw 020 8462 8214*

A copy of 'Across Europe with Satanela' by Clare Sheridan. *Roy Plummer 01424 772598.*

Any motor cycle badges of any make or events please,

*Sam Lee, The Old Stable, 4 Beenham Court, Headley HANTS RG19 8JX*

### FOR SALE

1909 FN single, very complete, very original, shaft drive, with Pioneer acceptance number. The machine needs the leading links, and inlet and exhaust piping finalised so is nearly there. Price reflects this.

*bioventure@btinternet.com or 'phone 01547 530546 (Shropshire) to learn more.*

Period riding gear: Blue tweed jacket, small size and brown spats. All good condition, £25.

*Tony Churchill, 01903 203395. W Sussex.*

Pair of exhaust pipes and silencers and a barrel from a racing Montesa 125cc of about 1958

*Ian James 02476 315947.*

A small quantity of Sunbeam model 90 crankcases in rough casting state that need finishing, anyone interested *Edy Schorno at edy.schorno@gmx.ch (photos available)*

## Off the Saddle

Peter Donaldson

Though the Sunbeam Club was very much a moving light in starting the Star Group back in the early 1930s, and has always been a keen supporter of the Star Group Trials Championship, this year so far has not seen much activity by our members in that area. David Jordan, a long term member of our Club has been secretary of the Star Group for over a decade and has had to sadly resign on health grounds. And us who ride those events have overall been very much absent for a variety of reasons. In my case I rode the first one of the year and as we ran the second event of the year was Secretary of the meeting. Then work caught me for the next Star group ride. The April one I was in France on holiday and then the May one clashed with the Vintage machine three day Club Event in Warwickshire to which I was entered. Talking to others who often ride, their reasons for not being there as regularly as previously, though different to mine were just as relevant.

Joan Westbrook has been preparing a piece of woodland she bought a couple of years ago for Trials. She recently ran an invitation only event there to see how it went. Her brother Mike Holloway helped lay out sections and the wood had its first Trial ever in April. It went very well, a good variety of sections and lots of praise. But the big problem of restricted parking space was very evident and Joan and husband Peter need to address the problem before anything even approaching a Group Trial could be run there.

Mike has been riding the Rigid Class in the National Sammy Miller Classic Trials Series. The first two events have been run and young Mike, who is actually the same age as me and is my hero, is leading the field. He won the Class in the first round and came in second after a suspect bit of marking on one section; he should have won that one as well. When someone as good and experienced as Mike is riding he knows what he has lost in any one section, but, at the end of the day the marks stopped by the observer is what rules the day and it is not politic to argue. You may recall that riding the same series and same class our Club member Bernard Rodemark was docked an excessive mark on one section in the last round and lost winning the whole series. The chap who was runner up had been shadowing him around and had shaken Bernard's hand at winning before the marks were announced and the runner up took the podium. Sad, but it can happen that way in a variety of sports. C'est la Vie. When I spoke with Mike last night he had just returned from Scotland having been in the Classic Two Day Event. He shouldn't have tried to ride as he had been suffering from a very bad chest infection and despite being a bit of a Tarzan he was feeling as weak as the proverbial kitten and had to drop out in the first day. He joined his sister Joan who was observing for the rest of the time. Joan used to be a dab hand in that event and won the Ladies Award on a number of occasions in the past. In fact the Ladies Award these days is the Joan Westbrook Cup.

Paul Casling has been spreading his wings and riding a number of interesting out of Centre events, and enjoying them, plus a holiday, and then being Clerk of the Course for the second one of the Series where I was Secretary of the Meeting. So though he has missed a couple of rides in the Star Group Series he is the only one of us on the leaders' board lying 4th in his class. He has also just returned from Scotland having got a ride despite being on the reserve list. This is his second ride up there on his Greeves and he turned in a better performance than his last ride there. Bear in mind most of our riding down here is on mud type going and Scotland is rocks, a different type of riding technique. He is bubbling over and fully intends to be back there again next year. Best of luck to Paul.

Our Trials Secretary, Neil Sinclair, has had a recent change of job and with young family and his music job as well he is finding it difficult to fit much riding in. Knowing Neil I am sure this is a temporary blip.

We are therefore bumping along at the bottom of the table with Paul Casling the only Sunbeam member on the leader board. Come on you Trials lot, we must do better than this!

I went along on Thursday 1st March to a packed Club Night at the Six Bells to a talk given by Allan Ford on his adult life long experiences as a professional Wall of Death rider. Bloody Hell, the man was a lunatic! We were all riveted to our seats with his stories and all came away with a far greater in depth knowledge of the art of defying the laws of gravity and life as a fair ground entertainer and worker. Two days later was our Club AGM which was well supported and at points I thought fairly lively! The following Friday I attended the annual dinner of our Associate Club, Bexley Heath and District MCC. Always a convivial evening though not as well supported as previous years. Our Club members George and Jane Smith were there as well. Then on Wednesday 14th March I represented our Club at the South Eastern Centre AGM. Overall year on year this event was more upbeat than some previous though the annual activities within the Centre still show a slow drop off in numbers competing in Sporting Events. Sadly there are always grumbles about ACU Head Office at Rugby. Our Centre is the biggest in the Country and I never tire of saying, the best run by a real devoted body of officials. But it suffers with a sad lack of new blood, excepting one, the new and very active plus easy to work with Permits Secretary, Stephen Westley. Volunteers for organising any form of Club activities are hard to come by, and if there is anything which will wreck Club activities in any form of Sport or other volunteer work it will be those who sit by and leave it to others, until there are no others volunteering and things collapse!

On the Sunday was our first rate Pioneer Run. It went off extremely well and Ian McGill, backed by Barbara, needs a hearty clap on the back for a great bit of organising.

Then Thursday 29th March, out on my Honda 230TC I had my first stint of leading a Trail Run. You try it, 80 odd miles, leading eight fellow riders on and off road in a manner which flows. I admit to getting lost three times but luckily our previous leader was able to move up and get us back on route. We started at Swanley and wandered the trails of North Kent. I put it down to one of those life experiences and will do better next time! There were two other Sunbeam Club members on the run. The weather was so dry it was a bumping rather than a slipping day out.

Whilst on trail riding my tatty but very reliable Yamaha Serrow, on which I have had seven years of great trail and Long Distance Trial riding, including two very memorable trips to Northern France, is up for sale. Though I have not been too serious about it and have never done much about that except a mention here and an advert in the Bexley Club MCC News. My main problem of recent times has been kick starting the machine in certain off road terrain. Well one of our Club members came to see it and I had run it around a couple of days earlier. He arrives, I take the machine out of the garage, explain starting procedures and idiosyncrasies, take it up on compression, put my full weight on the kick start, and instead of its reliable kick through and normal first or second kick start, the kick start lever breaks in half. Not in 50 odd years of riding have I had such a thing happen before, and I don't know anyone else have that happen. So the kick start has been away to be welded up and has come back as good as new today.

I earlier mentioned that I entered the three day Warwickshire Run. Well, when I got 1927 Sunbeam out I found the tank sealer had been dissolved by the Ethanol now put into most British petrol, and was a mess leaving no time to sort out. Yes, I should have realised that could have happened but didn't think of it! So, I pulled out the 45 year old Triumph 90 which I used for the trip round Britain five years ago, that is loaded up and will go up to Warwickshire as a back up person along with Ian and Barbara McGill who are doing the recovery service. So the bike is loaded and I leave in an hour's time.

My next event entered is the Sidcup Long Distance Trial on the Honda. As I write our Club member Dick Caselton is checking the course and laying out the sections for the Sidcup Club for that event. He and I will be out on a trail ride three days before the trial with our associate club, Bexleyheath.

## Trials Secretary's Round Up

Neil Sinclair

Since the Annual General Meeting there have been two Star Group trials. The Haslemere club held their March event at a new piece of land just south of Midhurst, a disused chalk pit, one of the observers remembers doing one section here back in the 50s at a Hampshire 100 or Hampshire 200 event so I am sure there is some Sunbeam history with this piece of land.

Disappointingly we are currently ninth in the Star Group championship, it's even worse when you realise there are just ten clubs competing! Regulars Paul Casling and Neil Sinclair have been away doing other things; Paul will be on the road to Scotland for the Pre-65 Scottish any moment now. Neville Lewis continues to ride his Peter well in the sportsman class.

The Dick Little trial is all systems go for 17th June and is to be held at Bagshot on the MOD land.

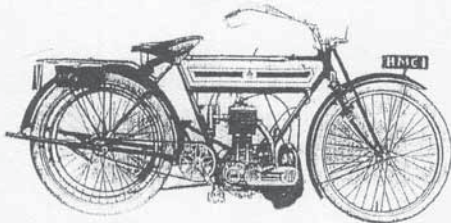
Other than that things have been fairly quiet on the trials front, the Gordon Jackson trial in February made a modest surplus thanks to the efforts of Peter Donaldson.

David Jordan has stepped down from his role as secretary of the South-eastern centre Star Group. David has held this position since Dick Little handed over the reins some 15 years ago. The Club are to present some engraved glasses to David Jordan as thanks for his efforts working with the Star Group for many years.

## CLUB EVENTS CALENDAR 2012

10th June Contact - Ian Young (01453 810929)	<b>18th Rose of the Shires Run</b>	<b>Stoke Bruerne, Northants</b>	<b>Pre 1931</b>
17th June Contact - Peter Donaldson (peterdmsc@hotmail.co.uk 01322 332087)	<b>Dick Little Trial</b>	<b>Bagshot South, Surrey</b>	<b>British Pre 1967 &amp; Twinshock</b>
23rd - 30th June Contact - Colin Bentham (01761-241516)	<b>29th Welsh Week</b>	<b>Aberystwyth</b>	<b>Closed to Club Pre 1940</b>
15th July Contact - Tony Lloyd (aj.lloyd@virginmedia.com 01737 555413)	<b>26th Garden of England Run</b>	<b>Headcorn, Kent</b>	<b>Pre 1940</b>
22nd July Contact - Neil Sinclair (neil.sinclair@cotswoldfield.co.uk) (07885-660939)	<b>2nd Bangers and Steam</b>	<b>Hamilton Arms, Stedham, Nr Midhurst West Sussex</b>	<b>Social Event One, two, three or four wheels</b>
29th July Contact - Joan Westbrook (01424-882162)	<b>Sunbeam Novice Trial</b>	<b>Billingshurst, West Sussex</b>	<b>All classes monoshock</b>
12th August Contact - Ian McGill (acsociable1@sky.com 01293 771446)	<b>50th Graham Walker Run</b>	<b>Beaulieu, Hampshire</b>	<b>Pre 1940</b>
1st September Contact - Mike Holloway (01892-723564)	<b>Southern Trial</b>	<b>Horsmonden, Kent</b>	<b>Open</b>
2nd September Contact - Mike Holloway (01892-723564)	<b>Greybeards</b>	<b>Horsmonden, Kent</b>	<b>Open</b>
15th September Contact - Alec Thompson (alec81.thompson@mypostoffice.co.uk 01751 431478)	<b>4th September Challenge</b>	<b>Pickering, Yorkshire</b>	<b>Pre 1931</b>
16th September Contact - Ian Monk (01480-469612)	<b>5th Constable Run</b>	<b>Suffolk</b>	<b>Pre 1931</b>
2nd December Contact - Chris Mawer (christopher.mawer@tiscali.co.uk 07710 211913)	<b>Southern Experts</b>	<b>Hook Woods, Surrey</b>	<b>National</b>

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**50<sup>th</sup> GRAHAM WALKER MEMORIAL RUN**

**SUNDAY 12TH AUGUST 2012**

National Motor Museum, Beaulieu, Hampshire.  
By kind permission of Lord Montagu.

Arrive 10.00am Road Run Starts 1.15pm.

Lots to see & do at this superb location. Bring the family  
Entry forms sent to all past riders. If I have your address I will send via email or download from the Club website: [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)

Ian McGill. 01293-771446



# The Ixion Cavalcade 2012

Julie Diplock

1914 Royal Enfield and 1913 Douglas nestle alongside the walls of St Barnabas.



Judy Westacott on her 1948 Scott Flying Squirrel