



# Club News

Issue 857

August - September 2012



*John Coates with 1928 New Imperial and Richard Scudder with 1938 HRD Vincent ready for the start of the Conyboro Run*

*Photograph by Julie Diplock*

**A club welcoming members with any make of machine and catering for  
Veteran (pre-1915), Vintage (1915-1930), Post Vintage (1931-1939)  
and Sporting Trials (pre-1965 and Modern bikes)**

# THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

## President

59 Beechwood Road, Sanderstead,  
Surrey CR2 0AE

## Chairman and Club Archivist

18 Chieveley Drive, Tunbridge Wells,  
Kent TN2 5HQ

## Secretary

13 Victoria Road, Horley,  
Surrey RH6 9BN

## Treasurer

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

## Membership Secretary & Regalia Officer

28 Lesney Park Road, Erith,  
Kent DA8 3DG

## Pinhard Prize Officer & Committee member

96 Fairedene Road, Coulsdon,  
Surrey CR5 1RF

## Pioneer Registrar

46 High Road, Wilmington,  
Kent DA2 7BN

## 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

## 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  
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

# Loyal Greetings to Her Majesty the Queen

Ian McGill

On behalf of the Club I sent a message of loyal greetings to Her Majesty the Queen on the occasion of her Diamond Jubilee.

The response from Her Majesty is given below:



# EDITORIAL

Sunbeam Club News  
Issue 857  
August - September 2012

© The Sunbeam Motor Cycle Club reserve copyright for all matters published in the Sunbeam Club News  
The views expressed by contributors are not necessarily those of the editor or the club.

I'm back in the editor's chair for the next three issues of the News.

Thank you for the very good response to the request for information regarding the photographs of Bob Berry and his Brough Superior motor cycle. I have included all the replies as each one contains extra information regarding the event. The photographs were sent in by the sister of one of the small boys in the top photograph and I have passed the information on to her.

It would be helpful to the editors if, when you submit an article to the News for publication, you advise us if you have also submitted it for publication elsewhere.

Best Wishes  
John

## Trials Observers for 1st and 2nd September Mike Holloway

Usual request for observers (in fact we are desperate) for our two trials to be held at Horsmonden on September 1st and 2nd.

Please note the start time for the Saturday meeting is 12 noon and not 10.30 am as stated elsewhere.

Incidentally, we have dropped the name "Southern Trial" and are now calling it the Gingerbeards.

Volunteers please contact me on 01892 723564.

## Sunbeam September Challenge 15 September 2012 Alec Thompson

The fourth September challenge will once again be held in North Yorkshire and will follow a similar format to last year. The route is ideal for veterans with a total distance of just under 50 miles on mainly B class/ country roads. Start and finish same as last year with welcoming tea, coffee and bacon butties and a halfway stop at a local country pub for lunch also included in the entry fee. Local accommodation can be arranged by contacting Alec Thompson. Secure overnight garaging of motor cycles can be arranged. This is a lovely part of the UK with local attractions Castle Howard and the Pickering steam railway on the doorstep. Join us for an enjoyable day with early motorcyclists, partners and their machines

Entry forms from Alec Thompson, Linden, Main Street, Sinnington, North Yorks, YO62 6SQ, alec81.thompson@mypostoffice.co.uk, 01751 431478 or the Club web site.



*Copy date 10th of the month preceding publication*



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: Ixion Cavalcade

Dear Editor,

Sorry this is a bit late, but I just wanted to thank Dave and Maggi and their many helpers for the superb event that was the Ixion Cavalcade.

The organisation was second to none and how nice it was not to have anybody flapping around and yet everything going like clockwork. This can only be down to meticulous forward planning and a good team. Special thanks must go to the ladies who laid on the food, again no fuss, but the masses were fed and watered without delay and the food was both excellent and plentiful. I am sure I speak for all those that took part when I say once again, many thanks Dave and Maggi for all your hard work, it is much appreciated and I look forward to next year's event.

Paul Rees

.....

Re: Is it Legal?

Hello,

On page 15 of the last Club News someone is bemoaning the fact that his original "NW" registration is "lost" The BSA Owners Club has all sorts of information on recovering old numbers and according to them NW is an old Leeds number and the records still exist at West Yorkshire Archive Service, Registry of Deeds, Newstead Rd, Wakefield WF1 2DE.

If you can get a certified copy of the original registration entry (there is usually a charge for this) that should be sufficient to recover the number, I'm afraid no amount of informal evidence will do. You will need to fill in forms V55 and V765 along with the archive record, also you will probably need a dating certificate, a recent photo of the machine and a letter headed note from your local garage/motorcycle restorer to prove the machine really does exist. Hope this helps.

Regards,  
John Lay

.....

Re: AJS Information Sought - Can You Help?

I have recently acquired a 1927 AJS big Port, Reg. DD9758. It has come to me with very little documentation but it carries a Sunbeam Club badge,

So, I wonder, do you keep record of bikes registered with the Club in the past?

I would like to know a little more of the history of the bike and any information you can give me would be interesting and useful

I look forward to hearing from you.

Steve Bullock (by e-mail)



Re: Can You Help?

Dear Sirs,

In reference to your request on page 19 of your June - July 2012 issue we have the picture, bottom of the page, mounted on the wall of hall 4 of the museum. The caption states the rider is Bob Berry riding a Brough Superior.

Kind Regards,  
Simon Hartland  
Director, The National Motorcycle Museum

.....  
Bob Berry, a 40 year old Manchester garage owner, is the rider on a Brough Superior Speedster. The event was an attempt at the world speed record which took place at Pendine Sands on the 12th May 1949. The best speed attained was 140 mph which was 30mph short of the record, the attempt then had to be abandoned due to high winds.

Another bike involved in trials at Pendine was a Wooler and it is because of Dennis' interest in Wooler motor cycles that he recognised the event and was able to identify the motor cycle and venue. Thank you Dennis.

For more information see "Horizontal Flyer Attacks World Speed Record" at: <http://www.britishpathe.com/video/horizontal-flyer-attacks-world-speed-record> and <http://www.britishpathe.com/video/bob-berry-to-attempt-motorcycle-speed-record> .

Dennis Brown (by telephone)

.....  
Hi John

Response to Julie Diplock's 'Can you help?' page 19 Issue 856

The man on the motor cycle is Bob Berry at Pendine Sands during 1949 on his unsuccessful attempts at the World Motor Cycle Speed Record on his ex JH (Jimmy) Carr Pendine JAP Brough Superior. At that time the record was held by a 500cc BMW Kompressor made before the war on an autobahn during April 1937 with an average two way speed of 173.67 mph.

Bob's first attempts on 2nd and 3rd April failed due to high winds, he made another attempt in August 1949 but the weather prohibited success once again. It was reckoned the BS Pendine was producing about 100bhp by this time and was showing 7000 rpm in bottom gear.

Best wishes,  
Dave Masters

.....  
Hi John

The photographs are of Bob Berry and the location is indeed Pendine Sands, but the year is 1949. Bob Berry, a Welshman, was a garage proprietor with an unsupercharged Brough Superior. Publishers of the Motor Cycle Magazine, Iliffe and Sons Ltd, announced in March 1949 that they would offer a prize of £500 and a challenge trophy to the first British rider on a British machine to break the world speed record. At the time the record was held by Ernst Henne at a speed of 173mph riding a supercharged BMW.

Bob Berry had arranged to make an attempt on the record at Pendine Sands at the beginning of April 1949 on his Brough Superior which had been converted to allow a prone riding position, a similar riding position had been used by American rider Roland Free in 1948 with his Vincent in his successful attempt on the American national record.

The April record attempt had to be abandoned due to poor weather conditions. His next

attempt in early May looked promising when an unofficial speed of 150 mph was recorded. This record attempt came to an end with lubrication problems causing extensive engine damage. After a rebuild another attempt was made at 140.6 mph but sadly the weather deteriorated and the sand became too soft for further runs.

Interesting features on the Brough were that it had both hand and foot gear change, first and second gears being selected by hand and top gear by foot. It also had special Dural wheel rims as can be seen clearly in the top picture.

Regards, Roy Plummer (by e-mail)

.....  
The photo is of Bob Berry at Pendine Sands. He had two failed attempts at the World Speed Record in April and August 1949 on a 1925 JAP powered Brough Superior. Apparently Bob's garage was bombed during WWII and he wanted to take the World Speed record from the Germans. From the book Pendine Races by Lynn Hughes (Published Sep 30th, 2000, ISBN 1859028306)

Steve Elston (by telephone)

.....  
Re: Welsh Week

Dear "Welsh Weekers"

I was absolutely delighted to receive the card and greetings from Aberystwyth. I thought you might be forgetting me by now!

For myself, I could never forget the magic days at Pantycelyn and the Welsh Week altogether. Those days last week, I was with you all, every inch of the way, I know the routes so well!

I guess there were a few changes this year, thanks to the historically awful weather. My particular fear was of 'our' Welsh Weekers possibly stranded or worse, struck by lightning on top of the Claerwen Dam! Such is my imagination! Hopefully the "Sunbeam weather" would have saved the day.

It was very affecting to read so many familiar names on the card. Friends who have been so faithful to the event, to name only two, Joyce and Stan Emery, I believe 'regulars' since the first in 1984! Fantastic! Brought a tear to my eye and I know Tiny would be very happy, as the Welsh Week meant a lot to him.

Thank you for your kind thoughts and wishes and I anticipate another memorable week next year, 2013, the 30th!

Marjorie (SMCC President)

---

## The Moonbeam Motorcycle Club

John Hodson

In 1920 the Moonbeam motor cycle made a brief appearance on the motor cycling stage. The bike was fitted with a 269cc two-stroke engine and direct belt drive or two speed chain cum belt drive.

If John Marston, Harry Stevens and John Greenwood had been much less successful with the design, workmanship, finish and production of the Sunbeam motor cycle and if MRP Trading Company of Pall Mall had much greater success with the Moonbeam then perhaps we would all now be members of the Moonbeam Motor Cycle Club Limited!!

## No More MOT's for pre 1960 Vehicles?

Baz Staple

The decision to alleviate the pre 1960 sector of bikes and cars from compulsory safety testing is, in my view, totally barmy. To base this decision on miles/accident statistics is using statistics quite wrongly.

Whilst those with pre 1960 vehicles can now enjoy a reduction in annual motoring costs as well as being able to avoid the chore of going to the MOT station, I wonder what the insurance companies' attitude will be. Maybe they will ask owners to undertake a voluntary MOT.

The submission that pre 1960's vehicles are in the hands of enthusiasts who look after them is a huge assumption. I have spoken to three different MOT examiners, all of whom said it was sheer madness – it is they who have seen the unsafe state of too many vehicles presented for test. I would stress these examiners were hands on mechanics, not the management side as the latter's response could be prejudiced by a loss of their revenue.

I am also very disappointed in the FBHVC's attitude to this, who I feel should have put the following questions, both to officialdom and to the clubs-

If we are now to enjoy free road tax and no MOT we may be segregated as a body that do nothing for the country's economy and could lose our current rights

What was the most rust prone period of car production? Was it not the 1950-1960 period when sturdy chassis' were replaced by an all in one body shell for the vehicle's strength?

Have all old car owners either the facilities or even the desire to inspect the integrity of the underneath of their vehicles?

Should not all vehicles be inspected for safety by an independent and knowledgeable person?

Not all pre 1960 vehicles are in the hands of enthusiasts (an enthusiast does not mean they are quality qualified to judge safety) but there is a non enthusiast sector who own an old vehicle to save on the annual road tax.

Have others got views on this subject, perhaps our editors would like to hear from you? I feel very strongly on this subject and intend to write to our Federation to air this view on what I believe to be an ill thought out move because I believe we should think beyond the effect on our pockets.

---

## Book Review:

### Stanley Woods - The World's First Motorcycle Superstar by David Crawford

David was a personal friend of Stanley Woods and wrote the book as a richly deserved tribute to one who made a remarkable contribution to motorcycle sport between the wars.

In the days when the word superstar was virtually unknown, here was a sportsman who could justify that description, especially for his performances in the Isle of Man.

Between 1922 and 1939 he entered in thirty-seven TTs, won ten, retired whilst leading three more and was beaten in three more by a total of 48 seconds. He retired sixteen times, never finished lower than sixth and made eleven fastest laps and also had an impressive continental Grand Prix record.

For many years, it was his great pleasure and privilege to know Stanley and his wife Mildred, enjoying their kindness and hospitality, as well as trips to England, the Isle of Man and Italy for special events. To add to this enjoyment his kindly disposition, encyclopaedic knowledge and a personality rarely to be met with and certainly never to be forgotten by the

author.

During his career Stanley rode British and foreign machines, won seven Ulster Grand Prix, and was very successful in many important events as an off-road rider (as late as 1968). He was the first motorcyclist to be invited to join the Texaco Hall of Fame. Wherever and whatever he rode, he was always outstanding, perhaps the greatest rider of his era, enjoying a glittering racing career that ended in 1939 with the outbreak of the Second World War.

He was a founder member and Past President of the TT Riders' Association and rode in Parade Laps up until he was eighty years old. No rider in the inter-war period rode in more TTs than Stanley Woods; he had great powers of recollection and a store of information which his advancing years had not dimmed in the least until his death in 1993, his ninetieth year. This book has provided the opportunity to tell the story of a remarkable man and to present a large number of associated photographs and illustrations to maximum advantage, many of historic significance including excerpts from private recordings, correspondence and personal records.

A limited edition hardback containing 200 pages 50,000 words 420 photos (many unpublished) and illustrations. Cost £30 plus UK postage £3.75. Available from David and Joan Crawford, 9, Woodland Gardens, Lambeg, Lisburn, BT27 4PL, email: lario@btinternet.com, website: Stanley-woods-superstar.org.uk. Cheque or International money order made out to 'Stanley Woods Book Fund'. All the profits will be donated to the Northern Ireland Hospice.

---

## Misleading fuel claims stopped after Office of Fair Trading action

### From the Sunbeam Club News of February 2001

Soon after the removal of lead from petrol a number of claims were made by the suppliers of fuel additives. Some of these additives were effective as demonstrated by the rigorous testing schemes of such organisations as the Federation of Historical Vehicle Clubs. Other additives did not live up to the claims made by the suppliers. The item reproduce below is from the SMCC News of 2001.

*"The supplier of a fuel additive for cars has agreed not to make misleading claims about its effectiveness following action taken by the Office of Fair Trading.*

*Clockwork Orange Ltd had given written assurances to the Director General of Fair Trading that it will stop producing misleading adverts for a product called Fuel Cat.*

*Fuel Cat, a catalyst of tin alloy pellets designed to be placed in either the fuel tank or fuel line of any vehicle, was said to save fuel/ reduce exhaust pollution, improve performance and lower maintenance costs. But the company was unable to prove the claims and the RAC tests showed that the pellets did not do what the company claimed.*

*Clockwork Orange was referred to the Office of Fair Trading by the Advertising Standards Authority."*

I wonder how long it will be before some enterprising supplier markets a magic additive that, from one bottle, claims to provide the solution to all the combustion, corrosion and compatibility problems associated with petrol containing ethanol.

**Insure your bike & car on one policy! Call for details**



**Carole  
Nash  
more**  
comes as standard  
**bike & car insurance**  
**0800 298 5500**

- ✓ Instalments
- ✓ Instant cover
- ✓ Legal protection
- ✓ UK & European breakdown

**When it comes to insurance, nobody offers more**

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm

[www.carolenash.com](http://www.carolenash.com)

IRISH POLICIES AVAILABLE: Dublin 1800 298 550 Calls may be recorded.

## 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

- 2nd August** Fish & Chip run to Trawlers, Seaford. Leave Six Bells 7.30pm
- 6th September** Ride out from Six Bells and return, volunteer leader Tim Penn
- 4th October** An evening with Brian Chapman and his "Vincent Mighty Mouse" Sprinter. 1971 achieved fastest single cylinder engined bike in the world – Don't miss this!

### Club Night Reports

Baz Staple

#### June Club Night Bill Connor's half size motor cycle engines

Bill was again welcomed to run and show his half size motor cycle engines. It is his third visit to Chiddingly over some eight to ten years. Those who've seen them before still marvel and enjoy and for some it is their first view.

Out of the twenty five plus engines he has produced he brought along a Manx Norton, G45 and G50 Matchless, a Gold Star BSA, a rare pre mark VIII Velocette scaled down from an engine loaned to him by Ivan Rhodes, plus a M20 BSA.

He ran up his 7R AJS, plus the nine cylinder rotary, the latter although not run for some nine months spluttered and coughed into life on the second attempt and ran up to 1000rpm on full song with its 5-1 compression ratio with twin spark plugs per cylinder. The eighteen plugs in all, also made by Bill. The time honoured and only way to slow the engine down for landing on the full size engine was to cut out six cylinders and run on tick over from the remaining three. The worry in use should the pilot overshoot, would the plugs oil up, but Bill's rotary picked up perfectly each time.

When it was the time for the 7R this when warm ran up to 10,000rpm and came down to a steady tick over too. This engine has a 10-1 compression ratio with same ignition and valve timing as the full size engine. It is a delight to hear it on the over run via the mega with a recognisable sound which produced grins all round.

All engines are made from solid billets (no castings) and produced entirely in Bill's workshop. They are a wonder to see and hear and are all instantly recognisable as perfect replicas but in half size. Bill received several warm applauses as these engines were shut down and we thank him again for bringing all these wonderful examples for us to enjoy.

#### July Club Night Run

Spike arranged a run from the Six Bells to Glynde for some liquid refreshment at the sole pub, the Trevor Arms in this pleasant village. The local inhabitants also enjoyed seeing the varied machines. Some twelve or so riders were involved, setting off on a rare perfect summer evening and had a good ride. Returning home later they viewed a superb sunset.

Thanks Spike.

### New Members

Peter Donaldson

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

Eric Alderson (Yorkshire)

Alf Craker (Kent)

David Wood (Kent)

Danny Booker (Surrey)

Ron Willis (Hampshire)

## Constable Run 16th September

Baz Staple

Ian Monk usually organises this event but he is not sure if he can be available at the time. This is a sudden development based on personal reasons. He needs a second in command who can take over on the day if necessary. All preparations are in hand if you can assist please contact Ian on 01480 469612 or email [ian.monk27@virgin.net](mailto:ian.monk27@virgin.net)

## Steam and Cream, Thursday 13th September

Spike Holman

Another visit to the popular Bluebell Railway has been arranged for a steam hauled trip up and down the line whilst partaking in a cream tea in the buffet coach.

Arrive by car or bike at Sheffield Park station by 2.45pm latest or by bike, leaving the Six Bells Chiddingly 1.45pm. The railway usually offers parking for bikes in a secure area.

Closing date for entries 31st August. Cost £18 per person inclusive, cheques made out to Sunbeam MCC Ltd. Contact Spike Holman, St Michaels, Little London Road, Cross in Hand, Heathfield TN21 OCT 01435 864721

## Veteran/Vintage Riding Experience Day

Baz Staple

The club has investigated if an off road 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 had 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 arranged 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.

## NEED A FERRY CROSSING TO EUROPE

### Contact Julie at Sport Travel Solutions

We guarantee an Excellent Service and Competitive Fares

with all of the Ferry Operators Including P&O Ferries

Telephone: 01670 712055

Email: [juliewarnes@aol.com](mailto:juliewarnes@aol.com)

Website: [www.sporttravelsolutions.net](http://www.sporttravelsolutions.net)

SPECIAL FARES FOR  
SUNBEAM MEMBERS



## 20th Conyboro Run Presentations by Julie Marks

Photographs by John Hodson



## Book Review:

John Hodson

### The Strange Death of the British Motor Cycle Industry by Steve Koerner

Of the many books written about the death of the British motor cycle industry, Steve Koerner's recently published book on this subject appears to me to be the most reliable and comprehensive account so far. Acknowledging that the British motor cycle once stood "at the top level of world production" the author reviews the many factors contributing to its gradual and irregular decline from 1935 until the collapse of 1975.

The author notes that falling demand at both home and abroad after 1930 presented the industry with a significant challenge which it responded to by concentrating on medium to heavy weight sports models and as a result losing out to the motor car industry which produced economy vehicles of the lower horse power ranges. The author observes that the motor cycle industry failed to identify new riders by not producing light weight models that might have appealed to a wider range of new male and female consumers.

After the Second World War, when many pre-war competitors had been put out of action, the British industry had an opportunity to regain its international supremacy. For the most part the industry failed to take advantage of this situation and in particular did not fully exploit the opportunities presented by the post-war Reparations Programme.

Although imported scooters and mopeds took over the light weight market from the 1950's, these imports did not at first directly threaten the British core market of medium to heavy weight models. Healthy export sales helped to ensure the continuation of the British "Big Bike" production strategy for some years.

The author identifies the appearance of Japanese light weight motor cycles in the 1960's and the 1970's as another phase in the decline of the British Industry. Whilst increased exports to North America are seen as helping the British industry, eventually BSA, for example, found it necessary to launch what Steve Koerner describes as "its ineptly managed bid to try and re-enter the middle and light weight market".

Dr Koerner identifies several other factors that contributed to the death of the British motor cycle industry and these include: the poor state of coordination within BSA the predominant firm, the disastrous tenure of some managers such as Bernard Docker, Eric Turner and Lionel Jofeh, preoccupation with sports motor cycles, inadequate quality control, failure to develop skills in large scale production and enter into mass production, too many models, bad publicity from fatal motor cycle accidents, poor designs and the lack of professional designers and general failure to meet customer requirements.

Several factors are also identified which, in the view of the author, are not generally considered to be significant in contributing to the industry's death. These include: worker militancy and trade union activity, lack of technical skill or education on the part of management, detrimental government policy including over regulation and high taxes and UK government responsibility for closure of export markets.

The book is an important in depth account of the death of the British motor cycle industry covering 350 pages. In addition, the book has a detailed Notes and Reference Section covering all chapters, a Select Biography and a comprehensive Index, all essential components if a book is to be taken seriously but often missing from historical accounts of motoring.

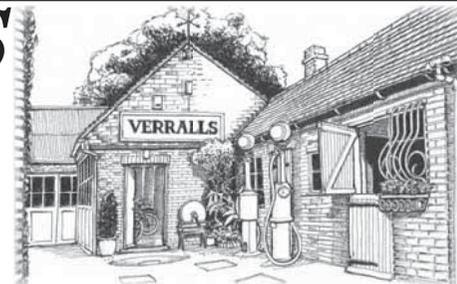
This book should be in the library of anyone interested in the British motor cycle industry and I have no hesitation in recommending it.

Published by Crucible Books ([www.cruciblebooks.com](http://www.cruciblebooks.com)) in the UK, 2012. Available from on-line bookshops or major bookshops for about £14. ISBN 978-1-905472-03-01

# VERRALLS

(Handcross) Ltd.

Specialists in  
**VETERAN - VINTAGE - CLASSIC**  
and  
**THOROUGHbred MOTORCYCLES**



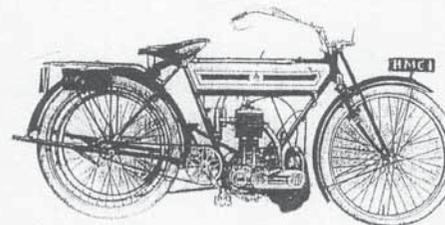
## WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

We always have on display a range of machines at our showrooms below:

**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](http://www.verralls.com)

## HINTON MOTORCYCLES



Triumph enthusiasts can supply handlebars, number plates, exhausts and much more for your flat tank Triumph. Also manufacture or repair to petrol tanks for flat tank machines. Phone Mike or Anne Lawson to discuss your needs or just to talk triumphs

01258 472262 evenings  
Email to [mikelawson@freeuk.com](mailto:mikelawson@freeuk.com)

## BEST FERRY DEALS



FOR COMPETITIVE RATES CONTACT:  
**NUTT TRAVEL** on 0044 28 7035 1199  
OR VISIT OUR WEBSITE:  
**[www.NuttTravel.com](http://www.NuttTravel.com)**

## From the FBHVC Newsletter No3, 2012

### Distribution of Fuel in the UK

Matthew Vincent

The way that fuel is distributed in the UK makes it very difficult to give an accurate and up to date picture in the newsletter about actual ethanol content in petrol at any time.

The DfT have suggested that the FBHVC be a clearing house for data from the fuel distributors so that members can have some idea of how much ethanol is in petrol in their local area. In general the premium fuel grades from all suppliers will have a lower ethanol content, and this will continue to be the case for the foreseeable future.

There are around 40 terminals distributing petrol in the UK and it should be remembered that there is not a direct link between the retail brand and the operator of the terminal so the information below does not mean that all Super retailed under Esso, Total, Conoco, Murco etc brands is ethanol free.

As at the end of April the situation was as follows:

*Exxonmobil* – operate 5 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these

*Total* – operate 4 distribution terminals (one jointly with Conoco), ethanol is not blended into Super at any of these

*ConocoPhillips* – operate 3 (further) terminals, 2 don't supply Super, the third doesn't blend ethanol into Super

*Murco* – operate 3 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these

*Valero* – operate 6 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these

*Ineos* – operate 2 fuel distribution terminals, 5% ethanol is blended into Super at these

The FBHVC intend to improve the frequency and accuracy of this information and will publish updates on the website.

---

## A Charity Run in West Sussex: 2nd September 2012

An invitation to all cyclemotor, veteran, vintage and classic motorcycles and their riders to join us on a beautiful run in rural West Sussex. The event is in aid of the Macmillan Fund. Enquiries to Jane Anderson on 07539 773164, janegog@hotmail.co.uk . Make a note in your diary!

### JAKE ROBBINS GIRDER FORK AND FRAME REPAIRS

#### REPRODUCTION CASTLE FORKS AND SPARES

Girder forks repaired, retubed, respindled, rebushed and straightened

FRAME RETUBING, CAST LUG REPAIRS AND FRAME STRAIGHTENING  
INSURANCE WORK AND ACCIDENT REPAIRS TO VINTAGE AND VETERAN  
MOTORCYCLES

Telephone - 07986254144 Email - elkforks@aol.com

## One Hundred Years of the Sunbeam Motor Cycle Baz Staple

As the year 2012 brings up one hundred years since the first Sunbeam motor cycle was produced by the makers, John Marston Ltd it is perhaps pertinent to mention this and give a brief outline of the marque.

The make and the name of this club, that has put on the Pioneer Run® for 74 years, is the same only because the club was formed in 1924 for Sunbeam motor cycle and car owners, but by 1925 had opened its doors to all makes of motor cycles and has remained with that interest and purpose ever since.

John Marston at first produced bicycles of superior design and finish but ventured into motor cycle production in 1912 having engaged John Greenwood in 1911, formerly of Rover and JAP, to develop and produce a machine of outstanding design and finish. Harry Stevens was also engaged as consultant, who later helped in forming AJS.

From the early beginnings Sunbeam motor cycles became well known for their quiet good manners and lustrous finish, and was dubbed the 'Gentleman's motor cycle'. This however did not stop them achieving great success in racing circles, both in the Isle of Man and abroad, and Graham Walker, father of Murray, was a works rider for Sunbeams and was for many years Sunbeam President.

Ownership of the company after 1928 went into various hands, such as Imperial Chemical Industries, Imperial Metal Industries, Associated Motor Cycles and finally BSA post Second World War, who produced in Redditch the S7 and S8's with the Sunbeam badge on the tank.

Although Sunbeams are no longer made, there are many still in use, even in the pre 1915 era including several examples in this year's Pioneer Run®.

---

## Invitation to the Palace Baz Staple

Those of you who know Eddie Renham, who embraces both sides of our club's activities, will be delighted to know he and his wife Barbara were invited to Buckingham Palace for a tea party on the 22nd May in recognition of his work in the Youth Motor Cycle Trials world.

Eddie told us it was a marvellous day on the back lawns and although on entering at the front courtyard, there were side doors, Eddie guided his wife through the front door as felt once officially invited there was no point in using the 'tradesman's entrance'.

Eddie was also given a Lifetime Achievement Award several months back by Runnymede Council in recognition of his work.

Barbara had a nice chat with the Princess Royal and Prince Michael of Kent spotted Eddie's Youth Club lapel badge which sports a motor cycle and they had a natter together, particularly about when they both rode in the 1999 Pioneer Run®. Well done and congratulations to Eddie.

### 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)*

## Obscure Makes: Laurin and Klement

John Hodson

The partners Václav Laurin and Václav Klement established a workshop in the Bohemian town of Mladá Boleslav in the early 1890's. By 1895 the company was well established as bicycle manufacturers and the Slavia was one of their early bicycles. Soon after this Klement bought a Werner motor cycle which the partners critically examined identifying many design weaknesses. The main problem was the hot tube ignition system which was found to be unreliable and the cause of fires.

Several experimental motor cycles were produced with various positions for mounting the engine being tried and tested. In 1898 they had settled on two versions and finally a model with a 1¼ hp engine mounted centrally in the frame was put into production. This motor cycle had a magneto ignition system of their own design, flat leather belt direct transmission with belt adjusting pulley and the engine mounted centrally and low down in the frame.

The firm of Laurin and Klement were bedevilled by cash flow problems in the early days and these problems were not overcome until the company was financed by a share distribution in 1907. Despite these problems the company had grown to 68 staff, 36 workshop machines and a production area of over 1000M<sup>2</sup> by 1899. Production continued to increase in the following years with nine single cylinder models, one water cooled engine model, a four cylinder model and a V-twin model. In 1904 nearly 2000 machines left the factory.



By 1902 Laurin and Klement motor cycles were beginning to attract attention in Britain. Henry Hewetson, a tea trader with interests in Paddock Wood, Kent, imported 150 Laurin and Klement motor cycles which he sold under the Hewetson name. The bikes had a 1¾ hp engine, automatic inlet valve, magneto ignition, surface carburetter, contracting band front brake, optional rear brake and flat or twisted hide drive belt.

The Motor of August 1904 described a powerful racing Laurin and Klement motor cycle capable of 95kph. This motor cycle had a twin cylinder 12hp engine, frame of great strength, high tension magneto and spray carburetter. Control levers were mounted on the frame top tube and stirrups formed the footrests. In October 1904 the same journal described a 12hp motor cycle, having four cylinders and capable of 120 kph, displayed at the Leipzig Show.

A factory racing team was set up in 1901 and Narcis Podsedníček, the works test rider,

came second in the 1,196 km Paris-Berlin race of that year. Further successes were had at the Buben circuit near Prague, Prater Park, Vienna and Semmering Hill climb. In the 1902 Paris-Vienna intercity race of 1,430 km, only four motor cycles finished two of which were Laurin and Klement. In the 1904 Gordon Bennett event František Toman on a Laurin and Klement came in second to the French winner, Demster. In the 1905 Gordon Bennett Toman and Vondřich came in first and second much to the chagrin of the French crowd and French riders.

Entrants to the 1905 Douran race were selected after elimination trials. Tomin, Vondřich and Kalka of Laurin and Klement were successful in the trials as were Campbell (Ariel), Collier (Matchless) and Franklin (JAP). In the race itself Vondřich was the overall winner, all the British and German riders having dropped out.

The production of Laurin and Klement motor cycles continued until the end of 1911 after that time they concentrated on the production of cars. Laurin and Klement, together with all its agencies and branches, were sold to Škoda in 1925. The names of Laurin and Klement live on as they are currently used by Škoda for their top specification cars.

### References:

Graces Guide, [http://www.gracesguide.co.uk/Category:Motor cycles](http://www.gracesguide.co.uk/Category:Motor%20cycles) .

Ivan Margolius and Charles Meisl, Skoda, Laurin and Klement, Osprey Publishing, 1992.

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.

## Trials Secretary Report July 2012

Neil Sinclair

### “Mud Mud Glorious Mud”

The omens didn't look good for the July round of the Star Group Championship in which the club competes.

Plaistow was the venue for the Horsham Club's round of the championship. Incessant rain fell in the week leading up to the trial and with heavy overnight rain combined with a clay surface the going got incredibly sticky! It was good to see Mark Mills after a bout of chicken pox observing on the tricky climb of section one.

Three Sunbeam riders entered – myself on the Yamaha engined Scorpa, Paul Casling on his Greeves and Joan Westbrook on her BSA.

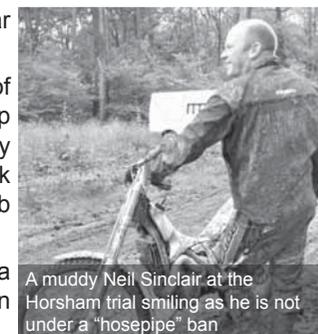
Several sections ended at the bottom of a gully from which there was no escape. I spent 20 minutes trying to find a less steep way back up to civilisation! Joan enlisted the help of the clerk of the course to extricate her BSA from an early demise.

The attrition rate led over half of the entry to retire. Club member John Sapsard managed a “five” in his Ford Focus and needed a 4 x 4 to pull him out of the parking area.

Both Paul and the writer finished to earn valuable points for the club. The irony is a number of riders were still under the “hosepipe ban”.

### Other Trials Events

By the time you read this the Sunbeam Novice trial will have taken place with Joan and Paul at the helm.



## From the FBHVC Newsletter No3, 2012

### MOT Consultation

David Hurley

Mike Penning, Parliamentary Under Secretary of State for Transport, announced the results of the Historic Vehicles MoT Exemption Review on 21 May 2012. The Department for Transport is in favour of exemption for pre-1960 vehicles and it is proposed this will take effect from 18 November 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations.

The FBHVC's initial response is a cautious welcome to a result that matches the wishes of the majority of respondents to the Federation's MoT survey. We hope to get more information about the detail of the proposals from the DfT in due course, particularly about passenger carrying vehicles in commercial use which would appear, from the DfT statement, also to be exempt from MoT testing.

In principal, owners of vehicle of all ages accept the discipline of being treated as ordinary motorists in order to use the road. The responsibility for a vehicle being roadworthy will not be withdrawn, nor has the need for the duty of care required to ensure that full and proper maintenance of the vehicle has been undertaken.

In our survey there was considerable interest in maintaining some form of voluntary test which with the right equipment and knowledge, should not present problems, or cause any damage. The necessity for an MoT test is also enshrined in other regulations such as: first registration on import; as part of the V765 procedure; obtaining an age related mark; transfer of marks; re-licensing from unlicensed etc. In all these circumstances a test is necessary for the protection of fraud, and in the case of the import of vehicles never made in the UK, conformity with Construction and Use regulations. The current Individual Vehicle Approval test would not be appropriate. We will be seeking clarification on these issues.

The Federation has always been mindful that the use of historic vehicles might be restricted if exemptions from the annual MoT test were applied. We have been very careful to ask this question in all dealings with the Minister on this subject.

It could be said that some have a fetish about regulations on use being imposed. Sanctions on use can never be ruled out but this has not happened in the past when, for example, an exemption from VED was introduced for pre-'73 built vehicles.

The results of the FBHVC MoT survey do not appear to be the same as other surveys conducted by the motoring press, and in some cases our member clubs have given us an opinion which is at odds with the results from our online survey of individuals. This wide diversity of opinions is being looked at closely by the FBHVC board.

---

## The 75th Pioneer Run® 2013

Ian McGill

Following a telephone call to Brighton Events office, I can confirm Sunday 24th March 2013 as the date for the 75th Pioneer Run®. Make a note in your diary.

## A Blessed Good Event!!

Ian Young

Sunday 20th May saw some forty enthusiasts converging on Bexhill for the second Ixion Cavalcade which commemorates the unique early veteran rider, accomplished author and 'man of the cloth'. The idea to now pay homage to this amazing individual was the brain child of local enthusiast Dave Masters supported by his enthusiastic partner Maggi.

The Sussex coastal town of Bexhill is normally the acme of genteel retirement folk but today it willingly gave way to host some equally refined early motor cycles and their enthusiastic riders mounted on bikes from 1901 to 1939. Our venue was the large St Barnabas church where Canon Basil Davies 'tended his flock' from 1926 until 1940.

Known and revered in our world as Ixion any true student of early motor cycle history will have undoubtedly honed their knowledge of our subject from the 'Ixion Cavalcade' books and magazine articles from the pen of this versatile individual. For my part my initial interest and entry into our hobby was initiated from these publications and writings packed with amazing facts peppered with superb humour which compliments his unique writing style. His legendary accounts of riding considerable distances on somewhat primitive early machines serve as an outstanding example to us all. To illustrate this the church was bedecked with fascinating photographs, articles etc of early motor cycle memorabilia.

A team of local Sunbeam/VMCC members had put on a very suitable event to pay homage to 'Ixion'. A lovely gentle run of two routes took us over quiet bye-ways across the Pevensey marshes towards the large seaside resort of Eastbourne. We meandered along at a sedate pace and the terrain was somewhat reminiscent of the Somerset Levels. Our competent organiser had even pre-warned the local riding stables of our presence!!

Clear signage and smiling marshals made for an easy and enjoyable canter for up to 40 miles. This allowed me to concentrate on my virgin ride of a recently acquired 1914 Edmund. By now the sun was shining and Bexhill was slowly awaking as we made our way back passing the stunning sea front famous 'art deco' De La Warr building.

On returning to the church normal services were ending and various white clad ecclesiastical members were circulating with their high church congregation. Outside the church local residents were appearing somewhat curious and complimentary of this gathering. To our pleasure and amazement the inside of the church sported a long table. Local Bexhill ladies had worked hard to provide a simply excellent lunch for us. Following lunch we were treated to a fascinating rendition of many 'Ixion writings' superbly read and presented by Rick Partington of the 'Classic Bike' magazine. All too soon our event was nearing completion but not before the mayor had addressed us all with great enthusiasm.

The prizes were dispensed by Ixion's granddaughter who had come some distance to compliment and pay homage to her grandfather Canon Davies. No doubt he would be looking down on us with a contented smile!!

As we bade farewell on fellow riding enthusiasts we were at one in congratulating Dave Masters in staging such a unique and utterly enjoyable day. Let's all hope 2013 sees another Ixion Cavalcade.

---

## Rose of the Shires Run

Dave and Maggi

We were looking for something different this year and had never done the Rose of the Shires before, it's in an area of the countryside we particularly like and as it's a week before the Banbury Run we decided to stay in the area.

With a start and finish at Stoke Bruerne we looked for one of the Camping and   
August - September 2012

Caravan Club's small licensed sites, and just ten miles up the road at Nether Heyford was a five pitch site that would take our little plastic caravan, a phone call and we had six nights booked. We got there on Saturday afternoon to find we were the only caravaners, and our pitch just

50' from the side of the Grand Union Canal, a few neighbours in narrow boats and some sheep - not bad - oh and a train line to one side!

Sunday morning and off to Stoke Bruerne with 'his and her vintage' Velo's. Ian Young had rescued the Rose of the Shires for this year, stepping in as Secretary of the Meeting. Having had nearly seventy entries with stuff Maggi and I had never seen before, several Scotts and 'Jarnett!' very cleverly presented as an original motor cycle - 'never heard of that before 'Maggi said, 'me neither' - the detailing drew you to closer inspection. 1930 Jarnett Special V twin engine and 'built like a bridge' frame and a familiar a type style for the logo on the coffin shaped flat tank. 'James' lettering and Fanny Barnett frame = Jarnett? Who knows, I am sure we will learn more! The bike was well set up and used. I liked it. There was a 1909 Phanomobile too, you don't see too many of them around, three wheels and a 'Solent Pilot's' license needed to navigate by the looks.

We set off at a sparkling 25mph and enjoyed the honey coloured buildings and villages, rain had been threatening but it never happened, just beautiful countryside. Why is it called The Rose of the Shires'? Must ask someone who knows. Northamptonshire is underrated and the regular hump backed crossings of the Grand Union Canal adds extra interest to the gently rolling landscape. Two miles from the lunch stop and Maggi's Ladies Model flooded terminally, we never did make the pub, and the 90 year old brass float had finally sunk without trace and was full of petrol. An hour later and having blown out the petrol like my grandmother sucking eggs, only to find it sunk again within seconds. I found a tube of Super Glue in my rescue pack and plastered on liberal helpings of it around all the ancient cracks in the float, let it dry and limped back to the caravan site by turning the petrol on and off as necessary, signing off later at Stoke Bruerne via unauthorised transport to let Ian know we were OK.

Back at the caravan site the owner came for a chat, I was worried as the little Velo was entered for Banbury next weekend and I had no workshop with me (must pack one next time!) I asked him 'do you know anyone who can solder in the village?' he said he had spent his working life soldering up Jaguar radiators before he retired. Next morning he had refloated my float, and I bought him a good drink. What luck! Thanks Ian for an enjoyable event, next year we will complete the whole course, sorry to miss lunch with all the riders.

Next day it was raining so we drove to Brixworth to see the largest Saxon Church in Britain, ad 680. Lots of Roman bricks in it and very original inside. Tuesday, a cycle ride with two 1950' s bicycles along the canal tow path, one Raleigh (ex Alastair Brown) and a ladies Coventry Eagle bought at the West Kent Run last year, a dry day with lunch in a pub, twelve miles and wobbly legs at the end of it. The rest of the week spent discovering the area on two legs or two wheels as the expedition required stopping at places we had passed through on The Rose of the Shires.

It is a lovely area with many picturesque villages and farms, the camp site belongs to Roger Collins (just returned from the TT when we arrived) phone 07836 504728, a basic site with electric hook up, we enjoyed our stay there, and look forward to completing the run next year.

## Early Motor Cycle Lighting Systems

John Hodson

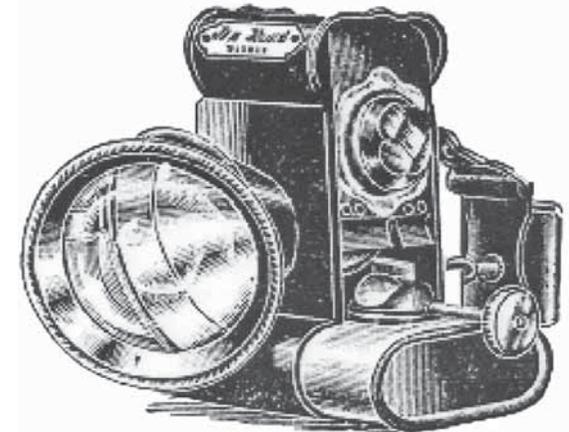
The first cycle lamps appeared in the late 1860s and were sold as extras. The earliest motor cycles were probably fitted with bicycle lamps or more likely had no lights at all.

The light source in these very early lamps was a candle or oil lamp.

The candle lamp had a spring loaded tube which pushed the candle up as it burned. This form of lighting was never popular with cyclists because it gave very little light and was blown out in the lightest breeze, even more of a problem for motor cyclists. Special formulations of wax were developed so that the candle burned slowly and was able to react to the upward pressure of the spring.



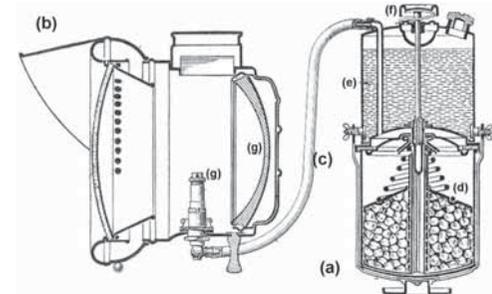
A Miller  
Talolite Candle  
Powered Lamp



An Oil Lamp with Adjustable Wick



Miller Edlight  
Oil Lamp



Cross Section of Acetylene Lamp and Generator

Candle lamps soon disappeared due to the superiority of the oil lamp in which paraffin (kerosene) or coal oil (a mixture of hydrocarbons produced by the destructive distillation of coal) was burned on an open-weave wick, to allow for a good capillary action. The oil lamp was improved by the introduction of wick holders where the height of the wick could be adjusted and this allowed greater control of the flame size and of oil consumption. Whereas candle and oil lamps were just about bright enough to warn others of the presence of another vehicle they were useless for illuminating the way ahead. Candle and oil lamps were therefore usually limited to use in places where street lighting was present.

When acetylene is burnt in air an intense light is produced. The reaction between water

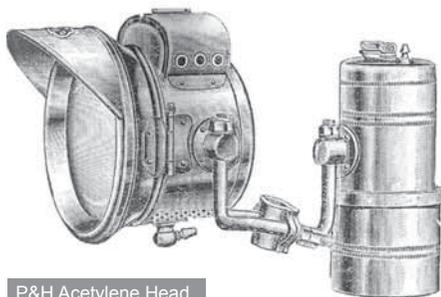
and calcium carbide to produce acetylene and the discovery that calcium carbide could be easily and cheaply made from lime and coke in a furnace, meant that acetylene was readily available for lighting together with a range of other uses. Basically acetylene lighting kits are of two forms. In one arrangement the acetylene is generated in situ and in the other arrangement acetylene is carried stored in a gas cylinder.

The sectional drawing shows an acetylene generator (a) together with an acetylene headlight (b) connected together by gas tubing (c). The generator contains calcium carbide in the lower compartment (d) and water in the upper compartment (e). Acetylene is generated when water flows onto and reacts with the calcium carbide. The flow of water, and therefore the rate of production of acetylene and the size of the flame, may be adjusted with the needle valve (f). Acetylene burns in air with a sooty flame and so it is necessary to provide the flame with more oxygen, this is done by using a special burner (g) with holes in it to allow extra air to reach the flame. A well designed rear reflector (g) ensured that a parallel beam of light was produced which significantly improved the output of useful light. Burners are calibrated in litres and this refers to the maximum volume of acetylene that can be burnt per hour, it is therefore possible to match the output of the generator or storage cylinder to the lamp burner.

Rear acetylene lamps with red glass were powered by a separate generator or, if it was big



An Acetylene Cylinder mounted on an AJS



P&H Acetylene Head Lamp and Generator

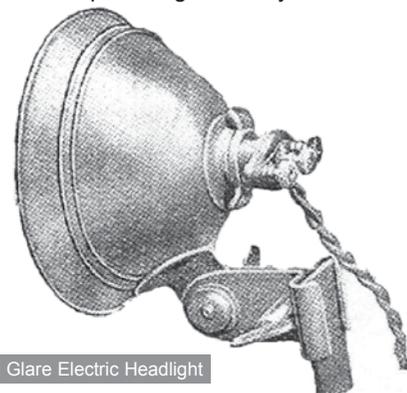
enough, from the headlight gas generator.

Whilst front acetylene lamps give a good beam of light rear lamps had poor light output and were liable to be extinguished by the vibration of the motor cycle. A disadvantage of the acetylene generator is that a sticky sludge of slaked lime (calcium hydroxide) is produced and so regular cleaning and recharging with calcium carbide is necessary.

Acetylene storage cylinders were an alternative method of providing the acetylene for motor



P&H Acetylene Rear Lamp



Glare Electric Headlight

cycle lamps. A steel cylinder containing a porous absorbent material saturated with acetone was filled with acetylene under pressure. The advantage of this system is that the cylinder and contents remained safe from explosion as the acetylene is consumed. When exhausted the cylinder is refilled with acetylene under pressure.

Although electric lighting was available by 1890 its application to motor vehicles, particularly motor cycles, was delayed because the early lamp bulbs and filaments were not robust enough to stand up to the vibration. In addition, the low wattage bulbs gave a poor light compared with acetylene lamps and the working life of the bulb was short. Battery powered lamps, with the disadvantages of weight and limited life between recharges, were first used. An early electric headlight was the Glare made by Greenwood and Co of Halifax. This light was provided with a hinge allowing it to be tilted in order to read road signs and to be dipped although, due to low power, dazzle of oncoming road users was unlikely. Power was supplied from an accumulator in a metal case lined with India-rubber. The first dynamo for motor cycle lighting was produced by Powell and Hanmer in 1910. Tyre and belt driven dynamos providing electric current to lamps, with or without an accumulator, were also used. In 1914 the Indian motor cycle company fitted electric lights, as standard, to its machines as part of a comprehensive electrical system for ignition, starting and lighting.

#### References

Graces Guide, [http://www.gracesguide.co.uk/Category:Motor cycles](http://www.gracesguide.co.uk/Category:Motor%20cycles) .

Motor Cycles a Technical History, CF Caunter, Science Museum, Her Majesty's Stationery Office, Third Edition 1982.

Early Vehicle Lighting, P W Card, Shire Publications Ltd, 2004 Edition.

The Book of The Motor Car, R Kennedy, Caxton Publishing Company, Ltd, London, 1913.

## Recommended Services/Suppliers

### Tank Sealant Removal

Robert Smith

I am recommissioning my father's '26 Sunbeam Model 2 for the road and one of the vital tasks was to remove the sealant from the tank, applied 20 years earlier. I found a company called Tank Care Products on the Internet and ordered by post two tins of their remover and Tank Prep/Cleaner. It was easy to use and providing the instructions are followed and care taken no damage is caused to the paintwork on the tank, I recommend two applications/removals of the sealant remover so you can be sure it's all out. The sealant I removed was, we think, Flowliner which is creamy white in colour. If you have Petseal which is brown/honey in colour, this modern fuel alone will remove it for you!

Tank Care Products, 2 Stocks Lane, Cawston, Norwich, NR10 4BS

Tel: 078344159221. 01603 871007, [tankcareproducts@hotmail.com](mailto:tankcareproducts@hotmail.com)

## 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.

### 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 [barycare024@btinternet.com](mailto:barycare024@btinternet.com)*

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

Barrel/cylinder for 1912 Triumph 500cc. Only part needed to get a friend's bike running again! *Paul Gander 07776 140245 or paulg@go-faster.com*

### 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.*

Two beaded edge tyres 26" x 2.5". Both have been on rims, but not on the road, ribbed type treads. Got to be worth £20 each – Come and see for yourself.  
*Ian McGill 01293-771446*

Oxy/Acetylene set, includes all gauges, hoses and cylinder keys and trolley. £65 ono. Buyer collects. *Ian McGill 01293-771446.*

## Welsh Week Report

Liz Booth

We have lived in the Brecon Beacons South Wales now for 21 years and have been members of the VMCC South West Wales section for a good number of these. As such we know Carmarthenshire, Pembrokeshire and the Vale of Glamorgan well. We both know Snowdonia and the North Wales coast from youthful family holidays and John as a young adult had spent countless week-ends scaling rocky crags of the North Wales Mountains. (Rock climbing was his winter sport. In summer it was side-car racing). Twelve years ago John had ridden in the reconstruction of the ISDT based at Llandrindod Wells, and during this had ridden through the Elan Valley with reports back of how beautiful it was. But that was some time ago, so when Jonny Thomas, who had ridden in the first ever Welsh week 29 years ago, but not since, asked us if we were interested in 'doing' the Sunbeam MCC Welsh week, we didn't need to give it much thought. Mid Wales was virtually unknown to us and it was an opportunity to get to know another area of our adopted country.

So on Saturday June 23rd with motorbike and sidecar secured firmly on the trailer, we travelled north to our base at Aberystwyth University. Jonny and Chris Thomas had arrived well before. The welcoming committee of John Appleton and Colin Bentham were at their posts in Pantycelyn's entrance foyer. Keys to our room were handed to us and John A. very kindly gave us a tour of all the facilities, which for the following week were to be our home. This is how we came to join a group of around 40 people who had gathered in Aberystwyth to enjoy riding their bikes in wonderful scenery, in the company of like-minded people. Most were veterans of the event and had brought along superb vintage bikes. We weren't the only people riding a combination. It was good to see Stan and Joyce Emery who had brought along their 1929 BSA 500. How refreshing it was to see true vintage bikes being used on the road, rather than tucked away in some corner of a shed purely as 'an investment'.

Over the next six days, Pantycelyn resounded to the roar of motor-bike exhausts as we all met at a designated time to start the days ride, led by a route leader. The 'drop off' system was always used. We have encountered this on numerous occasions, mainly in Ireland, but for our South West Wales Section this is hardly ever used - tulip maps are favoured. On the rare occasions it has been tried, it has failed, people panic and move off too soon. But this week was to prove to us how well it can work. Was it we wonder, due to the instructions the group received during our initial briefing, where it was stressed very strongly never under any circumstance leave your post until the sweeper arrives.

Aberystwyth is surrounded by hills. To get out of town on the A487 heading south you negotiate a hill with a substantial gradient. This was the route that we took on our first ride out on Sunday. Our Rudge encountered difficulties - clutch slipping and came to a halt halfway up. Out I scrambled and helped to push, thinking this is not a good start. Thankfully once at the top, away we went and had very little trouble again all week. A little bad luck to begin we thought, because after all we've sailed up Sunrising on more than one occasion. Over the following six days we rode around the surrounding area, North as far as Tal-y-llyn, South to Tregaron and East to Rhayader, covering in all approx 290 miles. Each time we returned, approaching from the south the impressive building which houses the Library of Wales became a familiar landmark and seemed to welcome us home. Each day's riding was alternated by one half day, followed by a full day when packed lunches were provided. Some of the boys did extra runs on the half days, going out for a spin in a small group. The weather was a little disappointing, every day we saw some rain but only on Tuesday was it so heavy and persistent that the day was spoiled and the route, with general consensus, cut short. This was a great pity as we were bound, north of Machynlleth into the Snowdonia National

Park but we failed to see anything. The staff at the Tal-y-llyn railway cafe and the inn-keepers at the pub by the lake were marvellous, allowing us all to enter with dripping clothing, to enjoy a welcoming cup of coffee or tea in warmth. And how we all appreciated a little respite from the cold driving rain. Cold and wet we may have been, but that day coming through Tal-y-Bont we saw evidence of the recent flooding that the area had suffered a few weeks before and which due to its ferocity had made headline news. Our soaking on the Tuesday and missing a coffee break at the pub (planned for another day) was nothing, compared to the hardship the residents of the village had endured.

Fortunately for the other full days run on Thursday, the day dawned much brighter and offered more promising weather. Apart from a rainy lunch break the dark clouds disappeared and we saw blue sky and sunshine. What a joy as we were travelling through George Borrow's 'Wild Wales', motoring along narrow mountain roads (perfect for us - just what we like) with views as far as the eye could see, to die for!! I'm sure had Tuesday's weather been as favourable we would have been wowed with equally spectacular scenery. Somewhere along these high mountain roads we rode past an old silver lead mine which now stands silent and derelict which possessed a very 'ghostly' feel. During the 19th Century it would have been busy and noisy. I'm interested to find out if it could be the mine owned by the Potosi Mining Company 'the richest in all Wales' which George Borrow describes. One of the miners from here acted as his guide to his next point of call 'the Pont y Gwr Drug' or 'bridge of the evil man', which we all know as the Devil's Bridge. Our own next point of call after the reservoirs.

Riding around the three reservoirs was superb. The visitor centre where we lunched is situated at the base of a huge dam wall which is mightily impressive, I couldn't help thinking though, while standing at its base, what devastation would occur if it were to topple. Here is a lovely memorial to Percy Shelley who spent time in the area and it is easy to understand why he was inspired by the landscape. 'To a Skylark' could have been written while he was walking over the mountain tops where he would hear the birds singing. From the visitor centre our afternoon run followed a route which involved climbing over 900 feet enabling us to view the huge expanse of water held back by the dams. During a short break on the far side of the dam, Chris Thomas and Tim Penn spied a rough mountain track and couldn't resist the challenge to do a little 'Off Roding'. It wasn't long before they both returned after Tim had almost re-adjusted the crank-case of his sporty Raleigh, causing great amusement to the on looking crowd. Away from here, still on wonderful mountain roads to tackle Pont ar Elan. Thankfully the Rudge behaved itself and flew over the bridge and round the hairpin with all the other bikes. Again another brief stop while we all gathered together. Last year this scene was caught on camera and chosen for the 2012 souvenir placemats. What a day it had been. Motor bike riding at its very best. We finished the day eating delicious cream teas at the railway cafe at Devil's Bridge. We found ourselves at the same venue the following day, but this time it wasn't just tea, coffee and cake purchased but two large handsome owls with piercing eyes. Do hope they have settled into their new aviaries.

Wednesday was a day when the group was free to choose their own itinerary. The museum of Internal Fire at Tanygroes seemed to be a popular choice. The small museum housed in the old theatre in the centre of Aberystwyth is well worth a visit as is the Cliff Railway on the edge of town. It's a great tribute to Victorian engineering and once at the top there are glorious views of the town and sea. We had been told about 'Charlie's Emporium', so John took the opportunity to stock up on tools. The evenings event was organised by Ian Young the SMCC's own Murray Walker. The motor-cyclists amongst the group were invited to give a three minute talk on any motor-bike related story that came to mind, having been given a long list of suggestions by Ian. It made a very entertaining evening.

Our thanks go to John and Colin the organisers, for an excellent week. We can strongly recommend it to anybody who is interested and we will certainly be returning.

---

## Rose of the Shires Run and Albert Catt

John Hodson

Dave and Maggi have provided an account of their experiences of the Rose of the Shires run elsewhere in this issue of the News. Both seem to have enjoyed their stay in Northamptonshire despite mechanical failure on the run. They were not the only entrants to have problems as I overheard a couple of riders say that their usually easy to start bikes had proved very difficult to start on this occasion. This was traced to carburettor blockage caused by disintegration of tank sealant due to ethanol containing petrol.

We should be grateful to Ian Young for taking over the Secretary of the Meeting role for this run thus ensuring its continuation and for putting on such a good event. I enjoyed my first Rose of the Shire Run despite losing my way in the morning because I was spending too much time looking at the scenery rather than where I was going. I eventually found my way to the pub stop where an excellent barbecue lunch was provided. My return run back to Stoke Bruerne turned out to be uneventful and I had time to look around the canal attractions and remember that the last time I visited Stoke Bruerne was by narrow boat.

As part of the event Ian had arranged for a display describing the exploits of Mr Albert E Catt. Having learned about Ixion's record of 1,290 miles Mr Catt decided to attempt to equal or better this record. A Northampton man, Albert set off from his home town one November 1910 day to ride his Triumph for six days. He managed to exceed Ixion's record by over 600 miles. Not content with this run, in May 1911 Mr Catt set off on another journey again of six days duration and on a Triumph but this time he rode a total of 2,557 miles. A very great achievement bearing in mind how little food and sleep he had, the frequency of punctures and the considerable discomfort he suffered on the journey. At the end of the journey he had to be lifted from his motor cycle. The local motor cycle club held a dinner to honour his achievement. A relative of Mr Catt was present at the Rose of the Shires Run and kindly presented the awards to the prize winners.

### References

Northampton Chronicle, November 2010 and The 1911 Census, RG14.

---

## Off the Saddle

Peter Donaldson

My report in the last Club News ended with me leaving for Warwickshire with the 1967 Triumph 90 in tow to do some marshalling as required. My 1927 Sunbeam having been attacked by ethanol containing petrol. On arrival Chris Pile very kindly loaned me his 1928 Sunbeam 500cc which is almost the same as mine, and it features in the report of the event which managed to make the last Club News and is to the right in the picture of Baz being handcuffed by the local bobby. Glad someone has caught up with him at last! I had a brilliant three days riding, but the Triumph did not get the rest it expected as I loaned it to Hugh and Joan McAllister whose Rudge packed in on the first day. I am aiming for the Constable Run with the Sunbeam in September provisional on all its problems cured.

Saturday 19th May had a request by our associate Club, the Bexleyheath and District, to observe at the first day of their two Day Trial, the Battle of Burwash. Well organised on a great bit of ground at Burwash and saw our Paul Casling there riding well.

A week on and my faithful Trail machine, the 223cc Yamaha Serrow, which I have had seven great years of Trail riding and long distance Trials got sold. It went to a chap in

the Southend Club who brought his father in law with him whom I had on several occasions ridden against with the Serrow, and also stayed twice down in Wiltshire at a pub the previous night to our both riding the Arbuthnot Trial, boozy evenings with great food. He was one of the group who got me going again on my old Matchless when I passed out with dehydration on one of those events. It was one of those really hot September days, and here we are in July with very cool and exceedingly wet weather.

On the last day of May had a lovely long Trail ride down to south west of Ashford with the Bexleyheath Club. Two other of our members were riding. The following Thursday Bill Connor brought a collection of his half size motorcycle engines with him and ran a couple of them up outside at Club Night. No doubt Baz will wax lyrical about them and I must say that superlatives couldn't do justice to the fantastic workmanship that Bill puts into them. He even makes the sparking plugs half size. Just one point crossed my mind, and that was that these marvellous motors just sit in their cradles, and other than look great and run beautifully, they have no other purpose in life!

Three days later I took the 250cc Gas Gas to Frensham Vale to ride in the June round of the Star Group Championship. There were just two of us from the Club out for that event and the easy route which I was on was yet again too challenging and I came a cropper, part my own fault but if we are to have a balanced event the yellow route must be eased. I was away the following round and had a full report from Neil and Joan; in fact I was shocked that Joan knew such words. The going was really difficult, and that would have been without the course being a mud bath. Our riders there, Joan, Neil and Paul, all well experienced, each riding their normal route through sections, both Neil and Paul lost in excess of 100 marks and Joan retired after five sections, something she does not do very often. THERE WERE 35 STARTERS AND 16 FINISHERS. A course such as that should not have been served up and I hope that the Horsham Club get told so at the next Star Group Committee Meeting which Neil will be attending.

Anyway back to my Star Group ride, after a very heavy fall where the first part of me to hit the deck was my left shoulder. After resting up for 5 minutes I managed to ride back to the car and two kind lads loaded the bike up for me. Back at home had great difficulty getting in and out of bed and could only sleep on my right side, back and left were impossible. Two days on I took a deep breath for the first time and got stabbing pains in the chest, so off to hospital. A visit to these institutions seems to happen about every 4th year. Dread them having had the odd lecture there. This time a most miserable receptionist took all my details, told me to go and sit down and not wander off. Within five minutes a young tall thin male Triage Nurse collected me. Went through my details again, repeating that dreaded year of birth. Did an inspection and sat me down again. What make of motorbike was I riding he asked. Being on the defensive I asked what difference that made to the investigation. He shrugged and said "Well it could". Told him Gas Gas which he hadn't heard of and then I added it is a total off road machine. He told me he came from the Isle of Man and just a couple of years back, not on a race day, he managed to get a very hot 125cc MZ round the circuit at the lap record speed. "Takes some believing", says he, "but must own up to that lap record being set up in 1963, and there has been a lot more set up since. But I am able to say that I honestly did it at lap record speed". After x-ray and check by a consultant I had a very badly bruised shoulder and came out with it in a sling and directions to get pain killers 50 minutes after arriving that must be some sort of lap record!

So haven't ridden competitively since but took my 10 year old grandson for his first ride on a motorcycle, on the back of the 1967 Triumph 90, about 35 miles, and we got pretty wet. He and I will be going on the Bangers and Steam Club run next Sunday. Last Sunday was

supposed to be riding in the Timber Woods Long Distance Trial but had to stand down on that and was observing instead there. Chris Brown on his '50s 350cc Royal Enfield was the only person riding under the Sunbeam banner and though didn't feature in the awards, as he often does, he had a steady ride. Thursday of next week will do a Trail Ride on the Honda. Aim for first Trial as the Eastbourne Long Distance Trial early in August.

## CLUB EVENTS CALENDAR 2012

<i>12th August</i>	<b>50th Graham Walker Run</b>	<i>Beaulieu, Hampshire</i>	<i>Pre 1940</i>
<i>Contact - Ian McGill (acsociable1@sky.com 01293 771446)</i>			
<i>1st September</i>	<b>Gingerbeards Trial</b>	<i>Horsmonden, Kent</i>	<i>National</i>
<i>Contact - Mike Holloway (01892-723564)</i>			
<i>2nd September</i>	<b>Greybeards Trial</b>	<i>Horsmonden, Kent</i>	<i>National</i>
<i>Contact - Mike Holloway (01892-723564)</i>			
<i>15th September</i>	<b>4th September Challenge</b>	<i>Pickering, Yorkshire</i>	<i>Pre 1940</i>
<i>Contact - Alec Thompson (alec81.thompson@mypostoffice.co.uk 01751 431478)</i>			
<i>16th September</i>	<b>5th Constable Run</b>	<i>Suffolk</i>	<i>Pre 1931</i>
<i>Contact - Ian Monk (01480-469612)</i>			
<i>2nd December</i>	<b>Southern Experts</b>	<i>Hook Woods, Surrey</i>	<i>National</i>
<i>Contact - Chris Mawer (christopher.mawer@tiscali.co.uk 07710 211913)</i>			



### Romney Marsh Classic Show & Bikejumble

Hamstreet, Kent TN26 2JD (A2070 10 miles from M20 J10)

£4 adults, £3 OAP, U16 free

**New! Undercover stalls & seating area in our huge new marquee!**

All Romney Marsh Events with Motoball: 5-aside motorcycle football

**Free Entry for pre-booked exhibitors: download an entry form.**

**Romney Marsh Classic Bikejumble:**  
10am Sunday 23<sup>rd</sup> Sept

**South of England Superbike Show**  
- For Later Classics!  
Ardingly, West Sussex RH17 6TL

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

**South of England RealClassic Show Sunday 14<sup>th</sup> October**  
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**





Having a Clear-out?  
Book a cheap garage clear-out stall. Enquire for details

# Rose of the Shires Run Presentations

Photographs by John Hodson

