



Club News

Issue 858

October - November 2012



Richard Mummery in the saddle and Julie Diplock providing the motive power as they start Julie's 1914 Triumph with encouragement from advisors and onlookers.

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and Sporting Trials (pre-1965 and Modern bikes)**

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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EDITORIAL

Sunbeam Club News

Issue 858

October - November 2012

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Many of you will not be aware that club member Alf Sandford has recently returned home after an operation and a lengthy stay in hospital. I spoke to Alf some time ago and it was clear to me that Alf is keen to get back on his bikes! However, this will take time. I am certain that you will all want to join me in wishing Alf all the very best. I am sure that Alf will be pleased to hear from his SMCC friends.

These are difficult times for the owners of veteran, vintage, post vintage and classic motor cycles due to complications associated with MOT exemption and the definition of vehicles of historic interest, ethanol containing petrol and the absence of the necessary anti-wear additives from many lubricating oils. If you are not fully up to speed with these problems I suggest that you read the FBHVC articles reproduced in this Club News and on their website.

Contrary to what was said at the Department for Transport meeting last June, it would seem that petrol containing 10% ethanol will be introduced into the UK sooner than expected, possibly in the first quarter of 2013. I suggest that you carry out an audit of your vehicles to try to establish whether or not they will be affected by the higher ethanol content of petrol in the areas of materials compatibility, corrosion and combustion. Once again much useful information has already been issued by the FBHVC (see pages 20 and 21 of this News for example) and there have also been useful articles in our Club News.

Best Wishes,

John

Chairman's Lunch 2013

Ian McGill

For many years we have frequented the Cricketers Inn at Pirbright for our winter get together, but we have had several requests for a change of venue. Rob Kitchen and his NSU club friends suggested we try The Shipley Bridge at Burstow, in the past they have been made welcome and always had a good meal.

Jenny, Baz, Barbara and myself carried out a recce and found said watering hole more than adequate for our needs, we had an excellent meal at very reasonable prices (before we introduced ourselves) our request to book a date was accepted with great enthusiasm by the management, so please remember to keep January 5th 2013 free.

The Shipley Bridge is on the B2037 Antlands Lane just east of Horley, post code for those sat/nav travellers is RH6 9TE.

You will be reminded at a future date.



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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: Sunbeam Novice Trial

Regarding the recent Sunbeam Novice Trial, held on Sunday the 29th July at Peter Adorian's farm near Billingshurst.

Unfortunately we weren't able to take any still photographs of the event, so we can't forward any photographic details etc etc. I would however, like to thank all the Sunbeam members who turned out to observe the event. It made a nice change to have enough volunteer observers that were needed for the trial. No last minute panic or delay.

Our volunteers were:- Paul Casling (Clerk of the course, and what a brilliant course he laid out, SINGLE HANDED, this year). Brian Humphries (Chief Cook & Bottle Washer) Peter Donaldson, Frank Skidmore, Peter Faull, Neil Sinclair, Gordon Davis (Erith Club Member) John Sapsard, Mark Mills, David Hamilton-Smith, Tony Lloyd, Chris Pile, David Footman and Mike Holloway. A wonderful task enabling every section to be covered. This was just like it used to be in the old old days of Sunbeam trials, everyone helping out. It was great.

We had young Brian Hodges filming the event, and he has given me a copy of his excellent DVD. If anyone wants to borrow the DVD, feel welcome to ask.

My thanks to everyone concerned with running the trial, it certainly made my job 'easy peasy'.

Bye for now,

Joan Westbrook

.....
Re: 50th Graham Walker Memorial Run

I write a letter of thanks to all those that assisted at the 50th Graham Walker Memorial Run on the 12th August.

Not many will know that Barbara and I were invited to join a lunch party given by Lord Montagu, we felt honoured and gladly accepted.

This however throws up a problem as much of the event, road run etc: happens just after lunch. We were very lucky to have the superb services of Jenny Staple who looked after the signing off sheets and Gill & Audrey Tarrant who between them collated the voting slips, sincere thanks to these three ladies.

Thanks must also go to the Beaulieu events team, headed by manager Judith Maddox, they arranged for the manufacture and presentation of china mugs which celebrated the 50th event and also, what was a great surprise they produced an enormous cake that was enjoyed by all.

Other than a very sharp shower in the morning, we had excellent weather as befits a popular 'Sunbeam' event.

Special thanks to the members of the Southampton and District MCC who marshal the event in their usual excellent way. Hope to see you all again on Sunday 11th August 2013.

Ian and Barbara McGill.

Re: Message to HM The Queen

Thank you Ian for sending, on our behalf, the message to our Queen celebrating her Jubilee. I wonder how many other MC clubs thought to do the same.

Regards,

Richard Mummery

Shropshire Mid Week Break

Baz Staple

This popular event is now taking shape with the grateful news that Bob and Bev Nix will take care of the secretarial side of the event with Bill Orchard arranging routes, coffee, lunch and tea stops based upon the same format of two years ago. Bill is a local man and has the advantage of knowing the countryside so well and showed us entirely new and beautiful vistas in 2011.

The event is based upon the family run hotel, The Longmynd in Church Stretton, an area of outstanding natural beauty. The hotel provides good accommodation and excellent food. The dates are, arriving for dinner Monday 13th May, riding Tuesday, Wednesday and Thursday, and leaving after breakfast on Friday 17th May.

The rates for the hotel are £75 per person per day for double rooms, and the same rate for single occupancy but £85 per person for singles in a room for double occupancy. All rates are per person per day for bed, breakfast and evening meal.

As usual previous entrants will be sent entry forms and regulations, and any new people who would like to participate should contact Bob and Bev Nix nixr@supanet.com 5 Larchwood Rise, Knossington, Oakham, Rutland LE15 8LS 01664 454396 (Preferably between 6-9pm)

The only missing element is breakdown cover which riders like to know they can rely upon. We would be grateful if someone could offer their services to Bob and Bev please. Fuel expenses will be paid.

The Club Stand at the VMCC's International West Kent Show

John Hodson

Once again John Buckingham, assisted by various members of the SMCC, put on an excellent display at the VMCC's West Kent International Event at Aylesford Priory, Kent. See the front cover for a photograph.

Brighton Speed Trials

John Hodson

Congratulations to Paul Gander on achieving a fastest time of 33 seconds with a terminal speed of 47mph at the recent Brighton Speed Trials. Paul was riding his 1914 Triumph and was slightly outpaced by the rest of the field.

Electronic Ignition-Conversion of Early Villiers Flywheel Magnetos

John Hodson

Over the winter I am probably going to finally get around to restoring a 1934 motor cycle which has been stored in my garage for about 20 years. It is equipped with a 250cc Villiers two-stroke engine with flywheel magneto. I am hoping to improve reliability and ease of starting and as the magneto currently fitted is a later version than it should be, I am considering converting the ignition arrangements to an electronic system. I would be pleased to hear from any SMCC members having experience of conversion of an early Villiers magneto to an electronic unit. (John Hodson contact details inside the front cover).

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Club Nights at Chiddingly

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

Future Dates

- 4th October** An evening with Brian Chapman with his Vincent 'Mighty Mouse' sprinter
In 1971 he achieved the fastest single engined bike in the world. 8pm
Hugh McAllister has made the necessary contacts with Brian and we're sure it will be a good evening.
- 1st November** A talk and demonstration by Steve Whymark on early cycles. 8pm
- 6th December** Quiz
- 3rd January** Steve and Andy Marks will give a talk and demonstration on the complexities of overhauling magnetos.

Club Night Reports

Baz Staple

August Club Night

A happy crowd descended upon the Trawlers in Seaford to partake in their excellent fish and chips. We've been going there for over ten years and we're always guaranteed a good welcome. Bill Pile has been making the pre-arrangements with Trawlers in his usual friendly and efficient way and we thank him for this.

September Club Night

Some 14 riders took the advantage of a final club night ride of the year of some twenty miles, led and arranged by Tim Penn, leaving the Six Bells at 7.30 and riding out to the Star at Waldron, arriving just as darkness fell. Jenny and I were not present as I am currently suffering from shingles, but I hope to be out for the Steam and Cream on Thursday, 13th September, which Spike Holman has organised. Thanks Tim for arranging this successful ride.

New Members

Peter Donaldson

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

| | |
|--------------------------------|-------------------------------|
| Mr. B Beddoes (Shropshire) | Andrew Tyldesley (Lancashire) |
| Nick Jeffery (Buckinghamshire) | Richard Haden (Sussex) |
| Jane Bennett (Kent) | Peter White (Surrey) |

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

Sunbeam MCC – 75th Pioneer Run® 24th March 2013

Ian McGill
Pioneer Run Organiser

The Club has already identified seven machines that took part in the 1930 Pioneer Run, we are looking to increase this for the 75th event and ask any owners with machines of proven history in the 1930 run to contact the organisers. These machines will attract a discounted entry fee and an early start.

Now is the time for owners and enthusiasts to consider next year's very special run which will celebrate the 75th Sunbeam MCC's Pioneer Run® to Brighton which the club inaugurated in 1930. The 2013 run should not be missed and various interesting features will be available to successful finishers.

To those who are still fettling and restoring what could be eligible machines it is suggested you labour on to achieve your goal. If your machine is on the Pioneer Register (or dated by the VCC of GB if an eligible three-wheeler) and you have a valid Pioneer certificate all is well, but please be advised the date for next year's Run will be 24th March, but if the machine is still incomplete and has not yet been authenticated by the Sunbeam Pioneer Dating scheme then the last date for application to the Registrar, John Waghorn, 46 High Road, Wilmington DA2 7BN will be the end of November 2012.

Please note, next year's date will not clash with Mothering Sunday.

Sunbeam Motor Cycle Club Ltd 75th Pioneer Run ®

Sunday 24th March 2013.

Starts at 8.00am from Tattenham Corner, Epsom Downs, Surrey.

To the Finish on Madeira Drive, Brighton, Sussex.

Eligible machines registered on the SMCC Ltd: Pioneer Register
Are all pre 31st December 1914.

Entries are invited from all past riders who will receive entry forms through the post or via email if we have your address.

Entry Forms also available on the Club Website www.sunbeam-mcc.co.uk
or direct from the organiser: Ian D. McGill.

The Oaktree, 13, Victoria Road, Horley, Surrey, RH6 9BN.

Tel: 01293-771446

Email: acsociable1@sky.com

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The 29th Welsh Week

Geoff Morris

With the Welsh Week now almost a 30 year old 'institution', some 35 people joined in the trials, tribulations, fun and frolics this year. Saturday saw our base at Pantycelyn Hall, Aberystwyth echoing to the chatter of old friends and the clatter of bikes unloaded from trailers.

We were very pleased to welcome two of Wales best known vintagents, (cars and bikes), namely Johnny Thomas, accompanied by son Chris.

Our twin organisers John Appleton and Colin Bentham had obviously done their homework as we were told that due to the recent torrential rainfall in our part of Wales, some 'local revisions' to the long established routes may be necessary due to road damage. Our first Pantycelyn dinner on Saturday evening is always eagerly anticipated and as usual it was excellent.

On Sunday afternoon after our pre-run meeting in the morning and college lunch, we sallied forth with leader Peter Wood for our first 'shakedown' foray, over the splendidly quiet and highly elevated A4120 to Devil's Bridge and then our regular tea stop at 'The Red Kite' Café. I do enjoy this 'blat' over the deserted route and my 1926 Norton 16H romped up and down the hills and dips with aplomb. We returned to the University via Bow Street, where there is a nice acclivity to savour before the downhill slope, with splendid views, to Aberystwyth.

Monday, Baz's run, saw a dry and sunny morning's ride through quiet lanes and byways to our regular 'catch up' stop at a nature reserve in beautiful surroundings, then on to the coffee and biscuits stop at the Cross Inn, not far from Nebo, where the friendly publicans had opened up specially for us. Their two eager sheepdogs love biscuits and they always seem to relish our arrival! Then back 'home' along the gloriously sweeping and undulating coast road to 'Aber' and in time for a cooked lunch (can't be bad!).

The afternoon is 'free' to do as you wish and saw Chris and I trotting down the hill to the town for a sunny saunter around the seafront, quaint streets and harbour which necessitated a cooling down drink on the end of the pier in glorious sunshine. Summer seemed to have arrived! And Aberystwyth couldn't have looked better.

However the next day, Tuesday put paid to that as we set off (led by John Evans) in dry weather but by the time we reached Machynlleth some 20 miles out, the pitter patter of rain presaged a wet innings! Tywyn station (narrow gauge) was our coffee stop, but we remained mostly under cover due to the inclement conditions and then on to Tal-y-lyn lake in the by now pouring rain where it had even got into the Norton's internal expanding brakes and rendered them less than effective. I was worried about the magneto and the sparks giving up the ghost, but it all survived the considerable deluge. At the homely lakeside pub we drip-dried a bit thanks to the hospitable publicans, but a quick participant's conference elicited a change of plan to return to Aberystwyth, rather than carry on to our planned 'open air' lunch stop with packed lunches at the Corris Craft Centre. So rain stopped play and most of us had a brew up at base and at least had a late lunch in the warm and dry.

Wednesday is completely free to do anything, and victualled by packed lunches, quite a number of us visited the unusual 'Internal Fire Museum of Power' at Tanygroes. This working (in every sense of the word) Museum was superb with some colossal engines in full pelt. The enthusiastic proprietors made us very welcome with complimentary 'Welsh Cakes' with our 'cuppa' in the museum café. Afterwards Chris and I journeyed to New Quay which reminded us of Clovelly in Devon. It is really a dreamy little resort – no wonder Dylan Thomas loved and wrote about it. We also had a sunny harbour side cup of tea on the way back at Aberaeron which again is a beautiful place.

So to the next day, Thursday, which is scheduled as a full day's ride (some 82 miles or thereabouts) and undoubtedly the most majestically scenic. We rode through craggy landscapes, deep passes, ghost towns of past industries and then seemingly the 'Roof of the World' as we went up and up and then a plateau, which eventually led gently downhill to Rhayader where good coffee and biscuits are guaranteed at the picturesque Triangle Inn. A really great ride as far as I am concerned as the Norton never missed a beat and bone dry too. But light showers at Rhayader lasting half an hour or so to the Elan Valley Dams visitor centre were easy to live with and after undercover lunch by the big dam (full to overflowing!), we had a lovely dry and warm run to the zigzag hill climb at Pont-ar-Elan, which is a great favourite to all. From the elevated vantage point on top of the old coach road you can see Sunbeam riders coming for miles as they traverse the bendy sweeping roads to the hill climb and we all gather on the top for a break, and cheer the riders as they (sometimes) struggle up. Then it's off on the 10 miles or so through craggy declivities to Devil's Bridge narrow gauge station where a much anticipated cream tea is devoured (it's my favourite bit of Welsh Week!). Then back to our hall of residence via the high and fast (if you want) A4120 – a splendid bit of road.

Our last day of riding, Friday, and we wended our way by a back route to ever welcoming Devil's Bridge station where we rendezvoused for coffee (as our normal itinerary had been changed due to conditions). By then rain had fallen for half an hour or so, but on our return route to 'Aber' had cleared up and we had a magnificent winding and definitely uphill route via a bulging ford. Up and up we went and passed elevated lakes – quite stunning. Then inevitably down, down all the way to the university town via a gently sloping and thankfully deserted descent. A really great route led by Alan and Dorcas Webber who also led Thursday's long ride.

This year we had an amazing assortment of machines (and riders) and the bikes ranged from a splendiferous 1924 Brough Superior to a 1914 Triumph, with three speed hub. I counted over 25 of them with Chris Thomas's incredibly barn weathered saddle tank Sunbeam being a real eye catcher with 80 or so years of seemingly untouched patination (and a touch of period grime!). Chris is missing a rear stand if anyone can assist but in the meantime he carries a block of wood around with patent bit of wire to hook it on and a nice hole in the wood to slip over a footrest. But it does the job of keeping the Sunbeam almost upright splendidly.

Our two regular diagnostic mechanics Colin Bentham and contemplative Brian Southam were gainfully employed (as usual!), ever ready to dispense advice and roll up their sleeves. Brian expertly adjusted my clutch to great effect so that the actuating lever didn't foul the kickstart lever. Chris Thomas took his bike almost to pieces one day to sort out the clutch and being Welsh Week no sooner did Chris lay the first spanner on the bike than a crowd of 'interested' observers jostled for position with lots of free advice, encouragement and general discussion aimed in the unfortunate's direction! But real assistance is always available if you need it – especially during those light evenings and on our free half days. It is heartening to observe for someone like me who can just about keep his bike running and to have the benefit of spanner wielding guru's around is a great safety blanket. The bike sheds are a tinkers and especially onlooker's paradise as there is always someone doing something of interest.

One of the domed ends of my Norton's silencer cum expansion box sort of fell 'orf just as I rode back up the college drive from a run, the end came off and the nut and washer. The clatter this made sounded like a load of old iron bouncing along the tarmac and the now unsilenced engine let rip with a mellifluous (to some ears) echo between the buildings and the bike sheds! Chris and I gathered up the assorted old iron now lying on the drive and Chris even found the vital nut and washer. That was one little repair job that I could handle but I had to delve with both hands right inside the soot laden expansion box to fix things 'helped' by

Tim Penn with suitable words of encouragement! To say my hands were black after ferreting around in the oily sooted interior would be an understatement

For our traditional Wednesday evening 'entertainment' Ian Young ex- VMCC journal editor, not to mention commentator on numerous veteran and vintage events, had put together a whole plethora of suggested motorcycle subjects and personal experiences which the assembled crowd was invited to speak on for three minutes. This was very entertaining and congratulations to Ian for assembling the 40 or 50 subjects to speak on (if you wished to).

Our age range of riders this year was one of the very widest ever – from the very early twenties to well over eighty years of age and all ages in between. I think the youngsters enjoyed every minute and it was a pleasure to have them on board.

It was great to see Joy and Des Brown who kindly shared trailer duties with Jenny Staple as well as Colin Bentham with his very useful van. All very reassuring if you happen to suffer a temporary malfunction of which we had very few this year in spite of a good sousing on one ride.

Tim Penn and Alan Webber livened up proceedings all the time with their wit and timely comments to suit any occasion, good or bad!

It was a really vintage Welsh week and our organisers are to be congratulated for all their pre – planning and 'reccies' to enable the week's events to go so well. Lastly, praise to that marvellous octogenarian couple Stan and Joyce Emery with their 1929 BSA 'Sloper' and sidecar for setting an inspiration to us all.

To sum up the company was first class, meals were great (put on 3 lbs) and the scenery and routes were everything that one could wish for.

Welsh Week

Photographs by Chris Morris



Rudge and sidecar amongst others about to set off from Pantycelyn Hall

Talk and tea at the Red Kite Cafe



Wet day at Tal - y - lyn lake. Stan and Joyce Emery about to set off



Chris Thomas's Sunbeam parked at Rhayader with patent supportive block of wood

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SPECIAL FARES FOR
SUNBEAM MEMBERS



The 50th Graham Walker Memorial Run

Graham Walker, famous TT winner, editor of 'Motorcycling' and racing commentator, not to mention all round competition motorcyclist died in 1962 and the next year an event to commemorate his memory was held at Beaulieu, courtesy of Lord Montagu where Graham had been curator of motorcycles at the museum.

It seems incredible that 50 such runs through the Elysian New Forest have taken place and this year's was special, being the Golden Jubilee of the event.

Headed up by Ian and Barbara McGill who administer the Run faultlessly, this 50th 'G.W.' was blessed with exceptional weather. A solitary and short 5 minute early morning shower followed by continuous sunshine and warmth framed the occasion which attracted over 100 entries from home and abroad.

The 'G.W.' is a lovely relaxed affair held within the lawns and trees of the estate. The Run doesn't commence until after lunch so there is plenty of time to saunter around the numerous attractions. Within the main Museum, Beaulieu have put on a simply exhilarating 'Bond in Motion' exhibition to celebrate another 50th – the launch of the first James Bond film 'Dr. No' in 1962. Garnered together are some 50 'vehicles' (road, air and sea) from the Bond films and together with really imaginative displays and exciting film extracts, this unique collection of vehicles (which must have taken a long time to arrange) really gives the Museum a lift.

Back to the Run; at 1.15pm the pageant of motorcycles and three wheelers, ranging from 1901 to 1938, left the Museum entrance to head down to the sea at Lepe, near Exbury where riders have full view of yachts and holidaymakers as the road skirts the waters of the Solent. There were plenty of cheerful marshals out on the first stretch to guide us upon the correct path and after our dose of maritime views we headed back inland. Skirting Dibden Purlieu we sweep along the straight and pleasant A326 where riders peel off left in the direction of Beaulieu Road Station, scene of the famous pony round up with all the stockades.

Our intrepid 'regular' Andy Brown, who rides all the way from the Isle of Wight, was carrying out a minor adjustment to his 1902 'Clement – Garrard' but he was soon pootling along, as he knows this wonderful device inside out. I stopped for a stationary 'Rex – Jap' rider to render any possible assistance, but by the time I dismounted it was playing all the correct tunes and off it went to continue the course.

As I was doing the 'short route' it was a left turn within sight of Beaulieu Road Station and then heading along the tranquil Beaulieu Road with its trees and cosy cottages lining the route. It doesn't take long to cover the last couple of miles or so and the welcoming entrance to Beaulieu looms up with a final left turn over the cattle grid into the Museum entrance.

It really is a lovely route and a sort of microcosm of all of the New Forest. There are heather bedecked landscapes; sylvan areas towards Exbury, the Beaulieu River and of course the ponies and cattle which typify the area.

The Run always attracts a far flung field and probably the farthest flung was Heinz Kindler from Germany on the ex-John Griffith (Motorcycling's journalist) 1914 6 hp Sunbeam v-twin. Ian Young had loaned his unique and fully sprung 'Edmund – JAP' to Reg Eyre whilst Ian was on a pineapple barrelled 1914 two stroke, two speed James. Author Noel Whittall was as ever impeccably dressed in tweeds and collar and tie on his 'Round Britain' 1918 Triumph model 'H'. (Noel's book 'What a Stupid Thing to Do' is a treat for any motorcyclist or traveller). Shirley Blake enjoyed the day on her very desirable 'Cotton' and Sammy Miller rode the ultra rare four cylinder AJS from his wonderful Museum a few miles West. Our hard working octogenarian Chairman Baz Staple piloted his 1912 'Alldays and Onions' and consistent regular from

Banstead, David Dickerson, was guiding his immaculate 'Phoenix Trimo' around the lanes and heaths. All in all, a superbly representative entry of vehicles with something to interest every taste.

My 1926 Norton 16H behaved impeccably and gained maximum brownie points for starting first kick when I unloaded it from the trailer. Being a softly tuned engine it is equally at home pottering along quiet byways or galumphing along at 60 mph. (but not in the New Forest scenic routes I may add). Fortuitously Nortons of that year had big brakes.

After entrants came back from both short and long routes, there was ample time to compare notes with other riders and chat to people you perhaps see once a year or so. Whilst riders were on their respective runs Lord Montagu had invited long term organisers Ian and Barbara to a special 50th Run lunch in Palace House together with Murray Walker, son of Graham. But a further treat was to come for all entrants, as Lord Montagu had commissioned the Daddy of all Birthday Cakes adorned with the Sunbeam club's badge to celebrate the 50th Run. It truly was an enormous cake and after prize giving by Murray Walker, joined by Lord Montagu and his Son Ralph, it was cut up into individual pieces and there was plenty for everybody. I do like the odd piece of cake and I have to report that the cake's texture was sublime, pure 'meat in the mouth' and whoever baked it knew their job.

Then yet another surprise as everybody received a beautiful commemorative Graham Walker mug adorned with the man himself in TT racing mode. Once again this thoughtful gesture had been provided by Lord Montagu and this, together with the bumper cake, was highly appreciated by all the entrants. A truly great ending to a special event.

Some of us stayed the weekend at a Lyndhurst Hotel which was an excellent base to savour the area coupled with the Graham Walker Run and made the occasion all the more enjoyable.

The printed programme this year contained much about Graham Walker; photographs, potted life history by Ralph Venables and a photograph of young Murray in 1931 beside his Father and the famous Rudge Motorcycle.

This event is organised by the Sunbeam MCC in collaboration with The Southampton and District MCC whose marshals both static and travelling perform so well and with a smile. Of course the event is hosted as ever by Lord Montagu at the idyllic location that is aptly named Beaulieu and for which many, many thanks, ably assisted by the staff there. Thanks are due also to Hampshire Police for their co-operation and to Dearden Motorcycles for the backmarker and recovery vehicle. Lastly, everybody's thanks to Ian and Barbara McGill for a great and momentous day.

50th Graham Walker Memorial Run Award Winners

The Schulte Cup. Best Veteran Solo
No:23 Reg Eyre, 1914 Edmond JAP

The Walker Tankard. Best Veteran Three Wheeler
No:5 Chris Booth, 1904 Humber Olympia

The Public Schools Cup. Best Vintage Solo
No:61 Richard Duffin, 1927 Scott

The Walker Tankard. Best Vintage Three Wheeler
Not Awarded

The Walker Tankard. The most technically interesting machine
No:105 Sammy Miller, 1929 AJS Four

The Peter Pan Trophy. Greatest Combined Age of Rider & Machine
No:8 Dereck Light, 1910 A-C Sociable

The Smith Shield. Best Overall runner-up
No:53 Bob Nix, 1927AJS H8

The Sunbeam Cup. Best Two Stroke
No:61 Richard Duffin, 1927 Scott

The Longmoor Cup. Riders Choice of best machine
No:79 John Buckingham, 1929 James

The Doug Dunford Cup. Best Machine in Original Condition
No:47 Chris Green, 1926 New Imperial

The Ken Blake Cup. Best Lady Rider
No:48 Shirley Blake, 1926 Cotton

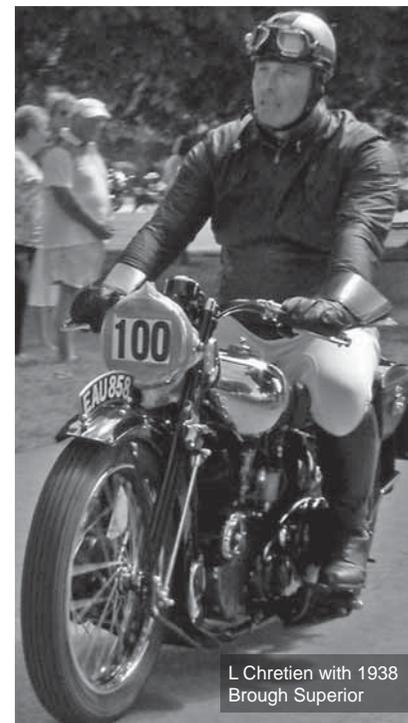
Best Post Vintage Machine
No: 97 M J Bryant, 1936 New Imperial

The Sunbeam Shield. Best Oversea's Veteran machine
No:29 Heinz Kindler, 1914 Sunbeam

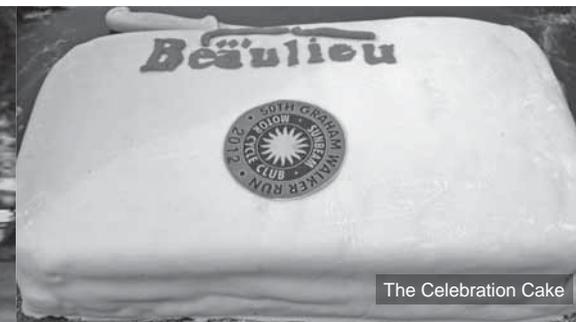
The Sunbeam Shield. Best Oversea's Vintage Machine
No:62 Uwe Karstensn, 1927 New Imperial

50th Graham Walker Memorial Run

Photographs by Gill Tarrent



L Chretien with 1938 Brough Superior



More photos overleaf



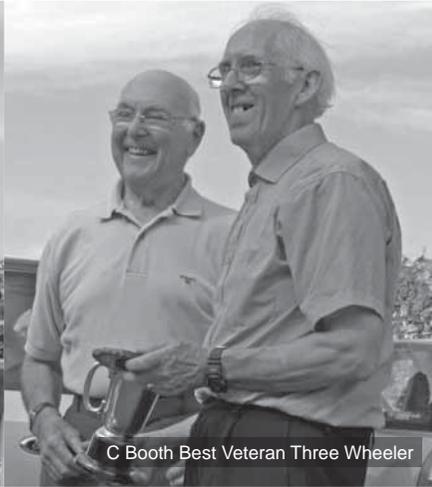
Some 50th Graham Walker Memorial Run Award Winners

Awards presented by Murray Walker

Photographs by Gill Tarrent



R Eyre Best Veteran Solo



C Booth Best Veteran Three Wheeler



R Duffin Best Vintage Solo



D Light Combined Age Award



R Nix Best Overall Machine



H Kindler and U Karstensn Best Overseas Veteran and Vintage Machines



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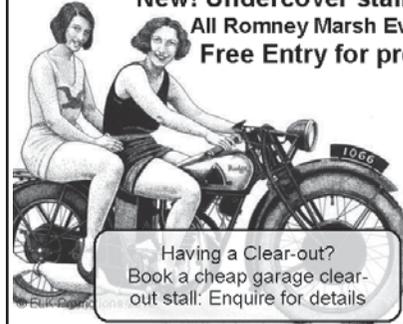
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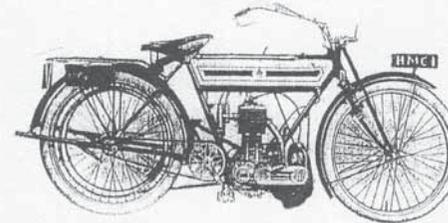
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Garden of England Run 15th July 2012

Tony Lloyd

This was the 26th running of this event and for the day itself we were back to our standard good weather. However on the Saturday the weather was absolutely foul and Sunday's forecast wasn't good. So in the hope that we could get everyone back as quickly as possible the decision was taken to limit the Run to the short 46 mile course only.

Entries before the event were well down but thanks to a flurry of entries on the day we had an entry of 49; down on recent years but reasonable. For the first time Post-Vintage was run as a substantive class and attracted an encouraging entry of eight.

Our back-markers Alan and Mary Paul did their usual sterling job but are regretfully standing down next year. So volunteers for tail-end Charlie would be welcome

Once again our lunchtime stop was at the Lord Raglan near Staplehurst providing a pleasant opportunity to socialise and swap stories about the route so far.

As usual "L" "R" or "SO" markers were placed at each junction and very few riders went astray. All the route marking was done by Joanna and Julian Swift and family and they found time to enter the run as well. Everybody said how excellent the route marking was and we're very grateful to the Swifts for their efforts. Julian has written about his family's exploits elsewhere in this issue.

Contributions of £66 were made for the tea and cakes dispensed by Jo and Julian's daughter Nicola.

Following the route was made easier again this year due to the presence of Simon Livingstone and his team of Marshalls to whom our heartfelt thanks is given.

Despite the low entry the event didn't lose a lot of money; thanks to the efforts of many willing volunteers who gave freely of their efforts.

Jo and Julian Swift and their family, not only marked out the route; they also set up the paddock village together with John and Graham Buckingham who also stayed on site over the weekend.

I can only describe the setting up of the site and the route marking as a triumph of determination; conditions on the Saturday were absolutely dreadful. Particularly difficult was putting up the Swift's marquee but what a comfort to all when it was erected.

We're grateful to Thelma Jones for operating the signing-in desk. A grand job without any previous experience of dealing with a load of hairy-bottomed Bikers.

Awards

As usual the "Most-Admired" awards are against votes by the competitors and marshals (no questionable selections by independent judges).

Our judges for the F A McNab Memorial Trophy Award for Technical Interest were John and Graham Buckingham. Barbara and Ian McGill kindly totted-up the "Most-Admired" votes and we are grateful to Jenny Staple for presenting the prizes.

Unfortunately due to the low turnout (and consequent low income) it was decided not to award our other usual prizes. Next year we'll have a rethink on expenditure and hopefully resurrect our normal prize list.

Most Admired Veteran -
Glenn Del Medico 1914 Sun-Villiers 269cc

Most Admired Vintage -
Andy Middleton 1930 Cotton 500cc

Most Admired 3-Wheeler -
Chris Booth 1924 Morgan 1096cc

Most Admired Post-Vintage -
Bill Pile 1939 Sunbeam 350cc

F A McNab Memorial Trophy- most technically interesting machine -
Barry Brown 1927 New Hudson

Despite initial concerns about the low level of entries there was a reasonable entry list on the day and most entrants enjoyed themselves.

Some Garden of England Awards

Presentations by Jenny Staple

Photographs by the Editor



Route Marking and Paddock Assembly

Garden of England Run w/e 14th/15th July 2012

Julian Swift

Having marked-out the route for the last few years, this was the first year we also set up the Paddock and the whole family piled in.

The weather on Saturday was excruciating and we feared the worst for Sunday.

Luke helped by getting the army tents, tables and other gear down to Headcorn on Saturday and erecting the three tents as one. Difficult in the conditions but a tremendous comfort once we had it erected.

John and Graham Buckingham were heavily involved in Paddock set-up as well. All of us continually dodging the showers We're particularly grateful that John and Graham stayed there overnight to keep an eye on all the gear.

Then Jane came with Jo and I on the route marking. Jo, Nicola and the children came early Sunday to set up for tea etc while I brought the AC.

After dispensing tea and cakes Jo and I went on the run with Nick playing hide and seek around the route so the kids could spot us coming at various points, then got back for more tea delivery. Luke then came back to pack the tents up and clear away while I took the AC home then shot out to clear all the marker signs. Busy, and extremely wet at times but good fun!

Luke's strength was greatly appreciated (and he still had time to work on his and Josie's future home), and Nicola and Jane said it reminded them of when they were kids in the AJS outfit and the BSA three wheeler on the Ballard de Vieux Clous and the Old Glorie and other runs.

If we get them out next year (just after Luke and Josie's wedding) we may be able to fix em for the future as well! Snag is they will get the AC and I will be expected to have machines ready for the others as well as me and Jo.

Julian and Jo (and Nicola, Jane, Luke, Joseph and Tillie)

Pinhard Trophy

Tony Lloyd

Once again we are seeking nominations for one of the UK's most prestigious awards - THE PINHARD TROPHY which is in the gift of Sunbeam MCC

This is one of the UK's most prestigious awards, the giant 3-gallon cup having been presented since 1950 to the best Under-21 year old sporting motorcyclist competing under ACU or SACU jurisdiction

For 2011 the Trophy was won by Jack Sheppard who was World Youth Trials Champion. On being told of his success, Jack said "It is a real honour to now have my name on the trophy alongside great names in motorsport such as John Surtees, Doug Lampkin and so many more including a good friend of mine Jack Challoner who was last year's winner".

Previous winners are an honours roll of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names.

Apart from holding the Trophy for a year the winner also receives a replica cup for retention. Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators under-21 at the beginning of November 2011.

Editors of leading motorcycle periodicals are invited as judges together with General Secretary of the ACU and three officials from Sunbeam MCC, Ian McGill, Chris Mawer and Joan Westbrook

I attended last year's ACU Awards ceremony and was surprised at the wealth of young talent who were not entered. If any Sunbeam members are aware of suitable entrants please let me know their names and I'll contact their representatives to suggest they put in applications.

My contact details are at the front of this Club News. Entry Forms and Regulations are available on the club website.

From the FBHVC Newsletter No4, 2012 - Fuel News

At the end of June the FBHVC's fuel specialist, Matthew Vincent attended a meeting at the British Standards Institute to discuss petrol labelling. There were a number of points of particular interest to member organisations.

The proposed volatility limits of petrol containing 10% ethanol (E10) in the revised European specification are likely to be agreed later this year. The inclusion of 10% ethanol will be accompanied by an increase in the permitted upper limit of volatility. Although the change is small, in effect it means that petrol with 10% ethanol will be more volatile than existing petrol containing no ethanol, or with 5% ethanol in blend. This change will not assist owners of historic vehicles fitted with carburettors, but there has already been significant discussion about in-situ alterations for vehicles suffering from vapour lock in hot weather. The arrival of E10 will probably require a renewal of awareness of these remedies. Full details about this are already on the FBHVC website.

E10 can be sold in the UK as soon as the documentary work has been completed. It is expected that this will be achieved late in 2012, so in theory the product could be in the

market from the first quarter of 2013. Exactly how much of this grade arrives, and when, is not known yet, and this situation appears to contradict statements made by the Department for Transport earlier this year at the clubs' meeting. DfT are expected to publish a leaflet explaining what will be happening. It was the belief of those assembled that petrol containing 5% ethanol would be retained until 2020, but it was also clear that over time ethanol levels would rise above 10% in order to meet EU legislation on renewable fuels. It is envisaged that high octane unleaded petrol (sometimes called 'super premium' and usually of 97-99 octane rating) would not contain more than 5% ethanol, and would remain as a protection grade for the foreseeable future.

The labelling for E10 was discussed in detail and it was agreed that the code 'E10' would feature prominently on the label, being given the same size lettering (15mm) as the words 'Unleaded Petrol' and the octane rating (95). The warning to motorists about the suitability or otherwise of the fuel will use smaller lettering (10mm), but should still be clearly visible. Despite apparent agreement at a previous meeting of a different format, the form of wording shown below was adopted: 'Not suitable for all vehicles. Consult vehicle manufacturer before use'.

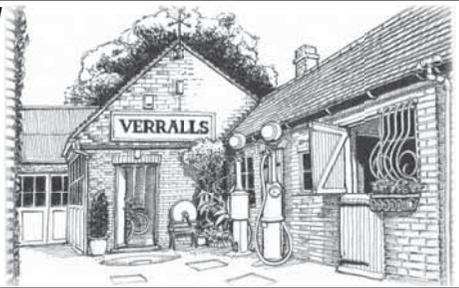
This might in theory cause some logistical problems for owners of historic vehicles whose manufacturers no longer exist, but in reality, unless actions are taken by owners to proof their fuel systems against the effects of E10, it should be regarded as unsuitable for any historic vehicle.

Unleaded petrol containing up to 5% ethanol will not need to be labelled, but if the ethanol content rises above 5%, the fuel must be labelled. If the label on the petrol pump does not include the code 'E10', then the fuel should contain no more than 5% ethanol.

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From the FBHVC Newsletter No4, 2012

David Hurley

UK Legislation - Historic Vehicle MOT Exemption Review

A fuller breakdown of the review responses than that contained in the original Department for Transport announcement is shown below. I acknowledge the assistance of Jaur Rahman of the DfT who gave me additional figures to improve clarity.

| Total Responses | 447 | Those in support | Those against |
|---|-----|------------------|---------------|
| General public (including MPs) | 335 | 262 | 73 |
| Representative and interest groups | 36 | 24 | 12 |
| Declared historic vehicle owners | 32 | 14 | 18 |
| Small and medium enterprises | 23 | 11 | 12 |
| Large companies | 9 | 4 | 5 |
| Other (museums, collectors, clubs, suppliers, workshops, charities) | 12 | 10 | 2 |

Of those responses that agreed with a review: total 325 (73%)

262 agreed with option 1 (up to 1960)

16 agreed with option 2 (up to 1945)

24 with option 3 (up to 1920)

23 preferred alternative options (not offered)

Responses against a review: total 122 (27%)

It is appropriate to point out that even if the respondent represents the views of many, it is not weighted in any analysis. It is unfortunate that a couple of classic motoring publications misread the figures (and text) issued by DfT in their copy (not assisted by a mix of numbers and percentages in the source document). One weekly transcribed 'general public' as 'general managers of the public' as well as saying that 56% of respondents were against the review, compounding this by implying that 81%, 5% and 8% of responses favoured options 1, 2, and 3 whereas these percentages relate only to those who were in favour of a review.

I fully accept that journalists can put an opposing view on any subject, but to publish the content of an important Government document in an incorrect manner misleads their readership.

Broadly the figures show the same attitude as the FBHVC on-line survey, even though the number of responses to the DfT consultation was much smaller.

Voluntary Tests

The original consultation ruled out voluntary tests. However, as a result of pressure, the DfT and the Minister agreed that this facility would be made available as part of the implementation process. A number of clubs and individuals have been anxious to learn more details about this new concept. The short answer is that, following the Ministerial announcement, in principle DfT and VOSA will be involved in changing legislation and procedures to allow for this facility before the November deadline. Whilst the internal discussions take place no formal details in black and white can be issued by either DfT or VOSA. However 'reliable sources' would suggest that the voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present. In the UK the testing regime

operated by VOSA has always been age related and is a common sense approach.

What actual paperwork is to be issued after the test is yet to be decided. Certainly it is envisaged that all VOSA approved stations, whether private or VOSA run, will participate.

Please allow both bodies to work through the processes required, rather than get interrupted by having to stop and reply to questions that are unanswerable at this moment in time – the movement needs a good on-going relationship with both departments.

The limited time scale allowed before implementation would not allow for a parallel test regime for historic vehicles to be introduced as has been suggested by some respondents. Ignoring the enormous effort in drafting six new testing manuals from scratch there are greater system problems and costs which for a limited number of tests in each class each year could not be justified. Many of the problems experienced in the past are down to lack of knowledge of individual testers. In this connection the FBHVC already publishes a list of 400 test stations on our website that are recommended by enthusiast users. The existing test regime properly conducted is still appropriate.

Historic vehicle owners remain responsible for the safe mechanical condition of their vehicles, and a prudent owner who 'self maintains' should perhaps consider a voluntary test as part of their husbandry regime.

As soon as more details are known the FBHVC will of course keep you informed.

Press Release from the Federation of British Historic Vehicle Clubs - 23rd August 2012

EU Road Worthiness Testing

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Directive.

The draft of the new Directive has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that

- Was manufactured more than 30 years ago
- Is maintained by use of replacement parts which reproduce the historic components of the vehicle
- Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension; and
- Has not been changed in its appearance.

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage. At present the basic tenet of a UK MoT test is that

it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

A Novice's Experiences of His First Veteran Paul Gander

[Editors Note :Apologies to Paul for omitting his Novice's Experiences from the last SMCC News, this was due to a communication problem on change of editors. Parts 4 and 5 are included here to make up for the omission].

Part 4

I thought I should get a few spares to take out on my rides and as usual Geoff and Chris were a font of all knowledge on the subject and pointed me in the right direction.

I expected that finding the correct plug for a near hundred year old machine might be a little fraught, but one phone call and I had all I needed. They even knew which type of plug you need for whether the engine is running hot or cold! The Green Spark Plug Company is UK based and has a web site - <http://www.gsparkplug.com/> I also bought some spare HT lead and the little clips that hold the HT lead to the plug, I now know that they are called KLG spring clips. A spare HT spade end connector and a couple of spare spark plug gaskets and that should be all I need to keep me running - spark wise anyway. All of these bits were £18 and arrived the next day. They advise that if your bike runs coolish use a Champion D16 and if it runs hot use a Champion D14.

The bikes runs on either SAE 30 or 40 as I had none in the garage a quick look on the web revealed that Morris do this and seem well respected in the Veteran and Vintage circles. I am used to eye watering prices for the oil my Ducati's consume so it was refreshing to buy 5 litres of both type for just £16.50 each. The oil arrived the next day and came from <http://www.stationaryengineparts.com>

I was out and about in the car and popped into a few local cycle shops to see if I could get a couple of solderless nipples as if a nipple pulled out of any cable it could stop me my tracks. Both the shops I tried were shiny mountain bike shops and the kids behind the counter had no idea what a solderless nipple is - the look one gave me implied that he thought a solderless nipple was some kind of kinky sex toy... I need to find an old fashioned bike shop or have a search of the web.

Raining all day so no chance for a ride.

30th November 2011

I thought I should also carry a spare tube and Geoff once again pointed me to a good source. Vintage tyres have an excellent web site - <http://www.vintagetyres.com/> and a quick call to check what I needed resulted in a new tube for just £13.20 delivered

Another wet day so no chance of a spin.

3rd December 2011

The bike came with a spare pair of pedals and sprocket so I decided to swap them over as the pedal crank is about 50% longer than the ones fitted and will make it easier to pedal - I think. The replacement pedals had slightly smaller holes and the cotter pins that hold them to the crank would not fit. So I set off to my nearest old fashioned bicycle shop to see if I could get some to fit. The chap behind the counter tried a few and they didn't fit and then asked me what they were for and was a little surprised with my answer, but his search of his shop continued until he found two that fitted. He also had some solderless nipples and two cotter pins with nuts and washers and three solderless nipples - £6. I was a bit late getting back as I called into see a friend who had just bought an eight wheel drive amphibious truck - as you do! - and had to have a look at it. Over a mug of tea we decided that we need to take it swimming, so anyone with a lake near Godalming/Haslemere - please get in touch!

A little tweaking with a file was called on to get the whole thing to fit on the pedal crank and then the chain was reconnected and all was done. As I have now dramatically increased the mechanical leverage at the pedals - I consider this my first performance upgrade. The pedals and sprocket are not quite the same as the original Triumph, but similar enough for now until some real ones can be found. I then decided to check the final drive ratio and remember a hint from an old magazine followed their advice. I made a small mark at the top of the front pulley with a marker pen (chalk was suggested in the 1911 article!) and another on the rear pulley at the point it crossed a frame tube (so I had a datum point). I then turned over the engine and counted each rotation of the front pulley until the rear one had done a full circle. Thus the ratio of the front pulley to the rear one is 5.5 to 1.

As I was finishing up and contemplating a ride a couple of friends turned up on bikes to see the Triumph and so it was wheeled out and I talked them through the starting procedure and it easily chuffed into life and then settled to a sweet slow tickover. A few more demonstration restarts and some coffee and biscuits and much discussion over all of its features then ensued. Chris pointed out that the latest Ducati uses the engine as a stressed member as does the Triumph, so nothing new in the biking world. They both had a sit on it but declined a go! With the final start (just kicking the pedal down) showed the belt still slipping on the front pulley. I have read in old articles about the issues of removing a belt and shortening it but it needed to come off and loose a link. Pull the belt to the edge of the rear pulley and then drive it around the pulley by turning the pedals and in one rotation it was off. The metal "T" headed pins that hold the links together are turned 90 degrees and then can pass through the slot in the belt. It was a little fiddly, but soon came apart and I removed one link.

With the aid of a few people that are experts with these bikes, I have discovered that my engine (or at least the crankcases) were built in August 1914. This was the start of The Great War and a batch of 100 Triumphs left the factory in the middle of August and headed out to France. So mine was either built early or late in August or could have been one that went off to war. No way to know for sure, but at least I know now when its birthday is.

Part 5

As the belt felt a little oily (which cannot help traction) I took the advice of the previous owner and cleaned it. It went into a plastic bucket (yes I should use a 100 year old metal bucket ...) with some washing powder and enough hot water to cover it. It was left to soak for a while and then given a scrub and dried off with an old towel. As Tara was out it then sneaked into "her" airing cupboard to dry out properly. I am generally banned from bike bits in the house due to a number of incidents over the years. I should point out that a dishwasher is an excellent tool for cleaning baked on muck and why shouldn't I use it to clean up some old crankcases.... best to do it when she will be out for the whole day.

So with the drive belt in the airing cupboard, the Triumph came back into the garage as the light was going. At this time of year in the UK, the light starts going about 4pm. I think I will try getting the hang of pedalling it tomorrow along the local field without the belt installed. That way I can get used to the oddly positioned pedals without the motor starting up.

Yesterday morning dawned clear and bright if a little chilly and another ride was in the offing.

I topped up the oil tank (the front part of the fuel tank) with SAE 30 oil and checked the petrol and tyre pressures. Then I took it out onto the road without fitting the belt to try and get the hang of pedalling it. Now you may be wondering why I am going on about the pedalling as a bicycle is easy to pedal. Well this bike has the pedals in a different place and the ends of the handlebars foul your knees so you have to pedal with knees close together in a slightly odd way. A few goes and I was able to ride the bike about just on its pedals. Back to the house and I refitted the belt which took just a minute or two. The belt no longer slips on the pulley so taking out one bit seems to have done the trick. I then gathered up all my new spares and a few more tools and put them in the leather tool boxes at the back of the bike and all was set for a ride.

The decompressor cable is at the end of its adjustment and I am not sure if it is fully working. I have a slotted cycle adjuster and fit this to the cable and readjust it so that it goes from no tension (when off) to pulling the lever much further round.

A friend Christopher was on his way round on his KTM SuperMoto to say hello, so I hang on until he showed up then started the beast and warned it up. Chris arrives wearing a tweed jacket to keep in keeping with the era of the bike and reports that tweed is surprising warm on the bike. On with a leather jacket for me and a helmet and off we set down my road. I had to stop at the T junction at the bottom of my road and with the drag of the engine the pedalling was not as easy and I reverted back to scooting along to start it and off we went. A mile or so later and we took a right down a small road and looming ahead is a very narrow 400+ year old stone bridge with a big 4x4 coming towards me, but I slowed the bike down and the car had just cleared it by the time we arrived. A few miles of up and down the small hills that are at the back of the Sussex Downs and I am impressed by how well it pulls up the hills. The throttle/air levers are now slightly loose and slowly close on their own so need a little tinkering with to keep the motor sweet. I shall tighten them up when I get home. We go for mile after mile through little Sussex villages and slow to almost walking speed as we pass some horses. A few more miles and I come to a long open straight and pull over into a lay-by. It's quite a mental exercise riding it and a smoke is in order. Chris has been following on his KTM and taking a few videos of my progress and I have pulled over to let him have a go. My Zippo lighter is out of fuel and wont fire up, but a few drips from the Triumph and it produces fire. I explain the controls to Chris and how best to ride it and explain that the brakes are more ornamental than functional. He tries to pedal it off, but also has trouble pedalling and balancing and ends up scooting it away. By the time I have got my helmet on and set off on his KTM he is out of sight. A minute later I am behind him and that rear tyre looks tiny and we are bowling along according to the KTMs Speedo at around 35-40mph. The road rolls on for a few miles without a junction and I have warned Chris that it ends at a T junction with a minor road. As he approaches the junction I can see him experience the full wonder of the brakes and he stops just in time with feet on the ground skidding along. A quick push and it is off again and heading for home. On one steepish downhill section as he shuts off a few pops and flashes of flame rush out the end of the exhaust pipe – splendid stuff. A few miles later and we are all back home and I think Chris is quite taken with it.

We then stand around it for a good thirty minutes with warming mugs of coffee, discussing how well it goes and what a great experience riding it is. Neither of us can quite believe the

huge mileages that people put on these bikes in there day and the feats of endurance riding by Albert Catt etc. Considering the state of the roads they must have been extremely fit, skilful, brave and very good riders. From my very limited experience on my Triumph I would liken an hour on it to at least 4 hours riding at a high level Enduro event in terms of mental energy used.

It has been clocked at 45mph today which it reaches easily on the flat. It would go quicker but at that rpm (whatever it is) it sounds like any more and it will be slightly strained and so 35ish is a nicer cruising speed. I think the engine revs to about 3,000 rpm and do not want to run it near its maximum if I can help it. As it will seemingly pull up every hill I have taken it to and reaches its maximum (gearing limited) top speed easily, I need to have a think about altering the gearing and need to explore what is a good compromise. At the moment the ratio between the front pulley and the rear is 5.5 to 1. The ideal will be to find the gearing that allows it to clear any hill whilst giving it the highest top speed. I am not planning to break any speed limits, but if I can cruise on the open road at a higher speed at lower revs then that would be ideal and still have the gearing to be able to start it by low speed pushing – that would be the ideal. Perhaps I will try it first on its current gearing up some of the really steep hills in the area – like the one leading up Bury Hill first.

On checking it over I found that one of the nuts holding the fuel pipe was finger loose, so will need to go over the whole bike again with a spanner.

Another 20 miles on it today and confidence continues to grow in its ability to go places and climb hills. I still need to master the pedal starting and I think the next time I go out I shall take it somewhere off the road and try and get some decent practice. I am still surprised by it arriving at junctions and still wanting to drive me forward. I use the decompressor and brakes but try and balance this with staying at engine running speeds, which means that you arrive at a junction at say 5+mph rather than zero mph in a modern vehicle. Maybe if I master the pedalling then stopping will not be such a physiological issue.

Very pleased with it and it has now covered about 50 miles and I am learning more about it with every tinker and each ride. It is lovely chuffing along a deserted country lane on it and since it arrived none of my other bikes have even been started.

Here is a video of this days outing: <http://www.youtube.com/watch?v=Erhzi1VjR7k>

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 include your membership number with your advertisement and note that free advertising 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.*

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 Paul Gander 07776 140245 paulg@go-faster.com

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

Veteran Rudge parts please. Phil Haywood 01283 509562 humber349@aol.co.uk

Good home offered to a live veteran Sunbeam.

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

1913 Humber 500cc engine or at least crank case and cylinder wanted URGENTLY.

Richard Mummery, 01227 751751 or sheila.mummery@sky.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.

Twin axle box trailer, body 8ft long x 5ft-1in wide, floor to roof 6ft. Bubble over tow bar for storage, brake rods need attention.

Jill McBeath 01428-712666. Guildford area.

The Gingerbeard/Greybeard Trials Weekend

Peter Donaldson

On Saturday 1st and Sunday 2nd September the Sunbeam Club ran the second of the annual off road Trials Weekends at Jacksons Wood, Haymans Hill, Horsmonden in Kent.

These weekends were dreamed up by Chris Mawer and Mike Holloway to replace the traditional weekend for over 40 year old competitors run in West Sussex with an off road event on the Saturday run by the Bognor Club known as the Bluebeards Trial and one on/off road on the Sunday run by our Club and called the Greybeards Trial. Availability of ground there had become difficult and the number of competitors had dropped off. The dream was to supply an event on the Saturday for all adult age groups and on the Sunday one for over 40 year olds only. Valerie and Mike Holloway own the magnificent area, tucked away in the Kentish countryside, known as Jackson Wood. Set on a not too steep hillside with perfect road access and has a large central field for parking and over the weekend camping, surrounded by woodland ideal for Trials. When I arrived on the Saturday morning, down in the corner of the field with a back-drop of woodland there were already some 10 motorhomes and caravans, plus a marquee for signing on and a wood fire with smoke drifting away. Also Club Member Joan Westbrook, a very experienced Trials rider and Mike's sister, had not only helped Mike over the previous week to set out two completely different courses, one for the Saturday and one for the Sunday, but she had also got trade advertising banners and put them up artistically

to set the scene. It was 10 out of 10 for looking absolutely fantastic and both courses were also dead on.

The Saturday Trial began at noon with 32 entrants riding 11 sections four times. Weather was ideal for Trials, overcast but not raining and the riders, spectators, observers and marshals all had great big smiles on their faces. Not even a glimmer of a complaint just out and out praise. On the difficult route there was a tie for winner with both Graham Baylis and our Club Member Paul Casling on no marks lost and that after 44 sections, all with a sting in them. Plus a young lady, Jenny Steven, still in her teens, also completed the difficult route on zero marks lost but as she had only entered on the day she was not eligible for an award. Jenny has been making quite a name for herself and a little bird tells me she will be put forward for the Pinhard Award later this year, best of luck to her. As for the terrific ride by our Paul, he has been riding a Greeves in recent years, and very successfully. But on Saturday he was out for the first time on a DOT (new, as defined in the dictionary, yes brand new). It looked fantastic, the Villiers motor gleamed and purred, the bike seemed to glide and Paul looked like the cat that had just found the cream. Perhaps he will write a few words about this beauty for us in the Club News! The easier route winner was Steve Wright on zero marks lost riding a modern Sherco machine but pushed very closely by two of our own Club Members, Bernard Rodemark and Ivor Morgan, both of whom lost just one mark, and both on oldish British machinery. Steve won that class on the Saturday last year. The results were announced within an hour of the event finishing.

Sunday and the weather was very much as on Saturday, good for Trials riding. We had 61 entrants riding 15 sections on each of 3 laps. Marking in the Greybeards trial was originated and still followed by a system devised by Ralph Venables for this particular Trial. There are the marks lost in sections as normal and then there is a handicap marking which is age defined. An entrant if 70 years old would lose no marks on handicap. But for every year short of 70 there is one mark lost, thus a 40 year old would lose 30 marks on age handicap. An entrant over 70 years would gain a mark for every year. The oldest riders we had on Sunday were both 78 years old and they had eight marks taken off their loss on observation. The winner of the Greybeards Trial gets their name on the Len Heath Cup and it was Peter Gaunt, a bloke who has been riding Trials for around 60 years and is 76 years old now. He has been known for his home built specials and has been consistently well placed in events. On Sunday he was out on one of his specials with a Honda engine of, wait for it, of 62cc. There were two riders on 125cc machines but the majority were on 200 and something cc. This little Honda had a silencer that looked bigger than the engine and it climbed steep hills revving away and going at just above zero mph. Peter lost seven marks on observation but that was reduced for age by six marks so his counted total was one. Peter came all the way from Yorkshire to win, and has ridden many Greybeards before, but this was his first win. Will we see him back next year to defend his honour?

The Roy Enticknap Cup for best Villiers engine two stroke was won by our Paul Casling on that DOT again. Paul lost 20 marks, four on observation and 16 on age. Roy Enticknap himself was riding and has won the Cup bearing his name on several occasions on his, you've guessed, his DOT. His son Seth is another good DOT Trials rider in Trials. However he was involved in a very serious road accident some months back, not on a DOT, and Roy hadn't ridden since. Thankfully Seth has turned the corner and is progressing well and Roy came out and entered on the day. Though I have known Roy for decades and he has always ridden a DOT, and very successfully, last Sunday he was on a James. The only person to lose zero marks on observation was Chris Dark but he lost 10 marks on age gaining the Griff Hays Award for the best Twinshock on his 250cc SWM. Phil Mellors was an army motorcycle

instructor, a works Ariel rider and a Vice President of our Club and he donated a Cup for the best British four stroke in the Greybeards, which was won this year by Graham Bridger on a Triumph with 19 marks on observation and as 66 years old, four on age, total of 23 marks lost. Best performance on the Easier Route was Dennis Field, the only person to end the day on a total of zero marks lost, came about from four lost on observation, and being 74 years old four were subtracted from his losses, well done Dennis. Results were out at 3.42pm.

So the Gingerbeard/Greybeard weekend was a great success. We had two less entrants on the Saturday than last year but 10 more on the Sunday. There was nothing heard but praise for a brilliant weekend with special mention of a wondrous place for the camping lot. We had a great turnout of observers and marshals, some being there on both days. One of our Club Members who observed for us on the Sunday was Harry Rayner. How does he get a special mention? Well only because he used to ride for the DOT Company in Trials. All these DOT mentions go of course with a weekend that was Devoid Of Trouble!

Off the Saddle

Peter Donaldson

Sunday 22nd July my 10 year old Grandson and I took off early from here and using side roads went down to the Club's Bangers and Mash Run starting at Stedham. We were on the 1967 Triumph Tiger 90. The Club run was from Stedham to the Steam Park at Liphook where there was a steam fairground weekend. This was great fun and Frank enjoyed the dip into the past, and, well, so did I. His favourite, the bumper cars with steam generated electricity. His second go on the bumpers against Neil Sinclair where each tried to destroy the others car is still talked of today. The food at the Steam Park is fairly good and this was a real old fashioned Club Run organised by Neil Sinclair which sadly only gets medium support. On the way home the little lad fell asleep on the back of the bike, we had to stop at a garage and pep him up to get home with just over 160 miles covered in all.

On the Wednesday I rode in a very dry and dusty Trail ride down at Chilham in Kent. It was a great day out with the lads of our associate Club, Bexleyheath. But it told me my shoulder would not be ready for competitive riding for awhile and had to pull out of the Eastbourne Long Distance Trial on 3rd August.

The following weekend we ran the Sunbeam Novice Trial at Billingshurst on Club member Peter Adorian's Farm. This is a great piece of land for this event which was organised by Joan Westbrook with Paul Casling as Clerk of the Course; weather was great and the event a success. Frank came with me and helped me observe, and saw Trials for the first time.

On Wednesday 8th August went out on a great days Trail riding from Chilham. This was the first time an independent of any Club has run a Trail Ride for years in the Home Counties and if you are interested in having a go at this fun activity and you have a capable 'bike, you will be looked after well and given the experience you need. Look at web site www.greenlaneskent.ukbikers.net or ring Rob Fleet on 07886 637527.

With long term Club Member David Jordan having retired from the Star Group Secretaries post on health grounds, the position has been taken over by our Club Trials Secretary Neil Sinclair. Neil has fairly strong views on the future of the Star Group and I would wish him well. The Horsham Star Group Championship mentioned in the last Club News was way over the top in difficulty and yet run by a highly experienced body of whom it is difficult to understand just how this year they got it so wrong. This had been mentioned to the Club by the Star Group Committee. Also there is a new web site giving news on the Star Group, number www.stargrouptrials.co.uk, worth a read by you Trials types.

I went on three weeks holiday and came back to help with the Club's Gingerbeard/

Greybeard Trials weekend, reported elsewhere. 10 year old Frank came along again and it looks like we have recruited a new Trials assistant.

Have also done another two Trail rides since return and have another three laid on before the Witley 100 Long Distance trial in mid October. That lot should sort out that shoulder.

I am looking forward to the Constable Run on the 1927 Sunbeam next weekend. The old Sunbeam has received a great deal of TLC since the ethanol problem and I am looking forward to a revitalised projectile! One of the updates is a comfortable seat at long last.

Another bit of trials info is that the North Kent Trials Combine at their monthly meeting next week will be discussing a return to marking in their events to "stopping with penalties". We regulars breathed a sigh of relief when that was stopped in the Centre as it lead to quite considerable time delays in events with riders standing still on their footrests for long periods preparing themselves for the next part of the section. Currently the briefest of stops attracts five marks lost. The downside to that is that even an inadvertent stop can lead to five marks. It is also expected that the Centre Trials Combine will be discussing the same point. The idea is not bad but it must be qualified with the word brief, we do not want to return to wasted time in Trials.

CLUB EVENTS CALENDAR 2012/2013

2012

2nd December **Southern Experts** *Hook Woods, Surrey* *National*
Contact - Chris Mawer (christopher.mawer@tiscali.co.uk 07710 211913)

2013

5th January **Chairman's Lunch** *The Shipley Bridge, Burstow,* *Closed to*
Contact - Ian McGill (01293-771446) **RH6 9TE, from 12 noon** **Club**

24th March **75th Pioneer Run** *Epsom-Brighton* *Pre 1915*
Contact - Ian McGill (01293-771446)

12th May **Ixion Cavalcade** *Bexhill, East Sussex* *Pre 1940*
Contact - Dave Masters (01424- 211873)

11th August **51st Graham Walker Run** *Beaulieu, Hampshire* *Pre 1940*
Contact - Ian McGill (01293-771446)

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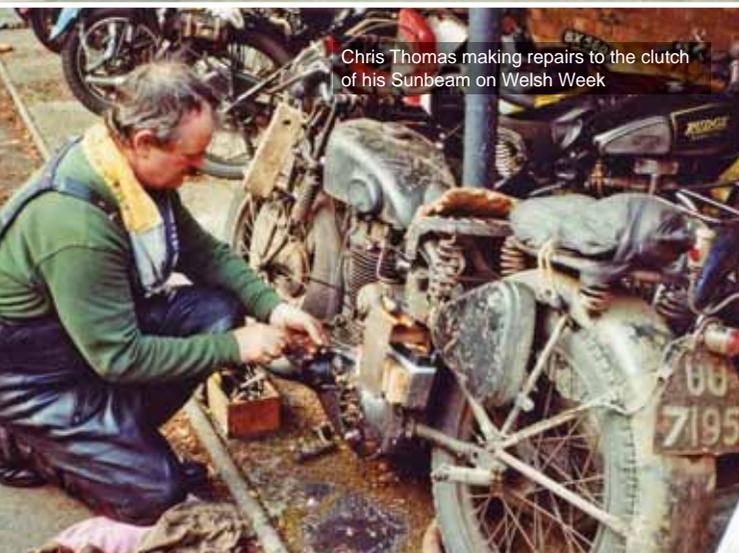
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Pont-at-Elan, Welsh Week



Chris Thomas making repairs to the clutch of his Sunbeam on Welsh Week



Shirley Blake with the Ken Blake cup for the Best Lady Rider at the Graham Walker Run



1913 Morgan at the Graham Walker Run