



# Club News

Issue 862

June - July 2013



*Peter Lockwood with his 1921 350cc Humber  
On the Ixion Cavalcade, Bexhill on Sea, East Sussex*

**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

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# EDITORIAL

Sunbeam Club News

Issue 862

June - July 2013

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Hello Everyone! The riding season has well and truly begun, albeit the weather is still not as warm as it could be. I was very pleased to take part in the Ixion Cavalcade last month, really great to have five other women riders on the run, on an interesting range of Veteran and later machinery. I didn't exactly cover myself with glory; firstly I had to substitute the 1926 Triumph Model Q I had entered due to a leaking petrol tank (see later) with my 1928 Velocette KS. I then managed to take the short route instead of the long; in mitigating circumstances

I was following the directions of an over-enthusiastic marshal. On completing the run, the Velocette refused to start, only after attempting to bump it and nearly ending up in the briny on Bexhill seaford did I think to have a look at the spark plug. After a fairly quiet run on such a sporting machine it was pretty fouled up, and cleaning it made all the difference to starting. An enjoyable ride back to Romney Marsh finished off a thoroughly pleasant day in good company.

All the Best, Julie

## Cancelled 75th Pioneer Run®

Ian D McGill

After the event was cancelled we sent out 387 'goodie bags' to each and every entrant. This contained a Pen, Pencil, Starter Badge and a stick of Pioneer Rock, together with a letter offering the following options:

- A full refund of all monies sent.
- Bank the money with the Sunbeam MCC and use it toward next year's entry fees.
- Donate the 2013 entry fee to Sunbeam MCC to help cover the cost of the cancelled event.

I requested a reply by 30th April 2013 please, AFTER this date I will assume that you wish to donate your fees to cover Club costs. Many of our members either did not read the letter or as yet have not replied to my request, if you wish to use one of the above options, please do it NOW.

I am willing to extend the cut off date until you receive this Sunbeam News, please do not wait until the 2014 Pioneer Run® entry form arrives, by then it will be too late.



Copy date 10th of the month preceding publication

Sunbeam Motor Cycle Club Ltd

Registered in England No. 3011502

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

Web: www.sunbeam-mcc.co.uk

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## Sixth Constable Run – 15th September

Martin Staple

A big thank you to Ian Monk and his team for organising this event successfully for the past three years. Not wishing to see this popular event disappear from the Sunbeam calendar Marian and I have decided to take it over.

This event will be open to all members and non members and now for machines of any make pre 1940.

The start and finish point will be the same as the previous three years; the Corn Craft Tea Rooms, Monks Eliegh, Suffolk IP7 7AY with riders leaving at 11am. The course will be similar to last year's approximately 54 miles, once again giving entrants the opportunity to experience riding in beautiful Constable Countryside.

People not riding will have the opportunity to browse the various retail outlets at the Tea Rooms where refreshments and toilets are also available.

This year, the Corn Craft Tea Rooms will offer full English breakfast or snacks from 10.00am (breakfast will be freshly cooked so please be patient and get there early) and pre-ordered lunches will include Sunday Roast Beef, ploughmans or sandwiches.

We look forward to your support. Please inform others who may be interested in this event.

Regs and entry forms will be available shortly and will be sent to past entrants, as well as being on the club website: [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)

Entry fee is: £10 for SMCC members, £13 for non members, plus £1 per passenger. Secretary of the Meeting, Marian Johnson, 12 Holyrood, Harwich, CO12 4UH. 01255 554828 after 6pm email – [marj\\_35@btinternet.com](mailto:marj_35@btinternet.com)

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## The Story of the Pioneer Run®

Baz Staple

The 250 printed copies of this history have all now been sold which seemed unlikely in March when the 2013 Pioneer Run® had to be cancelled.

This successful sales result over a fairly short period only goes to prove the widespread popularity and acclaim of the Pioneer Run® but is also due to various reviews that have appeared in the motor cycle press.

Whilst most orders have been received from UK enthusiasts and Pioneer Run® riders, past and present, we have also had orders from France, Belgium, Holland, Spain, Czech Republic and as far away as New Zealand, Australia and USA.

A second edition is being contemplated in time for sale at the 2014 Pioneer Run®, which will still be the 75th event of the Sunbeam MCC's epic journey to Madeira Drive, Brighton. The year 2013 was of course supposed to be the 75th Run, but spectators and riders were frustrated by the extreme arctic weather conditions.

To help the publishing team assess the required quantity for a second edition, will those still interested in obtaining a copy of the Pioneer history, please contact the writer as a list of intended but disappointed purchasers is now being compiled.

## Alfred Charles Sandford (1946-2013)

John Hodson



It is with great sadness that I have to report the death of Alf Sandford on the 17th April, following illness bravely fought over the last year.

Alf lived in the Catford area of South East London for most of his life. He attended school at Elfrida Primary and Sedgill Comprehensive and it was in Catford that he first became interested in motor cycling. Alf served an apprenticeship as a watch maker before working as a jeweller.

An enthusiastic motor cyclist, Alf raced motor cycle combinations at Crystal Palace and Brands Hatch circuits.

Alf was a member of the Sunbeam Motor Cycle Club for many years, keenly taking part in many Club events.

In addition to motor cycling, Alf had an interest in clocks and was proud of his large collection of timepieces; anyone visiting his home for the first time would be given a tour of the collection. Fishing was another of Alf's interests.

Alf was a well respected, enthusiastic and supportive Freemason as indicated by the many tributes at his funeral. I remember Alf saying that becoming a Freemason was one of the best things he did.

The Service to Celebrate Alf's life was held at St John the Baptist Church, Bromley Road, Catford followed by Committal at Hither Green Crematorium. A reception was held at the Crown Tavern. Members of the Vincent Motorcycle Club provided a motor cycle escort to the hearse carrying Alf from the church to the crematorium.

With Alf's death many of us have lost a true and well respected friend. Our sympathy and condolences go to Joan, Alf's daughters and their families.

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## Don Mitchell

Baz Staple

It is with regret we have to report the death of Don Mitchell. Those who have known and ridden alongside him will be aware he has not enjoyed the best of health for a while. He passed away in a nursing home in mid May.

His passion for old motor cycles found him riding his veteran James in many events, including Wales and the Pioneer Run. He also rode the VMCC Dreadnought in the Pioneer on more than one occasion. He achieved high status in the VMCC and also, along with Monica, ran the Sunbeam Welsh Week for several years.

We are all grateful to people and families who not only partake but are also involved in the workings of clubs and Don, assisted by Monica and family have done just that. In offering our condolences to them we wish them well and send our regards.



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)

Naomi House Hospice Donation in Memory of Brian Boden

Dear Ian and All at The Sunbeam MCC,

Just to let you know that donations reached the incredible total of £1,500. I have been in contact with the fundraising manager at Naomi House and asked if a special piece of equipment could be purchased in memory of Brian.

I went to a meeting yesterday and the good news is that we have raised enough money to replace the Oxygen Saturation Monitor that the care staff at Naomi House are urgently in need of. This monitor is used on children having breathing difficulties and is set to their personal breathing and heart rates. Any changes will immediately trigger off the monitor and an audible alarm sounded.

Thanks to your generosity Brian's good work will live on at Naomi House for many years to come.

Kind Regards, Edna Boden

.....  
Shropshire Heroes

Dear Julie,

May I have a small corner in the next magazine? This is to thank most sincerely the very kind friends, mostly longstanding members of The Sunbeam MCC, who were good enough to spare a thought for the little old President whilst battling through five days of rain, Arctic winds and even a touch of frost to support The Shropshire Midweek Event.

Let no one breathe the word 'wimps' as was hinted in some uncharitable quarters, I gather, with the Pioneer Run cancellation in mind.

Well done Shropshire Heroes and Heroines and thank you so much for the lovely card.

With Best Wishes, Marjorie

.....  
Ixion Cavalcade

Dear Julie,

I need to thank all the hard working stewards from the East Sussex Section of the VMCC and our club whose team work and enthusiasm made the SMCC Ixion Cavalcade the success it seems to have been. This was the third Cavalcade held in memory of 'Ixion', alias Canon Basil H Davies; a blue heritage plaque in his memory is affixed to his last parish church of St Barnabas in Bexhill on Sea, East Sussex.

Fifty riders on machines dating from 1902 to 1939 took part in the Cavalcade over the scenic Pevensy Levels to return to a sit down lunch inside the church. Ixion, in the shape of Club member Rick Parkington of Classic Bike magazine read from Ixion's 'Motor Cycle Cavalcade' and our Mayor Councillor Joanne Gadd presented awards.

The team of stewards and marshals remained on duty all day, without them this unique event could not take place, thanks to them all, SMCC and VMCC members.

Best wishes, Dave Masters

Streatham MCC : A Correction

Dear Julie,

Regarding your note at the bottom of page 8 where you refer to the Streatham MCC in the present tense. I just wish to say that sadly, the Streatham Club as the oldest Club in the Centre staggered to its 100th year a few years back and then closed down in 2009.

The reason for the closure is one that bugs most of the clubs in the Centre and in my time of riding has seen the exit of the Bromley Club, the Bermondsey Club, the Grove Park Club, the Eltham Club and the Streatham Club to mention but a few. I mention especially those clubs as I know all had plenty of members, plenty of cash in the bank, plenty of events to run but all failed because no-one was prepared to help organise anything.

Unfortunately, with over 400 members in our own Club, we also have difficulty getting club members to run a number of our events and must rely on members of other clubs to come and fill the gaps.

Kind regards, Peter Donaldson

*Editor's Note: Apologies - that'll teach me to rely on Google!*

.....  
John Grew

Dear Editor,

Would you please be good enough to put a short note in you club publication for me.

I am trying to trace a John Grew who use to race a Sunbeam motorcycle in vintage races. My cousin, Michael Grew, is trying to trace our family history. I can be contacted on bjgrew@talktalk.net

Many thanks, John Grew

.....  
Conyboro Run

Hi Ed,

Another enjoyable Conyboro Run, the weather was very kind to us, and there were a load of interesting bikes.

Chris Pile's well marked route was a pleasure to ride, and the event was all put together by 'new kid on the block' to me, Charlie Smith. I am not being disrespectful but the Conyboro Secretary of the Meeting had no grey hair! We don't see many of his type.

Charlie and family camped overnight to put the reception area together for us. I like him, innovative, and a tee shirt as a special souvenir, lots of IT printed labels for the forgetful among us, all mixed in with a cool and efficient delivery. Well done Charlie and co, including Dolly and John.

Best wishes, Dave Masters

**51st Graham Walker Memorial Run**

Sunday 11th August 2013 at The National Motor Museum, Beaulieu, Hampshire. By kind permission of Lord Montagu. Assemble from 9.45am.

Road Safety Run starts at 1.15pm.

*Entry forms for SMCC members will be dispatched with the next Club News or by email. Ian McGill phone: 01293-771446 email: acsociable1@sky.com*

# Sunbeam MCC Annual General Meeting 2013

Ian McGill

Firstly, apologies for the very late report, this got swamped out by the excess work caused by the cancellation of the 2013 Pioneer Run®.

The AGM opened at 2.00pm with a welcome from our President Mrs Marjorie Ayers, the traditional music that we usually play had gremlins in the tape so we had to forego that pleasure.

Forty two members attended with a further 20 offering apologies. Unfortunately we had lost four members during the year, these being Bill Jacombs, Brian Boden, Arthur Close and Ken Heanes.

The minutes of the last meeting on 3rd March 2012 were accepted as a true record and signed by the Chairman as correct, there were no matters arising.

Both Chairman's and Secretary's reports have been published in the Club News, and Treasurer Roy Plummer said the SMCC financial year continued in a positive direction, however Roy wishes to retire and we are still looking for a replacement, there must be someone in the club which now has a membership of over 450 that could willingly take over this task.

Peter Donaldson and Tony Lloyd agreed to be honorary auditors for 2013/2014.

The Trials section reported another successful year as did the V&V section.

The total membership now stands at 476, but it should be noted that this will fall after the deletions from those who decided not to re-join this year, out of those there has only been one that has shown dissatisfaction.

The Joint Editor's continue to seek material for publication, and an index has been produced extending coverage to years 2003 to 2012.

Tony Lloyd reported a good Pinhard Trust competition, the winner this year was Tom Woolley, a flat track racer, who is extremely talented and a bright prospect for the future.

Other discussions included the need for annual subs and event entry fees to be paid by means other than a cheque; the Treasurer is looking in to this and will report via Sunbeam News.

## Election of Officers

Baz Staple was elected as Vice President, being proposed by Peter Donaldson and seconded by Ian McGill. All other officers were re-elected.

Two new honorary members were elected; Simon Hartland of the National Motorcycle Museum to whom we owe a debt of gratitude for his support and sponsorship of the Pioneer Run® and Peter Adorian for his support for the Trials section and allowing his ground to be used for trials events.

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## Presentation of Awards by our President

The Presidents Cup: Baz and Jenny Staple for their work writing the Pioneer Book.

The John Olley Cup: Stan and Joyce Emery.

The John Neave Cup: Roy Plummer.

The John Grondona Cup: Paul Gander for his efforts at Brighton Speed Trials.

The Len & Marjorie Savage Ladies Award: Dolly Tester.

The Trials Award: Mike Holloway.

# Trials Secretary's Report

Neil Seymour

Our Star Group position in the South East Centre remains nearer the bottom than top. Paul Casling continues to "ace" the Pre-67B class on his DOT and Geoff Cornes used the extra two stokes on his AMC-derived machine to good effect in the Pre-67A class.

We have the kind offer of use of land at Billingshurst which we are exploring with our affiliate club Bexleyheath plus some invited guests to ensure that we can muster 25 riders or so.

Our next main event is the Gingerbeards and Greybeards National weekend down at Mike Holloway's ground at Horsmonden, Kent. We could do with some "observers" from the V&V side – any volunteers?

---

## Shropshire Mid Week Ride 13th to 17th May

Baz Staple

Another Shropshire three day riding event took place centred on the Longmynd Hotel, Church Stretton. The hotel had had a much needed face lift and is now under the control of HF Holidays Ltd, previously being a family owned affair.

The surrounding countryside provides some spectacular scenery, challenging hills, both up and down but well within the scope of well prepared machines. The writer's Velocette did not come up to the "well prepared" standard and would not start without a hefty push, leaving well intended volunteer pushers gasping for oxygen. The cause of this reluctance has now been diagnosed as apparently (unknown to me) the ML casting at the points ends slowly crack and disintegrate leaving a variable points opening. The magneto is now hospitalised and in the hands of Dr Marks MD.

The weather in this peculiar meteorological year could have been better, with some rain and rather low temperatures, with snow on the hills which Peter Donaldson was loathe to recognise, but the Daily Telegraph the next day proved the point with photos of the white capped Shropshire hills. However the conditions were rideable and at least the views were clear to be enjoyed. Speaking of views, Bill Orchard our ace route plotter and refreshment stop organiser gave us the opportunity to see the best of the stunning Shropshire countryside via very pleasant roads, some slow, some fast, but not cluttered up with other traffic. The three stops per day were well chosen, interesting and friendly too. His route sheets were clear and good to follow.

We are fortunate to have Bill, a local man and keen motorcyclist to give us the benefits of this super riding area. Speaking of good fortune we also had Bev and Bob Nix who jumped in the deep end as new organisers to do the paperwork and support the club. They did us proud.

An event cannot take place without good helpful volunteers, and we must include Mike Holloway in our praise who stepped into the breach as breakdown cover, having journeyed up from Kent. Mike is better known to the club as a successful trials rider and organiser. Unfortunately the two sides of our club, trials and V&V, do not often mix, but Mike now lays down the challenge for vet and vin types to come forward to observe at the two trials over the weekend of 31st August and 1st September at Horsmonden, Kent, quite local to many of our vet and vin members. Please phone Mike and offer your assistance on 01892 723564 or email [msholloway@btinternet.com](mailto:msholloway@btinternet.com)

Thank you to all riders, helpers and pushers for a smashing event.

## Conyboro Run 26th May

Baz Staple

There was a mountain of cakes provided by various kind helpers and it was difficult to sample all the delicious offerings, but we tried.

An innovation as a souvenir was a very attractive Conyboro T shirt which was handed to all successful finishers. Oh, by the way, the riders had very good routes to follow and came back with smiling faces thanks to the route finders, organised by Chris Pile.

Thanks to all who got stuck in, including the ever faithful Dolly and John on the desk.



## Triumph Model Q Petrol Tank Repair

Rick Bailey

On readying our 1926 Triumph model Q for the Ixion Cavalcade, it became apparent that although the 'get you home' soap repair had worked well for some while, it was now time to permanently repair the slight petrol leak from the fuel tank.

The source of the problem was a leak around the rear tank mountings, but in my attempt to make a soldered repair the entire internal mounting plate and bosses came away inside the tank. I now had a problem, and it seemed that the tank might have to be sent to a specialised repairer to have the bottom removed and the tank mounting re-soldered.

I had a think, and after unsoldering the petrol cap mounting ring I managed to remove the plate through the filler hole. However it was not possible to resolder it internally. So I enlarged the holes on the underside of the tank to accommodate the bosses and on the third attempt I managed to solder it back on the outside of the tank with no leaks. So far so good, it remains to see how long the repair will last.



## New Members

Peter Donaldson

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

Tim Eade (Sussex)	A Henderson (Kent)
Ben Gooch (Sussex)	Martin Murray (London)
Brian Halford (Northamptonshire)	

## Club Nights at Chiddingly

Baz Staple

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. Food is available.

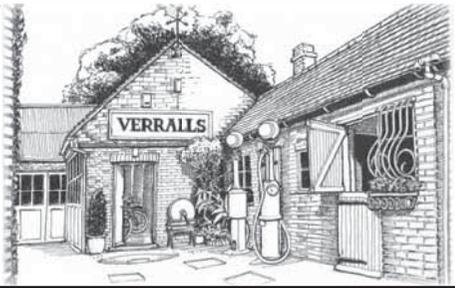
May to September – 1st Thursday of each month, evening rides starting at 7.30pm from the Six Bells, with Tim Penn in charge. Those who wish to stay at the Six Bells can have the ever popular natter.

October onwards – natter nights unless any other subject is suggested.

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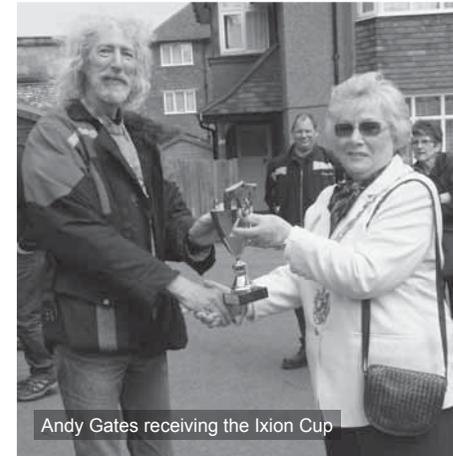
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## The 3rd Ixion Cavalcade 2013

John Hodson

Photos by: John Hodson and Alan Fraser



Andy Gates receiving the Ixion Cup

Over 50 machines with two, three or four wheels, covering a time span of 1902 to 1939, gathered at St Barnabas Church in Sea Road, Bexhill-on-Sea for the 3rd Ixion Cavalcade. Entry to the event was made up of 15 veteran (pre-1915), 27 vintage (pre-1931) and 12 post vintage (pre-1940) machines. The significant increase in entry number from over 40 in 2012 to over 50 this year indicates that interest in this excellent Sunbeam MCC event is increasing.

At about 10.30 the first machines were flagged off by Ixion's great-great grand-daughter, assisted by her father. After overnight rain the riders faced a cool but dry, mainly dull day, with occasional sunny periods. Once again a circular route of just over 32 miles was provided for the riders of lower

powered machines. For those on more powerful machines a route over 12 miles longer, via Catsfield, was available. Both routes were well marked out and covered by marshals.

A three course luncheon consisting of a choice of soups, cheese or ham with salad and tea or coffee with biscuits was served. As we have come to expect, the lunch served by the Church's Cantalupe Community Association was excellent both in terms of quality of the food and the efficiency of the service.

Ixion's son Joff, now over 100 years old, was not able to attend the event this year but the Davies family were well represented by younger generations.

After lunch Rick Parkington of 'Classic Bike' Magazine entertained us with a reading from Ixion's Cavalcade.

Soon after 2.00pm motor cyclists, helpers and onlookers gathered outside for the presentation of awards by the Worshipful Mayor of Bexhill, Councillor Mrs Joanne Gadd. The Basil H Davies Vase, for the favourite bike as voted for by visitors to the event, was awarded to Peter Lockwood and the Ixion Cup, for the favourite bike as voted for by fellow riders, was awarded to Andy Gates. All riders were given finisher's awards which were badges with a miniature version of the blue plaque unveiled by Basil Davies' son Joff in 2011.



Peter Lockwood receiving The Basil H Davies Vase

Even if you don't take part in the Ixion Cavalcade, it is well worth including the Ixion Cavalcade in a day out to Bexhill. Whilst the riders are off on their travels the non-riders can take advantage of the attractions Bexhill has to offer including the display of photographs of early motor races at Bexhill in the Sackville Hotel and the Bexhill Museum with the



Ted Burtonshaw on his 1926 350cc Cotton

Technology and Motor Racing Gallery.

The Ixion Cavalcade attracts quite a number of people not usually seen at SMCC events and it was good to see the new faces and it is to be hoped that they attend again in future years. Some riders travelled to the event from quite distant places such as Yorkshire and Gloucestershire. The willingness to travel and the appearance of new faces at the Ixion Cavalcade further indicate the high regard this event is held in.

The Bexhill Classic Cycle Group (Look at their website for photos and videos of this event [www.classiccyclegroup.co.uk](http://www.classiccyclegroup.co.uk) , Publicity & Photos) joined us for part of their Ixion and Tweed and Tea Ride with a collection of early bicycles. Many riders were in very colourful period costume. Sunbeam MCC member Steve Whymark was present on his penny farthing bicycle and was seen pedalling off with the intention of completing the run.

Both Ian Young and Secretary of the Meeting Dave Masters gave thanks to all concerned with putting on the event. On behalf of all participants and onlookers I would also like to thank the Worshipful Mayor of Bexhill; Dave Masters and his team; members of the Sunbeam Motor Cycle Club; members of the Vintage Motor Cycle Club; the Cantalupe Community Association; Rick Parkington; officials, clergy and congregation of St Barnabas Church and the many others concerned with the organisation of this event.

Congratulations to Dave and Maggi for a very good event.

## The Ixion Cavalcade: The Exploits of Rick Parkington and Finbar



In we Go

Don't expect me to stay in this box if I see any cats on the way round.

Ready for The Off



On the Road: 1927 350cc Rex-Acme.  
Editors' Note: Should Finbar be adopted as the Club Mascot?

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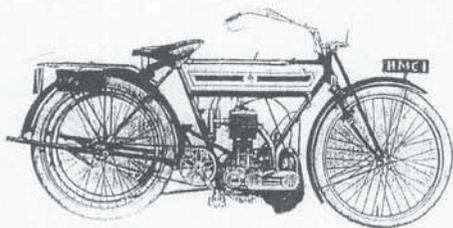
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Do mention the SMCC when contacting advertisers.

### WANTED

New old stock or good second-hand 650 x 65 (26" x 2 1/2") tyres. These tyres fit a 21" rim, unlike the present day Ensign 26" x 2 1/2" which fit a 225/8" rim. Durandal made this size a few years ago and would be ideal. Please look around and see what you have – this is the only size that will suit. *John Kidd 02843 751402 [johndkidd@btinternet.com](mailto:johndkidd@btinternet.com) 04/13*

Private individual wishes to purchase a solo Pioneer certificated machine to ride. Anything considered, complete, non-runner or stalled project.

*Tel Laurie 01582 842337 (BEDS) 04/13*

Veteran Triumph frame or frame parts wanted. Ideally I am looking for a 1914 frame or frame parts in any condition to start a 1914 TT bike project. Even a rusty wreck could be re-tubed so anything considered! *Paul 07776 140245 or [paulg@go-faster.com](mailto:paulg@go-faster.com) 04/13*

Veteran V Twin Royal Enfield or similar machine with a clutch and a pioneer cert to use in the Pioneer Run.

*Please ring 01257 271005 or email [andrew185@btinternet.com](mailto:andrew185@btinternet.com) (LANCS) 04/13*

Sidecar fittings for Sunbeam 1924 Model 7, especially the front top frame clamp, plus saddle. Also, a magneto chain cover and gearbox sprocket for 1932 Lion.

*Contact Mike on 07919 666818 or email [mikecllc@hotmail.com](mailto:mikecllc@hotmail.com) 04/13*

Veteran Rudge parts please.

*Phil Haywood 01283 509562 [humber349@aol.co.uk](mailto:humber349@aol.co.uk) 04/13*

Carburettor wanted to purchase or loan for a very short period for my Villiers TT Super Sport engine.

*Tony Churchill, 01903 203395. 04/13*

Clutch suitable for my 1914 Triumph. (PS still looking for 1929 Matchless Model X engine)

*Julie Diplock, Kent. [sunbeameditor@hotmail.co.uk](mailto:sunbeameditor@hotmail.co.uk) or 01797 344277. 04/13*

Veteran or vintage lightweight machine urgently sought for club events.

*Kenneth Keer 01732 458628 (Kent). 04/13*

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

*Richard Mummery, 01227 751751 or [sheila.mummery@sky.com](mailto:sheila.mummery@sky.com) 04/13*

Villiers powered late 1920's, 1930's 250/350 with lights. Prefer oily rag/tatty, complete. Could p/x for Mint 1968 MV Agusta GTL150, 1920's scooters, Skootamota, Grigg, Autoglider or 1905 White & Poppe veteran. Cash either way. *Alex Taylor. 01235 553574 04/13*

### FOR SALE

Watsonian sidecar on a Watsonian Braked chassis, 1938/1940ish. Single Adult but could be child/adult. Has a boot and underside rack for picnic basket. Windscreen and Hood.

*For more details ring Ian on 01293-771446 (Surrey) 06/13*



Visit our website: [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)  
**Sunbeam Motor Cycle Club**

Founded 1924

Speedo head from a Sunbeam model 95R.  
*geoffreygardner@rocketmail.com 06/13*

Norton Dominator. Very original and a recent concours winner £9000. Also a 1903 Motosacoche, on Pioneer register £11,000.

*R. Hudson 01934 844546. raymondleohudson@hotmail.co.uk (Nth Somerset) 04/13*

B.S.A. pre WWII and WWI spares including 1915 and 1916 frames, engines of same period. Also early 1920's V-Twin gearboxes, V-Twin barrels and other items for Flat Tankers, also B.S.A. Sloper Fly wheels, Engine parts and Clutch's. Last but not least Sloper 4-Speed gearboxes. Most of these items have been stored away for many a year.

*If interested give me a call on 01480 469612 Ian Monk (GLOS) 04/13*

1938 Sunbeam A 26, believed to be quite rare. £12,000  
*01536 511532 spares@jampot.com 04/13*

Two Deer Stalker Helmets in reasonable condition both are 6 $\frac{1}{2}$  flat-cap crash helmet, in reasonable condition which is 6 $\frac{3}{4}$ . Any reasonable offer accepted, and the money will be going to a charity.

*Tim Penn. 01444 232035 04/13*

White & Poppe 1905 427cc solo. Single speed. Pioneer registered. Fantastic history back to 1907. Quick and very reliable veteran. Finished the last 20+ Pioneer Runs, even got a letter for going too fast last year! With most of spare engine. Have owned it for 20 years, not too worried if I sell it or not, so not cheap. You will not find another like it to compare £29,950. Have too many running motorcycles.

*Alex Taylor. 01235 553574 04/13*

Period riding gear: Blue tweed jacket, small size and brown spats. All good condition, £25.  
*Tony Churchill, 01903 203395. W Sussex. 04/13*

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. 04/13*

## Sunbeam MCC Regalia

A selection of Club Regalia is available to purchase.

*For details contact Peter Donaldson - address on inside front cover or visit  
[www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)*

## Obscure Makes: Orbit

John Hodson

Another Wolverhampton firm, the Orbit Company was founded in Sedgley Street by Mr S Dorsett. The first Orbit machine was a bicycle with a clip on engine driving the rear wheel through a friction roller. The bike was short lived and production only lasted from 1913 to mid WW1. An experimental model of unit construction, internally expanding rear brake and rear chain drive has also been reported.

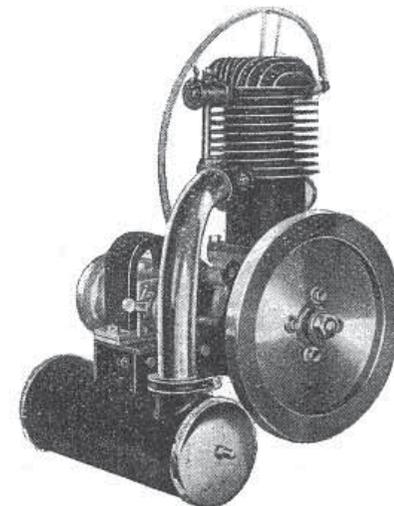


The first post WW1 model appeared in 1919. It was powered by a 261cc two stroke engine (2.86hp RAC rating) of their design and bore a marked resemblance to the 269cc Villiers engine of the same period. This machine had belt drive and sold for £50. A report on the engine mentioned ample cooling fins which made overheating unknown and gave a minimum of sparking plug trouble. The engine had large inlet and exhaust ports and a large diameter exhaust pipe free of sharp bends to allow free flow

of the combustion products. A novel feature of the engine was that the decompression valve released the gases into the main exhaust pipe thus avoiding oily vapour being thrown over the rider's legs. The engine was reported to pull remarkably well with a good turn of speed. The carburetter, magneto, silencer and sparking plugs were all described as being of good quality.

1921 saw the company launch three new motorcycles, Models A, B and C. Model A was of single speed with belt drive. Model B had a two-speed Burman gearbox and belt drive whereas Model C had a three-speed Burman gearbox and belt drive. The machines used Swan forks, a Fellows or ML magneto, Middlemore's coil and leaf spring saddle, wedge shaped petrol tank painted in black with gold lining and a Cox-Atmos or Vici carburetter. Prices ranged from £36.15s.0d to £80 for a three-speed combination fitted with a Charles Hayward sidecar.

Sales were good and at a stand taken at the 1922 Olympic Show four models were displayed. The 1922 machines had a new frame with horizontal top tube, aluminium foot boards, internally expanding drum brakes on both wheels and a three-speed Burman gearbox. The engines used were the 261cc two stroke engine, a 350cc Barr and Stroud sleeve valve engine, a 350cc Bradshaw oil-cooled engine or a 350cc Blackburne engine.



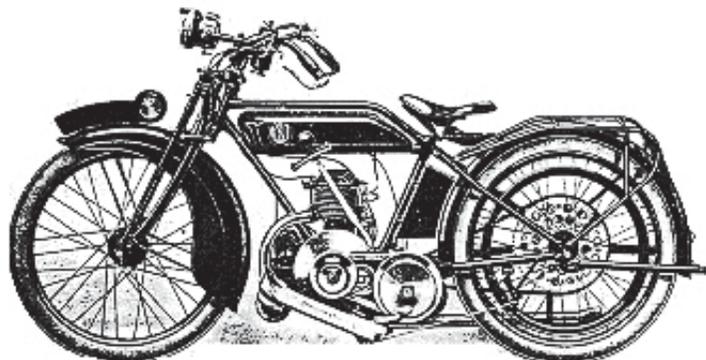
The Orbit 261cc Two-Stroke Engine

1923 saw sales fall due to depressed trade, however the company decided to take a stand at the Olympic Show. Of the three models on display, two were powered by their 261cc engine and the other was powered by the Bradshaw oil-cooled engine. All three models were fitted with the three-speed Burman gearbox with chain drive. The most expensive model, the oil cooled machine, sold for £60.

By 1924 models with the same engines were offered. The most basic model had the 261cc engine with two-speed Burman gearbox with chain-cum-belt drive. A model powered by the 349cc Bradshaw engine was equipped with a six-speed Burman gearbox. Another

model with the company's 261cc engine had primary belt drive, a Philipson gear arrangement with expanding pulleys on the engine and a countershaft to give twelve-speeds and chain final drive.

Early in 1924 production ended but the supply of engine spares continued for a while. Later the factory was used for the production of Diamond motorcycles.



The Orbit TS 12 with 261cc Engine and Philipson Twelve-Speed Variable Gear

#### References:

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

[www.historywebsite.co.uk/Museum/Transport/Motorcycles/Wearwell.htm](http://www.historywebsite.co.uk/Museum/Transport/Motorcycles/Wearwell.htm)



Sue Harris with her 1914 Royal Enfield V-Twin at The Ixion Cavalcade.

## ACU Awards Dinner 26th Jan 2013: Pinhard Trophy Presentation

Tony Lloyd

Tom Woolley is the winner of The Pinhard Trophy for 2012 and he was presented with the Trophy at the end of January on the occasion of the ACU Awards Dinner. Tom was Runner-Up in the FIM World Flat Track Cup 2012. A very determined young man who found his own way to the two US rounds of the championship armed with just his leathers and crash-hat.

The Sunbeam MCC was given pole position at the awards ceremony, as ours was the first presentation of the evening. The ACU made us very welcome and printed a special article in the programme for the night. I chatted to several people during the evening and Sunbeam's name was well to the fore. Tom's family were extremely proud to see Jack's name on the Trophy alongside such a Who's-Who of motorcycling greats.

The ACU also gave prominence to presentation of the Trophy on their website after the Awards night.

Again this year, a disappointing number of nominees for the Pinhard although I'm sure a worthy winner was chosen. The Editor of one of our major periodicals congratulated Sunbeam on our choice "An unassuming young lad but blisteringly fast". At the dinner however it was obvious that several eligible entrants had been omitted from our list. I chased suitable entrants back to their tables and took their contact details. PR is all part of the training these days; generally they were quite relaxed, handing out cards and contact details in an easy manner and engaging me in conversation in a self-assured and practised way.

Could I ask Sunbeam members who are aware of successful young sportsmen and sportswomen to let me know and I'll take it from there? Of course there's no reason why any of us shouldn't put up a candidate.

This is an extremely prestigious trophy and synonymous with the reputation of Sunbeam MCC.



Tony Lloyd and Tom Woolley at the ACU Awards Dinner with The Pinhard Trophy.

## Off the Saddle

Peter Donaldson

It was very sad that the Club had to cancel the Pioneer Run® this year, but in the circumstances I feel it was very much the correct decision to make.

However, we are not the only Club to have had to face a difficult decision for a prestige event this Spring. The International Scottish Pre-67 Two Day Trial celebrated its 29th anniversary this year. The event is run in the Highlands and celebrates the days of the British manufactured machines in the Scottish Six Day Trial. The event is held to a maximum entry of 180 machines and is always well over subscribed. Our Club Member Paul Casling managed, for the third year on the trot, to get an entry from the ballot and was number 180. He set off several days early with his wife in their car, the motorcycle on a rear rack. Half way up the weather changed from fine to rain, and it poured for the rest of their holiday. Paul had ridden a Greeves 250cc on the first two rides in this event but this time he took his new DOT 250cc which he wrote about in the December edition of the Club News. He has been riding very well on the DOT and had every hope of a good result in this year event. On the first day of the Trial, due to impassable rivers and wide spread flooding, the organisers had decided to run the event locally and only do 15 laps twice. Paul set off, conditions were appalling, with not only the lashing rain, but streams were changed to roaring torrents. He was faced with moving rocks that were supposed to be stationary hazards and deep water in the most unexpected places. He did the first 15 laps, and the earlier numbers were well into their second lap when the organisers called a halt. The Trial was judged on just a lap of 15 sections, and Paul who had started last had the worst of the going, there were many retirements but Paul completed that one lap used for the results and came in about mid point. Poor Paul, having done all that special preparations and hauled his machine from the South Eastern corner of England to the middle of the Scottish Highlands and just for 15 murderous sections. There were many entrants from overseas. There is to be a meeting in about a month time to decide on the future of the event.

Other than that Paul rode recently in the Greeves Club own Greeves only machines event and picked up the runners up award. He will be riding in the May Star Group Event and will be the only Sunbeam Club member representing us. Will let you know next time how he does.

Speaking with Mike Holloway the other day, he has ridden the first two of the Sammy Miller National rounds for pre-67 Trials machines this year on his rigid rear 350cc AJS and came second in both events. On points he is leading the class. He is coming up to Shropshire and will be driving the backup vehicle for the Club's pre-40 Shropshire Mid Week event. After that he will go on to round three of the Sammy Miller Series which is being run up there. We obviously wish him well, keep those feet up Mike! We also talked about the lack of us Sunbeam Trials riders in the Star Group Series. Just ten years ago would see ten plus Sunbeam members out at each event and Mike won the Pre-67A Class there seven years in a row. He jokingly said he was giving someone else a chance to win. Seriously he has moved over to the big National events and revived his interest in three wheel riding both in the Motocross field and Trials and he chooses his events now a days. Being tied to one in four Sundays trudging off from the depths of Kent to the borders of Hampshire is not currently on and I understand that. Two years ago I burnt the midnight oil with work, preparation and riding at this time of the year, rode in the May Star Group Trial at the same location as this year, Roy Enticknap's ground at Dunsfold. It was wet and very slippery. Managed to finish but had to push the 'bike in from the last section. I was exhausted. Loaded up and on the way home to offload the Gas Gas and get the '27 Sunbeam onto the trailer for the Shropshire Mid Week Break leaving the next morning, I wrote my car off, missing the three days riding in Shropshire. One of the main reasons I am

not with Paul riding today is I want to go to Shropshire tomorrow and enjoy it, just getting weak in my old age! Other points on the terrific reduction in Sunbeam riders lie in the retirement of many of those lads in the last ten years and those still around are getting older and choosing the events they ride fitting in with other aspects of life. We also have had a couple move out of area, also North Kent stopped catering for Pre-67 machinery and we benefitted from that, but they have resumed Pre-67 entries, though as just one class. Lastly we had four sidecars from Essex where rarely were sidecar Trials catered. Three of those I haven't heard of riding for some time now and the fourth changed over to the strongest sidecar Club in our Centre for convenience, as his passenger is part of the family that virtually runs that Club. We have not benefitted from many new Trials riders in the last decade.

I understand that a proposal is to be brought up at the next Star Group Meeting that the two pre-67 classes be amalgamated and no longer will we have A and B Classes. This has been done in the North Kent Trials Combine and from that we have a chap called Geoff Cornes, who lives near Ashford in Kent, riding the Star Group Series in another Star Group Club. He prefers to ride his 500cc Matchless against like machinery. It also happens in the South Eastern Centre Trials Championship. I think it would be sad if voted through, myself having been a long term big British 'bike rider. They are great fun, but on a direct rider comparison are nowhere in the same league as a well ridden Triumph Cub or B.S.A. C15, nor some of the better British two-strokes. Catering for the two different Classes is not a problem in the Star Group as there are no separate Class Awards at individual Trials and they currently ride the same route, so let them compete with their own peers.

My riding has been light in the last two months as I had a long stint in France. I got in one Trail ride starting just south of Maidstone and tackling several new to me trails. Kent County Council has closed the use of a number of By Ways to all but Permit holding riders, of which I am one. This is in one way sad as it restricts the open use of these old roadways, but is down to bad behaviour of some motorcyclists and a load of the 4 wheel variety. Another Trail ride was cancelled due to conditions. I would have been helping at the Pioneer Run® but as we all know that had to be cancelled at the last moment. We have had a Club Committee Meeting which was held at Baz and Jenny's house due to the normal pub not being available for the date. Obviously the ramifications of having cancelled the Pioneer Run® were a major topic. Membership is four down on this time last year. Finances are ok. We have broken down motorcycle cover from Trials riding member Mike Holloway for the Shropshire Mid Week Break. Martin Staple has kindly stepped in to run the Constable Run in September.

I have also been to our associate Club Bexleyheath's Annual Dinner, always an enjoyable get together.

I attended the South East Centre AGM on 13th March as our Club representative. The meeting was overshadowed by the completely unexpected notice of resignation effective at the next AGM of the Chairman, Alan Clark. Alan has been a very strong member of the board for coming on for 40 years and his going will be very much missed, and I don't say that lightly. Only the President knew before the meeting that Alan was resigning, even Alan's wife, who is a main board member, was unaware. I have known Alan for a very long time and now know the reason for the last minute resignation but will leave that to come out in time.

My Sunbeam motorcycle runs well after some work on it, thanks to some advice from fellow Club member Spike. Bike loaded on the repainted trailer and the car packed ready for off in the morning to Shropshire.

## The Rudge Girls : Photo Query

Julie Diplock

Can anyone throw any light as to the origins of this photo? It was published in The Motor Cycle on 17th July 1930, but was not credited. It looks as if the photo was taken on a beach, as it appears to be parked on sand, but this a top of the range machine and far too new to be a beach prop in 1930! The registration number is 10966 or IO966, which doesn't appear to be a UK registration: IO 966 was issued in Kildare, Ireland but well before 1930.



## RW Wagger

Julie Diplock

In response to Geoff Wagger's photo of his father RW Wagger published in last month's Club News John Buckingham tells us that the BNMCC was the Bar None MCC. The BNMCC was set up by Beamish workers as a break-away club from Brighton & District MCC. Reg also started the Lancing Martletts MCC, John remembers Reg competing in the ISDT 6-day trial in the fifties.

## Sunbeam Club Regalia

Please send your orders to Peter Donaldson - address on the inside front cover magazine.

### Hi-Vis Jerkins

Sizes: 2XL, 3XL

£9 (+p&p £3.00)

Lightweight safety overvests, manufactured to BS EN471 Class 2. In Saturn yellow with 2 band and brace "Scotchlite" reflective tape lines. They are zip-fronted, have an ID pocket and a small club logo on the front, a large club logo on the back so now people can see you. Fits over your existing jacket, so needs to be about 2 sizes up on that size to allow complete freedom of movement

### Fleece Jackets

Sizes: M,L,XL,XXL

£18 (+p&p £6.00)

These high warmth, lightweight, fleece jackets have elasticated cuffs; a full-length zip-fastener and two pockets. In black and a yellow embroidered Club logo on the left breast. They will fit under most motorcycle clothing, and should keep you nice and warm whilst working in cold garages, or wandering around the paddock at a trials meeting. Fantastic quality at a low price

### Rugby Shirts

Sizes: M,L,XL,XXL

£18 (+p&p £3.00)

These are lightweight, warm black "Kustom kit" long-sleeved rugby shirts with embroidered Club logo. Ideal for those times when short sleeves just won't do.

### Polo Shirts

Sizes: M,L,XL,XXL

£12.50 (+p&p £3.00)

Quality lightweight black polo shirt with embroidered Club logo, short sleeves. Great casual wear

### Sweatshirts

Sizes: M,L,XL,XXL

£16 (+p&p £3.00)

Warm, black, high quality "Fruit of the Loom" sweatshirt with embroidered Club logo. For those extra cold days, can be worn under your fleece jacket or over one of the rugby shirts. "Snug as a bug in a rug."

### Trials T-Shirts

Sizes: M,L,XL,XXL

£8.50 (+p&p £3.00)

Lightweight, black, long-sleeved T-shirt with embroidered Club logo. Stylish and smart a la "trials rider"

### T-Shirts

Sizes: M,L,XL,XXL

£7 (+p&p £3.00)

\*\*\*NOW ALSO IN YELLOW\*\*\* High quality, short-sleeved T-shirt with embroidered Club logo.

### Baseball Caps

Sizes: adjustable

£6.50 (+p&p £1.50)

High quality "Beechfield" caps, with embroidered Club logo and a strong fastener / adjuster

### Club Ties

£6.50 (+p&p £1.00)

Dark blue polyester neck tie, with two gold lines. Club logo embroidered on in yellow.

### Lapel Badges

£2.50 (inc p&p)

A neat, discreet circular pin badge for lapels or bike jacket pockets

### Cloth Badges

£4.00 (+p&p £0.50)

A circular black embroidered yellow badge for blazers and jackets

### Vehicle Badges

£7.50 (+p&p £1.00)

Triangular metal vehicle badge with Club logo for bike or car

### Sticky Badges

£1 (inc p&p)

Circular, sticky-backed, plastic printed badge in black and gold for your car windows or motorcycle topbox

# CLUB EVENTS CALENDAR 2013

Visit our website [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk) to download Entry Forms.

15th – 22nd June	<b>30th Welsh Week</b>	<b>Aberystwyth</b>	<b>Closed to Club Pre 1931</b>
Contact - Colin Bentham (01761-241516)			
23rd June	<b>Dick Little Trial</b>	<b>Bagshot South</b>	<b>British Pre 1967</b>
Contact - Neil Sinclair (07885-660939) <a href="mailto:neil.sinclair@cotswoldfield.co.uk">neil.sinclair@cotswoldfield.co.uk</a>			
14th July	<b>27th Garden of England Run</b>	<b>Headcorn, Kent</b>	<b>Pre 1940</b>
Contact - Tony Lloyd (01737-555413) <a href="mailto:aj.lloyd@virginmedia.com">aj.lloyd@virginmedia.com</a>			
21st July	<b>3rd Bangers and Steam</b>	<b>Hamilton Arms, Stedham, Nr Midhurst, West Sussex</b>	<b>One, two, three or four wheels</b>
Contact - Neil Sinclair (07885-660939) <a href="mailto:neil.sinclair@cotswoldfield.co.uk">neil.sinclair@cotswoldfield.co.uk</a>			
4th August	<b>Try Out Trial</b>	<b>Billingshurst, West Sussex</b>	<b>Pre 1967</b>
Contact - Neil Sinclair (07885-660939) <a href="mailto:neil.sinclair@uk.g4s.com">neil.sinclair@uk.g4s.com</a>			
11th August	<b>51st Graham Walker Run</b>	<b>Beaulieu, Hampshire</b>	<b>Pre 1940</b>
Contact - Ian McGill (01293-771446) <a href="mailto:acsociable1@sky.com">acsociable1@sky.com</a>			
31st August	<b>Gingerbeards Trial</b>	<b>Horsmonden</b>	<b>National</b>
Contact - Neil Sinclair (07885-660939) <a href="mailto:neil.sinclair@uk.g4s.com">neil.sinclair@uk.g4s.com</a>			
1st September	<b>Greybeards Trial</b>	<b>Horsmonden</b>	<b>National</b>
Contact - Neil Sinclair (07885-660939) <a href="mailto:neil.sinclair@uk.g4s.com">neil.sinclair@uk.g4s.com</a>			
14th September	<b>5th September Challenge</b>	<b>North Yorkshire</b>	<b>Pre 1931</b>
Contact - Alec Thompson (01751-431478) <a href="mailto:alec81.thompson@mypostoffice.co.uk">alec81.thompson@mypostoffice.co.uk</a>			
15th September	<b>6th Constable Run</b>	<b>Suffolk</b>	<b>Pre 1931</b>
Contact - Marian Johnson (01255-554828 after 6pm) <a href="mailto:marj_35@btinternet.com">marj_35@btinternet.com</a>			
15th December	<b>Southern Experts Trial</b>	<b>Daventry, Northants</b>	<b>National</b>
Contact --Chris Mawer (01525-384962) <a href="mailto:christopher.mawer@tiscali.co.uk">christopher.mawer@tiscali.co.uk</a>			

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## The Accessory for your Veteran Bronze Pioneer Plaques

Engraved with your Veteran's Pioneer number, Manufacturer and Registration number. Cost £40

Place your order and we will do the rest, payment with order, cheques made out to Sunbeam MCC Ltd.

Contact: John Waghorn, 46 High Road, Wilmington Kent DA2 7BN

## Romney Marsh Classic Show & Bikejumble:

⚽ 10am Sunday 7<sup>th</sup> July ⚽

Watch Motoball 5-aside Motorcycle Football! Live Music & Beer Tent!  
Cheap Garage Clear-out Stalls & free entry for pre-booked exhibitors: Ask for details.  
Entry £4 adults, £3 OAP, kids free.  
Hamstreet, Nr Ashford, Kent TN26 2JD (M20 junction 10)



## South of England SuperBike Show

10am Sunday 28<sup>th</sup> July

For classics of the seventies, eighties & nineties

## Romney Marsh

## Classic Bikejumble:

10am Sunday 22<sup>nd</sup> September

All events with free BikeMart for buying & selling complete, private machines and garage clear-out stalls: Enquire for details.

## South of England RealClassic Show Sunday 13<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

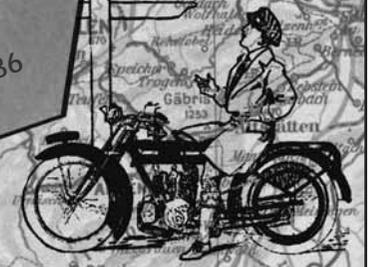
[www.elk-promotions.co.uk](http://www.elk-promotions.co.uk)

## 'Lost Before the War'

Friday 5<sup>th</sup> - Monday 8<sup>th</sup> July

Small party tour for pre 1940 motorcycles and cars. 90 mile route each day.  
3 days riding based from Bury St. Edmunds. 3 nights half board in quality hotel.  
£245 per person sharing. £295 single room.

Alan Abrahams  
[www.lostinkent.co.uk](http://www.lostinkent.co.uk) 01634-710036



# Women of The Ixion Cavalcade

Photos John Hodson and Julie Diplock



Susan Stewart



Sue Harris on her 1914 2 3/4hp Royal Enfield V-twin



Marion Tompkins with 1939 Triumph 250cc



Jane Anderson with 1922 Velocette Model E.



Julie Diplock with her 1928 Velocette KS.



Judy Westacott and Finbar