



Club News

Issue 863

August - September 2013



*Crock-Monsieur Antoine (aka Tony Lloyd), Katharine Hook and 1935 Triumph at the Garden of England Run.
(Photograph by Julie Diplock)*

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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 863
August - September 2013

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I'm back to edit the next three issues of the News as we continue our 'Box and Cox' editorial arrangements and Julie takes a well earned rest.

Please see the appeal from Roy Plummer regarding the SMCC Treasurer's post. Roy has given us plenty of notice of his intention to stand down at the next AGM. If you feel that you can fill this post please do not hesitate to contact Roy.

I have had bad luck so far this riding season. My 1924 bike which I have used regularly over the last 20 years, and has rarely let me down, developed a knock on final tests before the Ixion Cavalcade. I decided to risk a newly acquired 1937 bike on the Garden of England Run only to be let down by a slipping clutch and had to complete the last mile on foot. Serves me right for not fully checking the bike before the run. Must get the bikes sorted out for next year!

You will see that this edition of the News is thinner than usual, containing only 24 pages. Despite most welcome and gratefully received items from new contributors, we are still in need of more copy. If you haven't done so already, what about writing something for your Club News?

Best wishes, John

Constable Run A Correction

Jane Akers

I would like to correct the piece regarding the Constable Run on page 3 of April-May edition as this contains inaccuracies.

This was the idea of the late Chris Stiles, he set up the run in conjunction with his wife Shirley. Ian and I were involved after the original concept.

The family feel that due recognition should be given to Chris.

Dick Little Trial

Neil Sinclair

The Sunbeam Clubs' Dick Little Trial will now take place on the 20th October at the prestigious Hungry Hill venue in Aldershot. There will be no Sunbeam Trial taking place this Sunday 23rd June

A decision was made to run the event in tandem with the Talmag Club to recognise jointly the achievements of John Allaway and Dick Little both of whom contributed so much to two and three wheeled off road events.

For more details please contact Neil Sinclair 07885 660939



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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)

John Grew

Dear Editor,

Reference to request for information from John Grew re family history, upon reading this letter, I think I can give the writer a lead, in the Burton Section of the VMCC are two brothers, Eddy and John Grew who built a Sunbeam motorcycle for racing, originally Eddy raced it then later John took over the riding with Eddy doing the spanner work, I have spoken to Eddy about the letter in the Sunbeam Club News he can be contacted by email or telephone.

Kind regards,

Brian Thomas

[Editor's Note: Contact details have been provided to John Grew]

.....
July Club Run

Dear John

Seven riders turned up for the evening run on a grey misty evening at Chiddingly. Just as we were about to leave Spike Holman's front tyre went flat. As they were discussing the pros and cons a tube and tools were found and it was fixed within half an hour, by which time we were unable to do the full run. A shortened version was implemented and we returned to The Six Bells at Chiddingly for refreshment and food for the few.

Thank you to everyone who turned up.

Best wishes,

Tim Penn

.....
Garden of England Run

Dear Ed

Garden of England Run 'Tres bon!', a French themed day with South of France weather. A great Bastille day out. The new route was very welcome, no potholes! Thirty seven miles of beautiful Kent country side. Well marked and well marshalled by Simon Livingstone's posse.

Nearly 50 riders signed on at Headcorn Airfield, machines from Tom Appleby's very original 1911 Humber up to those from 1939. Did anyone get lost? There was no reason to, and the Lord Raglan pub lived up to its usual standards for lunch and beers. Thanks to 'le crew', Tony Lloyd, the Swift family and the Buckingham's for all their hard work, it was well worth all your efforts.

Come and try the new route next year, it was a pleasure to ride on well surfaced roads again. I wish we could find similar around Bexhill on Sea (East Sussex Highways Authority please note).

Vive la Garden of England with its relaxed and happy atmosphere.

Regards Dave and Maggi Masters

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.

Sunbeam MCC Treasurer

Roy Plummer

I would like to remind members that I will definitely be standing down as club treasurer at the next AGM. My original intention was to resign from the treasurer's post at the last AGM, March 2013.

In the Club News of December 2012 I made a request for interested persons to contact me to discuss the post. Unfortunately no interest was shown and I agreed to continue for one more year only.

Ideally the new treasurer should be in place for 1st January 2014 so that it leaves time for bank signatories to be in place to allow for a smooth handover. I will obviously complete the end of year accounts for audit.

It is essential for the running and continuation of the Sunbeam Club that a new treasurer is in place for 2014.

Sunbeam September Challenge 14 September 2013

Alec Thompson

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

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

West Country Run

Raymond Hudson

I have been trying to find an event in the West Country suitable for veteran bikes. I thought a run organized by 'The Wells Classic MCC' was IT, called the Tortoise & Hare run. I tried the Tortoise route last year and found 70 miles was too much, I told the organizer Chris Weeks who for this year made a Snail route, circular of about 45 miles over the Somerset Levels with a coffee stop then back to Wells for lunch, unfortunately only two of us entered. I believe I have found a good event for early bikes in the West Country but it needs good support from veteran and vintage riders. The event takes place on the second Sunday in June, any Sunbeam Club or VMCC members interested in riding flat country in Somerset please let me know soon or the Wells MCC won't organize the Snail route again unless we can gather together about 20 interested riders.

Please let me know if you are interested, email: raymondleohudson@hotmail.co.uk or phone: 01934 844546.

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SPECIAL FARES FOR
SUNBEAM MEMBERS



New Member

Peter Donaldson

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

Sue Harris (Sussex)

Welsh Week 2013

Peter Donaldson

Before being asked to write this report on the Welsh Week I had thought of doing an article that gave my views of what happened, and perhaps heading it under one of the following headings:-

The New Boy at the Welsh Week

Or The biscuits were cold at the afternoon tea break

Or I've been breaking down with him for over 50 years

It was my first time at Welsh Week and I know now what a wonderful week, in some of the most scenic environment you could imagine, with some of the nicest folk; and I have been missing it for over the 10 years since I first owned a vintage motorcycle. Though it had been my wish to ride in The Welsh Week from the start, the event each year clashed with our running of The Sunbeam Dick Little Trial, and being a very long term Sunbeam Club Member Trials rider I felt that my allegiance lay with the organisation of that event. This year the D L Trial has been moved to October so I was free at last to attend a Welsh Week.

So there it was, of the 25 people who attended Welsh Week this year I was the one and only first timer, hence the alternative heading of "The New Boy at Welsh Weekend"

The journey from North Kent to Aberystwyth took almost eight and a half hours, up to three hours behind the wheel longer than expected, arriving too late for the full evening meal on the arrival day, Saturday 15th June. But the hospitality of the folk of the University of Wales was such that I got sandwiches, fruit and a pudding to keep me alive till the next morning. (At this point I have to say that the food we got all week in our full board arrangement was way ahead of that I had expected. It was good class hotel standard and plenty of choice). After had eaten was given a very thorough introduction to the facilities we had by our Club organiser, John Appleton. My bedroom, a student's accommodation in Pantycelyn Hall was a good size, comfortable and in nice condition. A down side, but not that worried me, was that though there was a sink in the room it was not otherwise en suite. Each six rooms shared a multiple toilet and shower facility. There was also at the end of the corridor a mini kitchen with kettle, tea, coffee and milk. We also had a comfortable lounge with fridge and glasses for us to use for the duration of our stay, and most of the group were to be found there in the evenings, after any attention needed by 'bikes, supping and "chewing over the cud" about another interesting day.

The machinery that had been brought for the week was pretty varied and all very interesting. Alan and Dorcas Webber had brought a 1932 Morgan with a lovely sounding JAP engine on the front. Alan is an engineer by vocation and though had several minor incidents was back on the road quickly. Several of the other ladies were sympathising with Dorcas about the various stoppings and repairs. To which she answered brightly, "Oh I am used to it, I've been breaking down with him for over 50 years" (Hence another of my ideas of a heading for the report I was going to write). Roger King rode a very sedate, reliable and potent 1914 600cc Scott. Roger's humour was to moan about everything with a twinkle in his eye, the roads were too bumpy, the hills too steep, the bike wasn't steering right and so it went on. But on the last run of the week he came in the college gate smiling and someone said something along the lines that he didn't look as though he had a moan, to which he retorted with a glum look that the biscuits at the afternoon tea break were cold. Now you know where my third heading for an article comes from! Stan and Joyce Emery had a lovely 500cc Sloper BSA combination which got on with the varied going admirably. I think they have done more Welsh Weeks than anyone else there and Stan was probably the oldest rider. Baz Staple dashed about on his 1928 350cc

cammy Velo. Geoff Morris rode a very reliable and great sounding 1926 Norton that looked to be original in every way including paint work. Brian Southam and I rode almost identical 1927 500cc Sunbeam Model 6's which we both rode in the Sunbeam Club's End to End run organised by Jane Akers six years ago. (Baz was in the same run on the same Velo). Steve Marks was on a similar machine as Brian and I except his was a year younger. His son Andy at 24 years old, the youngest person on the Welsh Week, was riding the machine that was probably worth the most and was also extremely desirable. An immaculate 1934 Norton 500cc International in racing mode with a massive Brooklands Can. His grandfather Derek Frapple was there with his 1929 1000cc Harley Davidson. Brian Thomas had a 1927 BMW and you could see in that machine where even the latest BMW twins come from. Paul and Sue Watton were on a large, very solid looking, 1932 750cc in line Douglas twin. The second half of the week they rode a potent 1926 500cc AJS. Our leader and marshal, Peter Wood had left his nice '20s Scott at home and buzzed around on a more modern 200cc electric start Kawasaki. Back Marker and joint event organiser, Colin Bentham, had left his '20s machine on which he also rode in the aforementioned End to End and brought a nippy 1951 Triumph 500cc Trophy, as he said, he needed a bit more 'umph to shepherd us all! John Appleton and Mike Highfield brought up the rear as recovery service. Also along for the Week were Jenny Staple, Dorothy Wood, Christine Morris, Maureen Frapple, Joy and Des Brown all who, though doing their own thing, would appear from time to time around the route and enjoyed being part of the Week.

Sunday morning; Weeks brief and unloading, fuelling and preparation. After an early lunch it was off into the Hills for an introduction to the locality and the wonderful scenery. Tea break at Devil's Bridge at the head of a narrow gauge public railway. En route we were faced with a deep rock strewn ford caused by the recent rains. I was told that normally this horror was just a clear trickle, but everyone forded ok. The hill roads of the run were mainly one vehicle wide and we had done 30ish miles when we arrived back for dinner.

Monday and we had a 40ish mile run over equally fabulous hills and scenery making it back for lunch. Afternoon maintenance included stripping the top end of the Norton International where the pin was broken that holds in place the tappets from the overhead camshaft. Off the Marks shot to a hidden treasure of Aberystwyth, SRM Classic 'Bikes, advertises in the Vintage Club Magazine, and a new pin was turned out on a lathe that very afternoon and by mid-evening engine rebuilt and timed and 'bike running, good for the rest of the week. Another great bit of roadside engineering was a throttle slide that had parted in the middle and was re-soldered in the bicycle sheds we use for parking and maintenance. I was most impressed at the care taken in obtaining a perfect flat fit and ridding any surplus solder, bearing in mind that your carburettor slide has to slide totally unimpeded.

Tuesday was an all day outing leaving after an early breakfast. A lovely sunny day. Coffee Break at Tywyn steam railway station. We stopped for pre- lunch beers and the wonderful view at Tallyllyn Lake. Then on to the Woodland site of Corns Craft Centre to enjoy our packed lunches. An ice cream beside the sea at Borth, by magic out of his freezer by John Appleton. And the last leg home from the 80ish mile ride was an option, up over a notoriously steep incline, or round the bottom. Being the known idiot that I am I opted for the climb and despite the warning of a tight steep hairpin bend, I thought I had done it on the climb but was taken by complete surprise at the end of the climb by a very vicious and steep 180 degree turn that had me resorting to clutch slipping and prayers to get round on the correct, or near correct side of a road with no forward vision!. Back at base two of us were in troubles, in my case not too serious but had lost one of the stepped bolts which hold on and the rear stand swings on. The 1914 Scott had some broken spokes. So we were off round to SRM. My stepped bolt was replicated from the remaining bolt with spare, done the following morning. The wheel was left

there, eight new spokes made from scratch and the rear wheel rebuilt the following day.

Wednesday was a free day and most people went off and enjoyed steam engine runs, museums or the beautiful town of Aberystwyth. I wanted to go for the highest pass in Wales which I had been over before, but nearly didn't make it on my 1967 Triumph Tiger 90, when I went round the coast of Britain five years ago. Previous to that I had climbed it on a 550cc Model A 1929 Ariel on two separate occasions riding in the Marston Register Testers Runs which we used to run with them. I wasn't too keen to go on my own on a journey of 120 odd miles and some of the steepest minor roads in Wales. But there were three other volunteers to go along. So wrote out directions for the day and handed them out and we left after breakfast, three of us on 1927/8 Sunbeam Model 6 500cc and one on an early '50s 350cc Royal Enfield. The A487 passes the gate of the University and we took that, a fairly fast up and down and not straight road, the 18 miles to Machynlleth. I was leading and it was market day in town, the other three were behind fine as we approached. I got badly baulked as town began and there were stalls on each side of the road and pedestrians diving backward and forward. Eyes ahead was the only option. Halfway through this fairly large town I took a right onto the A489. When clear of stalls and wayward pedestrians I looked back, nobody following. Turned round and back into town and back the way I'd come. No sign of the others. Back into town and working on the assumption they had gone straight on and then looked at instructions, retraced and taken the A489. I went back and set off trying to catch them up realising those they in front would be trying to catch me. Ten miles on and realised they probably were not ahead and so thought they could by then have made all sorts of decisions, so carried on my own. What had happened was one of them had been badly baulked and stalled. The others stopped as he pushed 'bike to kerb and few kicks and were off. They had gone straight on and by time they had worked out where should have gone they were on A487 behind me not in front! I turned off A road onto very minor road at Dinas Mawddwy. On through tiny village of Llanymawddwy, then a sharp uphill hairpin which just made in second, backed off to almost fully retard and then started the 3ish mile climb, 1 in 4 in places, and plodded up in second to the top of Bwlch-y-Groes (Pass of the Cross) at 546metres high (1800ft). Wonderful long distance view and dropped the 4ish miles to Lake Llyn Tegid in first gear with occasional breaking, didn't want to cook the brakes. At the end of the lake at the town of Bala took on petrol from a shop with three pumps set in the front wall and me on the pavement (didn't realise such petrol stops still excited), tank was very near empty. Climbed four odd steep miles up a very minor bumpy road where the road authorities were building steel fences to stop one going off the side of the narrow road and tumbling a long way down. Got to Lake Vymwy. Took the track road back to top of Bwlch- y-Groes and back down to Dinnas Mawddwy and in a little pub a light lunch and a beer. Coincident, the other three had had dropped in there for coffee before following on route behind me. Got onto the main road and so back to base. The two Sunbeam's followed me in about an hour later. The Royal Enfield had ground to a halt 30 odd miles out, so out went a van to recover him and 'bike.

Thursday, with my rear stand back on, but the Scott still in some wheel problem, we were off on another full days riding of some 90 miles. We had a lovely long minor road ride ending up for lunch at the Rhayader Elan Dam's Visitor Centre where we had our packed lunches. It had started to rain lightly and everyone else but me had on a previous occasion ridden up to the top dam. So just Colin, a fellow Trials rider, and I went up past Lake Cahan to the top reservoir, Claerwen, which reminded me of the film The Dam Busters, and was not at all surprised to hear later that it was used in the making of that film. On the return journey we climbed the tight hairpin Pont Ar Elan Climb and back to Devils Bridge rail station for a pre booked cream tea, fantastic!

Friday morning, the 1914 Scott back with us, and we did a 40 ish mile run through the hills on the lovely narrow lanes to Tal-y Bont, getting back for lunch. I had clocked up just over 400 miles in the week and the 86 year old Sunbeam had not missed a beat. Afternoon was loading up and after tea we had a wind up meeting. Learnt that despite the now several years of we won't be able to use the Pantycelyn Hall again due to rebuilding work, in fact it will be available again to us next year, guess who intends to be first entrant for the 2014 Welsh Week.

Saturday morning after breakfast we were all on our way home.



The Day Begins



At the Seaside



Photographs by Peter Donaldson and Peter Wood.

Resting by the Lakeside



The Day Ends



Alan and Dorcas Webber



Steve and Andy Marks

Historic Banbury for Veloce Ltd

Dave Masters



Pete Young and Dave Masters with Velos

One hundred years ago this year Veloce became Velocette, and to celebrate the centenary three one hundred year old Velo's took off side by side at the 2013 Banbury Run for the first time ever. 1913 was a year of transition for our favourite motor cycle manufacturer, the 3½ hp and 2½ hp four stroke Veloce's were joined by a new Percy Goodman designed two-stroke, and because it was a lightweight it was called a Veloc-ette. The four strokes disappeared within a couple of years and the overhung crank two strokes remained in production until 1929.

Ivan Rhodes has campaigned his single speed 1913 Velocette for many years, ridden more recently by our registrar Tim Simpkins at the Banbury and Pioneer Run. Most of us have seen it in its original patina of green livery; it is just one of a handful of veteran Velocettes that still exist.

This year it was joined by two other Veloce products, each being a different model. The hero rider on this trio of historic Velo's was Pete Young, he had come from San Francisco with his family having shipped his ultra-rare 3½ hp Veloce here just for the VMCC Banbury Run. Pete's restoration was completed this year and this was its first major outing for decades, beautifully and painstakingly finished, his 1913 Veloce was singled out by the VMCC judges, it being very rare, very well finished and having travelled furthest for the event. A very well deserved trophy was awarded to Pete at the presentations after the run.

The 3½ hp Veloce is generally thought to be the standard model swiftly introduced to save the company from collapse following poor sales of the over sophisticated 2½ hp IOE Veloce. The 3½ hp is very similar in layout to the 3½ hp Triumph of the time with a 500cc side valve engine, like many other makers it's a near copy of the Triumph unit sold with single speed or three speed hub gears. The cycle parts are very similar to the 2½ hp Veloce and the two at Banbury sported the same maroon and cream coloured livery. Pete's Veloce carries pedals for that little extra LPA needed to conquer the famous Sun Rising test hill, consequently Pete chose 'B' route which includes the hill. After all, if you are going to travel the thousands of

miles he had you ought to have a go at it. Myself and Tim Simpkins on the lower powered machines avoided the hill, neither has pedals and the gearing would not have allowed a successful climb. The VMCC no longer encourages pushers on the hill.

The three one hundred year old Velo's set off pretty well side by side in a group of five starters at 10.43 which included Pete's wife bravely piloting a machine she had never ridden before, a 'big port' AJS and my wife Maggi on her ex-Renee Rhodes 1925 EL3 Ladies Velocette. Pete and his 3½ hp Veloce were soon on their own as dictated by his chosen route and extra power, the Banbury Run is not known for its easy route cards, and the best of us can lose our way even after years of entry. Poor Pete had to deal with our side of the road, the obscure route card directions with no mileages and a machine previously untested to this extent. Anyway, he made it, two attempts at Sun Rising, having returned to the bottom to lower the gearing for a second attempt, he got further up, but still needed to push the last bit, no doubt to the applause of the hundreds who line the hill. We all admired Pete's tenacity and all the effort he went to to get the famous three one hundred year old Velo's together for such an historic reunion.

We are not likely to see such a trio again. Pete's is one of two known complete 3½ hp Velo's. Mine is the only known example of a 2½ hp model and Ivan's two stroke is one of a handful which are still in road going condition. Naturally the 3½ hp is going back to California (the other lives in Guernsey).

Well done Pete Young, and Kim and their two long suffering children who had to wait for mum and dad to return after the run. Sadly we couldn't get all three to the start line at Epsom for this year's Pioneer Run which was cancelled because of snow. It would have been the only time three Velo's had ever lined up for that pre 1915 London to Brighton event.

Pete is a lovely guy and a great ambassador for Velocette in the USA.

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.

Do mention the SMCC when contacting advertisers.

WANTED

New old stock or good second-hand 650 x 65 (26" x 2½") tyres. These tyres fit a 21" rim, unlike the present day Ensign 26" x 2½" 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 - 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 - 04/13*

WANTED (Continued)

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 (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 - 04/13

Veteran Rudge parts please.

Phil Haywood 01283 509562 humber349@aol.co.uk - 04/13

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

Julie Diplock, Kent. 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

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

1918 JAP V-Twin 770cc engine, Side valve, air cooled, engine number 8/70373/EXI. £700

Dave Pittuck 01403 700658 dpittuck@hotmail.com (West Sussex) - 08/13

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

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

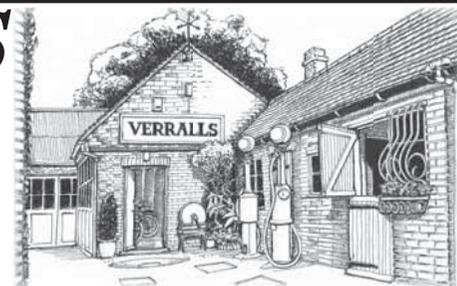
Twin axle box trailer, body 8ft long x 5ft-1in wide, floor to roof 6ft. Bubble over tow bar for storage, brake rods need attention.

Jill McBeath 01428-712666. Guildford area - 04/13

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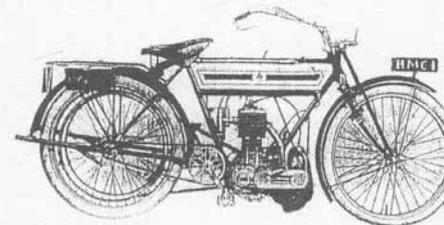
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The Rose of the Shires Run 9th June 2013

Ian Young

As I set off at 4.30am the dawn was breaking and I was able to enjoy a glorious drive through the Cotswolds. The air was clear and the total absence of traffic was quite eerie.

Arriving some 110 miles later the lovely canal centre at Stoke Bruerne was busier than in previous years since there was a gathering of fascinating canal barges.

Somewhat to my amazement I was greeted on arrival by three early competitors. Soon the place seemed to burst into life with the lovely and varied notes of vintage bikes – pure magic in my book!! A flurry of activity followed with bikes being unloaded and ‘fettled’ in preparation for the run.

My first task was to retrieve the event paperwork which was heading into the canal owing to the high wind. I began to welcome many familiar faces and observe some ‘virgin’ riders to the Rose of the Shires! After the usual briefing riders soon departed on the now familiar route through the lovely Northamptonshire countryside, which included passing through the grounds of Althorpe House, being the childhood home of the late Princess Diana.

A welcome morning stop included the issue of refreshments dispensed by two willing wives.

Another twenty miles or so saw us descending on the pup stop for a most welcome and generous BBQ. Relaxing in the sun which had now graced us, old friendships were renewed and new ones forged.

These popular non-competitive events allow for plenty of time to relax and socialise. By this time the breakdown crew had seen various demands for their valued services.

The leisurely afternoon jaunt saw happy riders returning to Stoke Bruerne to devour either an ice cream or down a cup of tea. The canal seemed to make a perfect backdrop to our varied machines now parked on the grass verge in front of the colourful array of canal boats. The bikes were being admired and examined now for riders to select their most desirable machine.

Time now for the prize giving and the winners were somewhat predictable. Your Club Chairman had come up from Kent to observe this time and to campaign the unique book covering the History of the Sunbeam club's Pioneer Run©.

Time now for me to relax at last and to retrieve the various signs.

So passed the 2013 event which ran without any hitch, thanks to various volunteers and marshals. As I started my long safari home I felt satisfied that all concerned had fully enjoyed a somewhat unique event.

Cups and prizes were awarded -

The Albert Catt Award- went to Frank Bayman on his 1922 Triumph 'H' being a Northants rider in keeping with the exploits of Albert Catt.

The Barnard Cup- went to Barry Care MBE for his 1922 New Hudson sidecar.

The Kennard Cup- went to Martin Heckscher for his 1930 Scott

The Comerford Cup- went to David Payne for his 1912 Triumph

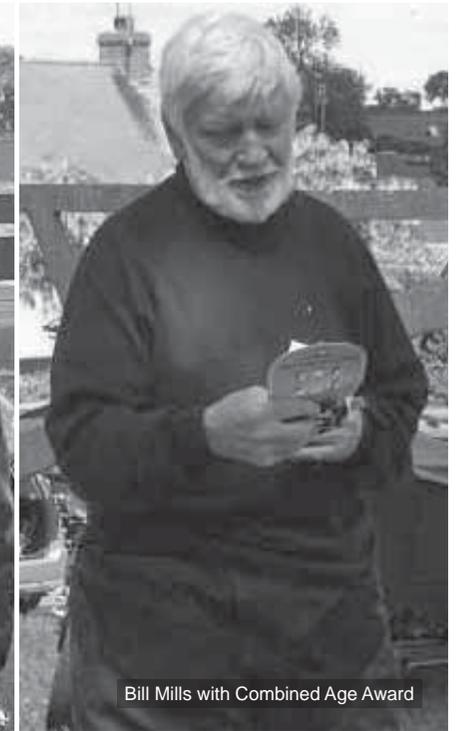
The Combined Age Award- was won by Bill Mills with his 1921 AJS

Some of the Rose of the Shires Winners

Photos by Jenny Staple



Barry Care with Barnard Cup



Bill Mills with Combined Age Award



David Payne with Comerford Cup



Frank Bayman with Albert Catt Award

Blazing Bastille Day Garden of England Run Le Quatorze Juillet

Tony Lloyd

This year's Garden of England Run was on Le Quatorze Juillet which is the French National Day commemorating the Storming of the Bastille in 1789.

This was the 27th running of the event and on the day itself we were back to our usual fantastic weather. On the Saturday there was a rush to put up the marquee to provide much-needed shade as against last year when we fought to provide shelter from the rain.

In honour of Bastille Day there was a French flavour to the paddock. Crock-Monsieur Antoine, suitably garbed in beret, striped shirt and a necklace of onions waved competitors off with an outsize Tri-Coleur. French bikes were offered a free entry but the best we could do was a gaggle of Velocettes, which didn't really count.

Entries before the event were encouragingly high and a flurry of entries on the day saw 57 pass under the starter's Tri-Coleur.

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. Annie and Andy Hutchinson were kept busy coping with the number of late entries.

After much preparation by Jo and Julian Swift we had a brand-new route this year which met with universal approval. Long stretches through woodland tunnels provided welcome respite from the blazing sun. 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.

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.

Contributions of £84 were made for the tea and cakes dispensed by Jo's daughter Nicola

The large entry ensured that the event made money for the club; but we still have to thank the many willing volunteers who gave freely of their efforts.

We are always grateful to Headcorn Aerodrome for allowing the use of their field; it really is an excellent venue.

Jo and Julian Swift, daughter Jane and son-in-law Tristram set up the paddock village together with John Buckingham who also stayed on site over the weekend. Heavy and difficult to set up as it is, the marquee is well worth the efforts of all concerned. After setting up the marquee Jo and Julian were out till midnight marking the route.

We're grateful to Thelma Jones for operating the signing-in desk. Manning her barricade with valour in the face of hordes of uncouth sans-coulottes.

Awards

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

Our judge for the E McNab Memorial Trophy Award for Technical Interest was David Dopson (more knowledgeable on the classic period) but unerringly choosing one of the veterans for the prize. Mia Masters kept up the tradition for Masters family members winning the youngest rider award; travelling in the sidecar together with Jaiden a previous winner. The Garden of England bowl is for long-service or overcoming difficulties; in the absence of suitable candidates it was retained by yours truly. Caroline Pile totted up the "Most-Admired" votes and we are grateful to Chris Morris for presenting the prizes.

Most Admired Veteran

Sue Harris 1914 Royal Enfield 2.75hp

Most Admired Vintage

Andy Middleton 1930 Cotton 500cc (2nd year in succession)

Most Admired 3-Wheeler

Dave Masters 1938 Velocette 500cc s/car

Most Admired Post-Vintage

Bob Stafford 1913 Royal Enfield 6hp s/car

Gordon Potter Trophy for furthest travelled

John Smitherman

Garden of England Rose bowl

Tony Lloyd and Thelma Jones

E. McNab Memorial Trophy most technically interesting machine

Tom Appleby 1911 Humber 500cc

Stephen Healing Memorial Trophy for the youngest rider

Mia Masters

All concerned, including the organising team, had a great day and enjoyed the new route.

Garden of England Awards

Photographs by the Editor



Garden of England Awards

Photographs by the Editor



Obscure Makes: Carlton

Richard Martin



Richard's 1937 Carlton at the Ixion Cavalcade

In 1898 Frederick Hanstock founded Carlton Cycles in the village of Carlton-in-Lindrick, Nottinghamshire. Around 1918 car and motor cycle repairs became profitable and in 1920 Fred acquire agencies for NSU and other makes. About 1922 motor cycle manufacture began with fittings and tube supplied by the Sun Cycle and Fitting Company, with engines from JAP, Villiers and Sturmey Archer. The JAP engined 350cc SV Super Sports sold for £36.



The Carlton's Exhaust System

Following an infusion of capital in 1933 Carlton Cycles became a Limited Company and in 1936 Brooklands Norton Racer and tuning wizard DR O'Donovan joined the company, setting up a network of dealers. George Grose of Ludgate Hill rebadged Carltons and sold them under the Grosepur name.

In 1939 Carlton production ceased and Fred sold his interest to the O'Donovans, and then restarted Hanstock Engineering and rebrands under the HEC name, revised lightweights including the HE Cycleaid were produced. With an 80cc two stroke engine of his own design, manufactured by Levis, this was one of the first auto cycles.

Hanstock took over the Levis factory after the Second World War and continued production until 1955.

Off the Saddle

Peter Donaldson

Since the last "Off The Saddle" I have only ridden twice, both times on the 1927 Sunbeam, first at the Shropshire Mid Week Break which Baz reported on in the last Club News and the Welsh Week is reported elsewhere in this Club News.

Back to the Shropshire Mid Week Break, it went off very well except for the change of Management at the Longmynd Hotel where we have stayed for that event for many a year. We did not feel as well treated as previously and the new management has different policies of activity, not that they are particularly anti motorcycles, more that they don't suite our mode of operation. They want to have commitment of rooms booked from our indication. Well we don't know how many persons, nor the numbers of twin, double nor single rooms we need two years before the event. They also wish deposits of large amounts again way before we would have any idea. It all revolves around their specific service to walkers and walking parties. It has put the future of that particular event at that location in question and where else could it be based. The whole future of the event as we have known it has to be carefully considered. At the actual event we have always had our evening meals in a room of our own. For various reasons this did not happen this time and was not as pleasant. News on this will evolve anon.

The Shropshire route was changed considerably this year by our new course man, Bill Orchard and a brilliant job he made of that. Mike Holloway was our back up man and he was astounded that machines over 80 years old, and looking it, went so well and the reliability on this particular Run was 100%. A real eye opener for our Mike. Weather was pretty dry but had recently been very wet, so some roads were somewhat awash. Also, I just didn't believe my eyes but hills in the distance were snow covered and yet we were not frozen as we rode.

Mike went on from Shropshire and rode his third round of the Sammy Miller Pre '67 British 'Bike National Championship. He was riding his very potent AJS 350cc rigid rear 'bike in its class. Several of us had a ride on it at the Shropshire Break and all agreed it to be a very handy piece of equipment. Mike went on and was runner up in his Class. That's his third round and his third runner up result which has put him in the lead position re different winners. Keep that up Mike.

Still thinking Mike, he will be running for the Sunbeam Club, a Saturday and Sunday event on his ground at Horsemonden. The Saturday one is The Gingerbeard Trial on Saturday 31st August and on Sunday 1st September the Greybeards Trial. There is serious need of help with Observers as the ground we are using is near Tunbridge Wells and most of our normal helpers live on the borders of Hampshire. So if you can help us it would be much appreciated. Let either Neil Sinclair or myself know, Telephone numbers inside front cover.

I see that in the Star Group Championship we are still struggling. This does not detract from regular rides by our Paul Casling who is running second in the Pre 67 B Class. Paul is featured on the results table of the South Easter Centre Pre 67 Class and Mike Holloway lies third in the Rigid Class. Neil tells me he is now actively searching for a replacement Family car with tow bar that would then hopefully get him back into riding again.

I've entered the Eastbourne Long Distance Trial on 4th August and on same 'bike will be leading a Trail Ride from Swanley in same month. Planning to ride the Triumph in the Club's Fish and Chip Run to Seaford providing have 'bike up and running so soon after returning from France. At end of month my grandson and I will be camping the weekend at Mike's ground to help run the two Trials the Sunbeam Club are running. Also 15th September should see me on the Constable Run on the Sunbeam, the run being organised this year for the first time by Martin Staple.

CLUB EVENTS CALENDAR 2013

Visit our website www.sunbeam-mcc.co.uk to download Entry Forms.

4th August	Try Out Trial	Billingshurst, West Sussex	Pre 1967
Contact - Neil Sinclair (07885-660939) neil.sinclair@uk.g4s.com			
11th August	51st Graham Walker Run	Beaulieu, Hampshire	Pre 1940
Contact - Ian McGill (01293-771446) acsociable1@sky.com			
31st August	Gingerbeards Trial	Horsmonden	National
Contact - Neil Sinclair (07885-660939) neil.sinclair@uk.g4s.com			
1st September	Greybeards Trial	Horsmonden	National
Contact - Neil Sinclair (07885-660939) neil.sinclair@uk.g4s.com			
14th September	5th September Challenge	North Yorkshire	Pre 1931
Contact - Alec Thompson (01751-431478) alec81.thompson@mypostoffice.co.uk			
15th September	6th Constable Run	Suffolk	Pre 1931
Contact - Marian Johnson (01255-554828 after 6pm) marj_35@btinternet.com			
20th October	Dick Little Trial	Hungry Hill, Aldershot	Pre 1967
Contact - Neil Sinclair (07885-660939) neil.sinclair@uk.g4s.com			
15th December	Southern Experts Trial	Daventry, Northants	National
Contact - Chris Mawer (01525-384962) christopher.mawer@tiscali.co.uk			



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South of England  Show Sunday 13th October
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Visit our website: www.sunbeam-mcc.co.uk

Sunbeam Motor Cycle Club

Founded 1924

More Garden of England Photographs

Photos by Julie Diplock



Tony Lloyd receiving the GofE Rose Bowl



Roger King on 1914 Scott



Getting ready to leave



Katharine Hook with 1935 Triumph



1935 Triumph 5/2, 1926 Triumph Model Q, Rick Bailey and 1928 Velocette Ks