



Club News

Issue 865

December - January 2013



*The Oude Klepper Parade 2013
(Photograph from Chris Wright)*

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EDITORIAL

Sunbeam Club News
Issue 865
December 2013 - January 2014

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A full Sunbeam News for you to read over the Christmas holidays. The 2014 Events Calendar appears on page 35 to help you start planning motor cycling events for 2014. Once again the first event of the year is the Chairman's lunch on the 4th January.

There are three book reviews in this edition and these might help you choose Christmas presents for yourself or others.

Please see the notices for the AGM on the 1st March and for a new Club Secretary. With Best Wishes for a Very Happy Christmas and 2014.

John

President's Christmas Message

A Merry Christmas! Sunbeam Club Members!

I am writing this on one of those cold, wet, foggy mornings in November, that we have become accustomed to.

The weather! We cannot deny it has been the enemy for much of the year, forcing us to cancel the Pioneer Run®. Happily some events were spared and the sun shone on the Welsh Weekers 30th year and the Graham Walker Run!

Now we can look forward to the 2014 Pioneer Run® (75th) at a slightly later date and hopefully better weather! Already Ian McGill is fully engaged with the preparations - - entry forms to 'hopefuls' (world wide) and the programme, a huge effort to achieve the standard we have come to expect etc etc.

The only shortage is of willing folk who will take over the jobs essential to the success of the Pioneer Run®. Responsible individuals who will oversee the start/and a Chief Marshall at the finish on Madeira Drive at Brighton. Plus marshals en route and programme sellers - also required.

The Sunbeam Club needs you!!

I wish you a very Happy Christmas and a Great 2014 (my 90th)!

Marjorie



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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)

Where is it Now?

For the attention of the Editor.

You asked for the current status of KR 4536, a 1930 Sloper, well I can assure you it is in good health and resides in my shed in Stansted for the last 8 years. It has lost its original registration number to a previous owner from Bexhill. Now plated as BS 9744 with three previous owners recorded in the log book.

The bike is used on VMCC runs and completed this year's Banbury run. The telescopic forks are long gone, replaced by the original girders. I have kept it deliberately in its oily rag condition with minor paint and nickel plating and leather work carried out to maintain its patina of originality. The silencers are the originals that Steve Mercer crafted out of copper over a wooden former. In fact I have in my shed the willow split formers for future remanufacture of the BSA silencers.

I have the bike's history pack going back decades which includes the original bill of sale in 1930. Priced at £56 with optional twist grip and close ratio gearbox this must have been every young lad' dream bike.

Steve appears to have been active in his retirement as I have photos of the bike and show entries from the 1970's period. He's pictured riding the Sloper around Brands Hatch at a Festival of 1000 Bikes. For further information on Steve Mercers' Sloper you would best refer to an interview he gave to Motorcycling monthly in the January edition of 1978.

Regards from John Barrett

.....
Ixion Cavalcade

Hi All

Please note that the Sunbeam Motor Cycle Club Ltd, 4th Ixion Cavalcade will take place on 11th May 2014 at St Barnabas Church, Bexhill on Sea, East Sussex.

Entry forms and details available from November 2013 from Dave Masters 01424 211873 or SAE to 6 Fairlight Close, Bexhill on Sea, TN40 2PT

In celebration of Ixion of 'The Motor Cycle' aka Rev Canon Basil H Davies. Fifty pre 1940 motor cycles for a road run of 32 or 45 miles over East Sussex coast and country roads, a lunch in Ixion's own church with a public show, souvenir and awards ceremony. An all day event, come and visit sunny Bexhill on Sea, meet old friends and celebrate Ixion's 58 years of motor cycle reporting.

Best wishes, Dave Masters.

Romney Marsh Rally 2014

Julie Diplock

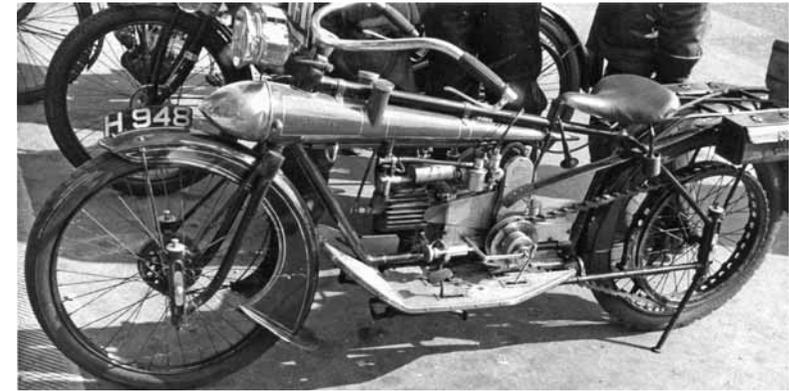
Plans are afoot for a new rally next year, to take place on Romney Marsh, Kent on Sunday 28th September.

With a great network of quiet lanes, scenic countryside and a lack of traffic, Romney Marsh makes the ideal environment to ride older motorcycles, so consequently the event will be open to all veterans and flat-tank machines, two or three wheeled. We'll start at a hostelry, complete a choice of marked circular routes and finish back at the pub for a light lunch. The event is firmly aimed at veterans and lower-powered machines,

Entry forms will be available in the New Year, for more details, ring 01797 344277 or julie_diplock@hotmail.com

1911 Wooler

Richard Mummery



This photograph of a 1911 Wooler arrived too late for inclusion in the last News. It is the Wooler I mentioned in my letter published in the October/November News. The bike was ridden by Roy Pembroke of High Wycombe, later of Oxford, in a

number of Pioneer Runs. I ask where the bike is now, who Roy Pembroke was and what was his connection, if any, with Wooler. Any information you have to the Editor please.

Annual General Meeting Saturday 1st March 2014

Ian McGill

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm, on Saturday 1st March 2014, at the Peacock Lodge, Eastbourne Road, New Chapel, Surrey, RH7 6HL (which is on the A22 road between the M25 and East Grinstead).

Any member may propose a resolution for consideration at the AGM, but any proposal must be in writing, duly signed by the proposer and seconder and sent to the me (Hon: Secretary) by 15th January 2014 for inclusion in the committee agenda for 18th January 2014.

All present officers, except the Treasurer, are willing to be re-elected, but proposers and seconds are required for existing names, plus any other nominations for any of these. The nominated person will need to submit in writing their willingness to stand. Proposers of any persons for office or resolution will need to attend the AGM otherwise their proposal will lapse.

All the above to the Hon: Secretary in writing, by 15th January 2014.

Twenty-one days before the AGM, all members will receive a formal notice of the meeting, the agenda and a financial statement.

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.

Future Dates

5th December

We've not had a 16mm film show for a long time, but by request we will see if we can find some new material, if not, we'll do some repeats, bring your own popcorn, Christmas fare will be provided – 8pm

2nd January 2014

Paul Rees' friend, Tim Eade, retired TT rider, will give us a chat on his experiences over that very special island – 8pm

6th February

Eric Patterson, current holder AMA land speed record in a 1350cc vintage class will give a slide show and talk. Eric is Ascot's answer to Burt Munro. He also intends to bring along one of his fast bikes – 8pm

6th March

Turn out sheds and garages for a bring and buy – 8pm

3rd April

John Buckingham will bring along a collection of miniature sleeve valve engines and run some of them (outside) as well as showing one with the head decapitated so that the complicated sleeve valve arrangement can be appreciated.

Hopefully, May to September will be a repeat of the successful club night runs.

November Club Night Report

Baz Staple

Motor Cycle Quiz

Thirty plus people attended by 8pm and tackled the 25 questions in teams of five or six. Predictably the table with Bill Pile on it gave the most correct answers with a score of 18. It was interesting for me to circulate hearing the correct answers suggested but not necessarily acted upon, particularly on some of the more obscure questions. However, when the answers were given this produced groans from some directions and comments like "that's what I said wasn't it". No tomatoes or eggs were thrown at yours truly, in fact the evening produced a lot of good humoured banter.

New Members

Peter Donaldson

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

John Aylott (Sussex)

Richard Rosenthal (Cambridgeshire)

John Fuller (Sussex)

Brian Thorby (Angus)

Barry Richards

Allan Wilkinson (Sussex)

Time for Change – Club Secretary Required

Ian McGill

It is now fourteen years since Baz Staple passed the Club's minute books and administration to me, and I have very much enjoyed the challenge, but none of us are getting any younger and I feel it's time for change.

There MUST be somebody out there that could fill this post on the Club's committee,

We have four meetings a year plus the AGM in March. The job entails compiling the minutes of meetings, arranging dates for future meetings and booking our venue, and all the usual jobs that secretary's do.

All help will be given, so please contact myself or Baz Staple for any further information.

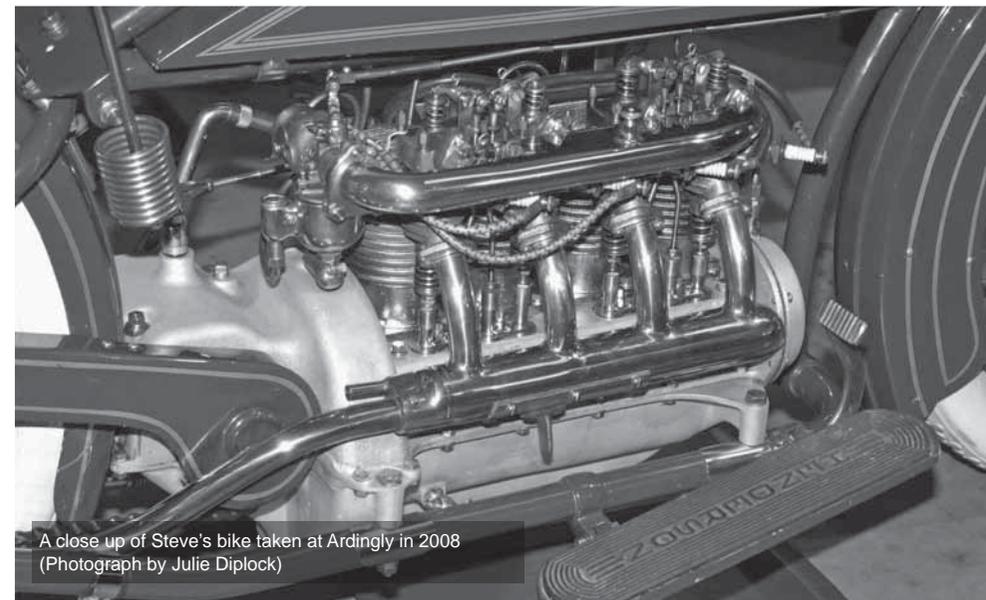
If pushed I will continue until the 2015 AGM, after that you are on your own.

A Correction and Apology

John Hodson

In the report of the 51st Graham Walker Memorial Run, in the last News, the winner of the Best Vintage Solo Award should have been identified as Steve Ridley with his 1917 Model G Henderson. I apologise to Steve for the mistake.

Henderson Motorcycles were based in Detroit, USA. In 1917 Henderson smashed the coveted transcontinental long distance record from Los Angeles to New York City (3,296 miles) in just seven days, sixteen and a quarter hours.



A close up of Steve's bike taken at Ardingly in 2008
(Photograph by Julie Diplock)

Warwickshire Weekend 2014

Jenny Staple

Entries are coming in for this event to be held 9th-13th May, staying at the Kings Court Hotel in Kings Coughton, near Stratford on Avon. However, we and the riders desperately need someone to act as breakdown cover with van or trailer. Fuel costs will be covered and grateful thanks given from all concerned. Further details from Jenny Staple – jennybaz.staple@gmail.com or 01892 535671

Sunbeam September Challenge

Dennis Cooney

Arriving at the Beansheaf Garage between Malton and Pickering to be welcomed by our organisers, Alec and Joy Thompson. Get yourselves a hot drink and sandwich from the mobile sandwich trailer said Alec. Bacon, sausage or even bacon and sausage in the same bun, they know how to spoil you. Sign on, bikes off the trailer and plenty of time to meet old friends and look around this gathering of fine machines. A beautiful little Connaught caught my eye, three or four Sunbeams, one in particular, Tony Cowley's 1914 model, which I have had the pleasure of riding many hundreds of miles on.

Eleven o'clock start took us across the A169 onto the sort of roads that we like, narrow and twisting through some very pleasant countryside and villages. Villages like Great Barugh, Great Edstone and Harome before following the dreadful A170 to just beyond Kirbymoorside and a left turn. Leaving the "must get there at all cost" car drivers to the A170, it was watch out for sheep on the road, Appleton, Spaunton, Lastingham and onto Hutton le Hole. A steady run of 31 miles and now for a roast beef dinner at the Rose and Crown. The run back to the Beansheaf was a 15 mile one. At least this year with the dry weather we were spared the privilege of riding through miles of Yorkshire's "Finest Slurry". An innovation this year was that Alec and Joy had two trophies to present. The winners chosen by the assistant marshals Yvonne and John Branton were Richard Higgins 1913 Premier and Paul Morley 1914 James. If you ride a pre 31 machine, pencil in your diary, September 6th 2014 the date of next year's Sunbeam September Challenge.

Sponsor a Pioneer Rider in the 2014 event

Ian McGill

For the 2014 Pioneer Run® we have joined up with Help for Hero's charity and all riders will have received a sponsorship form with their entry form and regulations for the event. I sincerely ask ALL riders to please make a big effort and even collect from family and friends for this very worthwhile charity.

So come on you guys and gals that ride in the Best Ever Veteran Event take the forms to work and get colleagues to sign up, even for 5 or 10p per mile, it all helps to make a difference.

At the 2012 event several riders collected well over £1,000 each for British Heart Foundation. So please let us try and do the same for Help for Hero's.

Members and Family Lunch or Dinner Summer 2014

Ian McGill

For those who may not realise it, the Sunbeam Motor Cycle Club will be 90 years old in 2014. It has been suggested that we hold, either a celebratory lunch or dinner to mark this occasion.

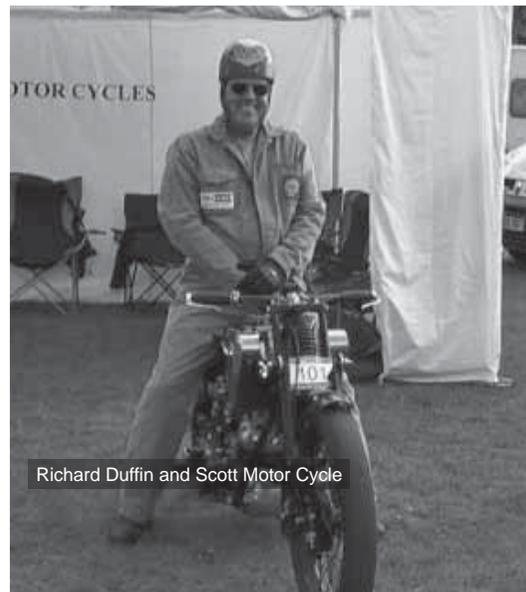
Add to the above the fact that our President Mrs Marjorie Ayers will have reached her 90th year and the Pioneer Run has reached 75 events.

In this copy of Sunbeam News there is a flyer which, if you are interested in attending the event, I ask you to fill in and return to me as soon as possible so the Committee may ascertain the number of club members and family who wish to attend.

The Aerodrome Hotel, Purley Way, Croydon is being considered as a possible venue, this is where the first Pioneer Run started in 1930. To use this venue we need 100+ members and the cost will be around £25 each.

Kop Hill Climb - 21/22 September 2013

Barry Brown



Richard Duffin and Scott Motor Cycle

Now in the Fifth Year since the revival of the Historic Hill Climb, Kop Hill has grown into the stature of a National Motoring occasion with an audience on the two days of around 25,000. This year the Charitable Event raised a total of approximately £40,000 for the Air Ambulance and the Ian Rennie Hospice.

This year it was particularly pleasing to note the significant increase in riders of the Pre – 1940 Motorcycles, a total of 62, of whom 18 were known members of the Sunbeam MCC.

The Sunbeam Marquee was situated in a prominent position adjacent to the Riders Paddock. John Buckingham was on site for the entire weekend with support from members, John Gorman, Andy Middleton, Richard Duffin and yours truly.

The highlight of the weekend must surely be the appearance of the 24 litre Napier Railton Special built for an attempt on the pre-war Land Speed record by John Cobb.

This magnificent machine is now road legal enabling it to leave its home at Brooklands to take part in events on public roads, but with no starter motor, no reverse and a huge turning circle not an ideal vehicle for the supermarket car park.



Kop Hill Climb Start
Photographs by John Buckingham

The Hill itself is very challenging for the older vehicles with a moderate gradient near the start allowing higher gears to be used but with a sudden steep section near the summit with only the more powerful or low geared machines reaching the summit in top gear.

The event organisers, mindful of the fact that Kop Hill Climb was originally a motorcycle club event started in 1910, are very welcoming to riders of motorcycles especially pre 1940 machines.

The presence of the Sunbeam MCC at this event was well received and with the marquee in such a prominent position added greatly to the prestige and visibility of the club, and a significant number of membership enquiries were received.

Entries open for next year's event in March 2014, let us all make sure that Sunbeam MCC is well represented once again.

Constable Run – September 2013

Martin Staple/Marian Johnson

Firstly apologies for the late write up of this event but due to excess workloads from both of us and other business commitments we haven't managed it until now. But you don't want to know about our lame excuses!

The weather was changeable but there were 19 riders and suffice to say everyone seemed to enjoy themselves. The Corn Craft Centre came up trumps again providing excellent beverages and grub, including a dry shelter in one of their barns for the returning riders in wet conditions but for the majority of us the run was dry. Non riders took advantage of the facilities available on the Corn Craft site. Nick Farthing picked up the Chris Styles Trophy with his 1905 Brown.

We would like to thank Jane Ackers, Shirley Styles for their help and input in the event and also David Mead for starting the event and seeing everyone off and being on hand for recovery which thankfully was not required.

Next year's event will be on 14 September 2014 and at the Corn Craft venue again. We are considering having a mid-point stop for those that wish to take it. When telephoning past riders prior to the event some expressed a view of wanting a stop to have a drink, natter and fuel if required but this could reflect on our starting time and lunch at Corn Craft.

Your views are important to us so if you have any feelings/feedback etc. please email us on marj_35@btinternet.com.

The Oude Klepper Parade 2013

Chris Wright

On Saturday 17th August Jennifer and I set off early to Dover for the crossing to France and journey up to De Haan in Belgium for the Annual Oude Klepper Parade where we were joined by the rest of the UK contingent. Last year, the usual Saturday afternoon social run had led to problems with some bikes which meant that they were unable to take part in the main run of the following day. As a result it was decided that a guided walking tour of Ostend would be provided instead. Meeting at the tram station we were transported rapidly to the main terminus in Ostend where we were met and greeted by our guide. The weather was sunny and warm and a very interesting walk along the sea front culminated in a few beers at a hostelry before catching the tram back to De Haan. As usual the Saturday evening entertainment with drinks and nibbles at the Town Hall Annex included a showing of the DVD of last year's event and briefing for the following day's run. Our small group having prepared costumes for the following Monday wore our Victorian outfits for the entertainment of the other entrants. These took the form of representing Isambard Kingdom Brunel with the ladies in Victorian gowns.

So, stove pipe hats, tail coats and big cigars were the order of the day for Richard Mummery and me. A standing ovation greeted our arrival. Details of the plans for next year which will be the centenary anniversary of the start of The Great War were also provided. In brief, this will involve the bikes starting from Ypres on the Saturday morning and riding to De Haan with each entrant riding in memory of a fallen soldier of the conflict. The normal Oude Klepper Parade will then take place on the following day as usual.

Unloading of bikes early on Sunday morning was disrupted by some quite heavy rain which very soon cleared. The sun shone for the rest of the day and the usual delightful Run alongside canals, around the villages and lanes of The Polders with ample meal and refreshment stops was enjoyed by all. The spectacle of sixty plus machines of all makes built before 1920 is a major source of interest to holiday makers, visitors and residents alike en route and wherever



(Photograph from Chris Wright)

we stopped. After a final display outside the Town Hall the machines were put away and all entrants made their way to the Town Hall Annex for the end of Rally hog roast dinner and presentation of awards.

On Monday morning led by Richard Mummery, our small group of Douglas and Sunbeam Club members with some friends made our way down to Ypres for our annual follow on tour of the area. Upon arrival and

after booking in to our hotel we rode (with our Victorian outfits) to visit our friends of previous visits where we have a party in their orchard and see their giant steam engine powered up for its annual airing. This year is the 100th anniversary of the engine which started life driving line shafts in a factory. Rescued and restored in the 1970s and now driven by compressed air rather than steam it is an impressive piece of kit. In celebration of its birthday our group had held a competition to give the engine a name and provide a name plate as a gift to the owner. A small ceremony was held when we presented a beautifully engraved brass plate with the name TITAN meaning big strong and powerful. Returning to the hotel we changed into our WW1 despatch riders and nurses' uniforms and rode into Ypres for our traditional dinner of Flemish Stew before leaving for the Last Post Ceremony at the Menin Gate. Once again we were welcomed by The Last Post Association Officer and the bikes and riders lined up across the road under the gate for a longer than usual and very moving ceremony. The following day we visited Hill 60, Underground British Headquarters, a memorial trench system and the Pool of Peace. Lunch was partaken in Poperinge where some of the party visited the tragic cell where those to be shot at dawn were held. The day finished with an end of tour dinner at our hotel followed by departures for home on Wednesday morning.

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**SPECIAL FARES FOR
SUNBEAM MEMBERS**



Book Reviews

John Hodson

"Ixion" of The Motor Cycle, The Fiery Wheel, (The First Motor Cycle Diarist) -The Life and Times of Canon Basil H Davies BA by Dave Masters.

I was aware that club member Dave Masters was writing a biography of Ixion, otherwise known as Canon Basil Davies. It was not until I received a copy of the book for review that I realised what a mammoth task he had taken on.

The book is divided into an introduction and seven chapters. The Introduction covers Ixion as he is now remembered, Chapter One the family man and his family, Chapter Two his motor cycles and cars, Chapter Three the man, sportsman and rider, Chapter Four his Occasional Comments, Chapter Five the priest and his churches, Chapter Six the author, pseudonyms and broadcaster and Chapter Seven retirement, demise and legacy. A bibliography of information sources is also provided.



The Introduction may be divided into two parts: a background to Ixion and the celebrations at St Barnabas Church Bexhill on the 5th May 2011. Dave mentions Ixion in the contexts of Church of England priest, family man, motor cyclist and motoring journalist. However most of the Introduction is taken up by an account of the unveiling of a Blue Plaque in Ixion's honour by his son Godfrey 'Joff' Davies, a reunion of four generations of his extended family and the first Ixion Cavalcade, in which 40 vintage and veteran motorcycles and their riders rode around 32 miles of Sussex countryside.

Chapter One is very much devoted to Ixion the family man and, as one might expect from a biography, includes a detailed account of his parents, his early life, his siblings, his fairies [you had better buy the book to find out what is meant by fairies!], his marriage to Frances and their children and grandchildren. Also covered are his education, military career and, most importantly to him, his many appointments as a priest.

It is Chapter Two that we find details of Ixion's exploits as an early motor cyclist. The chapter includes accounts of his experiences with motor cycles from his first ride on a French Werner to his fondness for the Velocette LE model of the 1950's. Of particular interest to me, in this chapter, is the survey of the development of all aspects of the motor cycle with Ixion's comments on certain makes including his favourites and those that sometimes let him down.

Chapter Three, here we find accounts of Ixion's sporting achievements, not only his taking part in trials but also his involvement with the development of motor cycle sport, motor cycle clubs including involvement with the administration of these clubs. We learn that Ixion was a keen long distance rider. The chapter also mentions the sporting achievements of many of his contemporaries. The Bexhill Speed Trials are also included here. In the mid 1920's Godfrey, Ixion's son, had taken up motorcycling and mention is made of the two of them making trips to international sporting events in France, Germany, Italy and Switzerland.

The Fourth Chapter includes Ixion's Occasional Comments for each of the decades he covered and submitted them to the 'The Motor Cycle'. The titles give a hint to the tone and content of each and the period covered: The Nineteen 'Noughties', The Teenage Years, The 1920's, Motorcycling Grows Up, The 1930's- Sophistication, 1940's – War, 1950's Austerity and Vertical Twins and The 1960's Ixion's Last Contribution. The Occasional Comments mainly record the changes taking place to motor cycling in each decade.

In Chapter Five Dave reviews Ixion's career, as Basil Davies MA, a parish priest in a wide range of socially different communities. Starting with his post as curate at St Mary's church, Newington before joining his father in County Durham. Basil's next position was at the church of the Holy Sepulchre in Northampton, a post he took up in 1911. In 1916, due to his poor health, Basil moved to the quiet parish of St Wenn in Cornwall. After a spell of military service in World War One, Basil returned to St Wenn in 1919. His next parish was St Peter's in Lodsworth. His final move and longest appointment was to St Barnabas Church in Bexhill on Sea. He moved there in June 1926 and stayed until retirement with poor health in September 1940. This chapter also includes a mention of the effects of World War Two on the church of St Barnabas and Bexhill on Sea.

Chapter Six starts with an account of the name of Ixion including its origins in Greek Mythology. Other pseudonyms used by Basil Davies are mentioned and Dave has identified eight in total. Pseudonyms used by other motor cycle journalists are also noted. However, most of this chapter is given over to a review of the considerable number of books, written under various names, including Ixion and B H Davies. Most of the books are about motor cycling, the most famous of these being Reminiscences of Motor Cycling, Further Reminiscences of Motor Cycling and Motor Cycle Cavalcade. Davies also wrote books on cricket and contract bridge.

In the final chapter Dave covers Ixion's life after retirement including his departure from Bexhill for Bournemouth. Of course Ixion continued his interest in all things motor cycling, maintaining contact with such characters as Oily Karlake and contributing regularly to The Motor Cycle, right up to his death. In March 1961 Basil Davies aka Ixion died at his home in Bournemouth, sadly largely cut off from his family.

Dave is to be congratulated on this book. Not only is it a comprehensive, carefully and sympathetically written and illustrated biography of Basil H Davies, it also contains much information on early motor cycles, motor cycling and the role of the motoring journalist. The book also provides an insight into social history and family relationships over Ixion's life.

Dave's book provides a significant written contribution to the recorded history of motorcycling in this country. Many of the photographs and other images reproduced in it have never been published before. It should be in the library of anyone seriously interested in early motor cycling. Containing approximately 200 images and 180 A4 pages, it is priced at £18 plus £4 P&P and will be produced as a limited print run. For your copy contact Dave Masters on 01424 211873 or maggirose@hotmail.com.

Motor Cycle Repair and Upkeep

The latest in the ever-expanding range of re-prints by Steve Brown is Motor Cycle Repair and Upkeep, volume one. Motorcycle Repair and Upkeep was originally published by Newnes as a series of 14 weekly parts around 1932. The complete set of magazines gave useful information and photos on overhauling a number of marques of the period as well as details on various components. The 14 parts are being republished as three volumes, with volume one available now and volumes two and three appearing early next year.

By reprinting these books, Steve Brown has done a great service to all those with a passion for running motorcycles of the twenties and early thirties. The first volume covers both two and four-stroke Levis, Rudge, Scott, Raleigh JAP engines, Sturmey Archer and Burman gear boxes, Amac, Amal, Binks and Villiers carburetters

Richard Bailey



Sunbeam Club News

together with general chapters on brakes, timing and decarbonising amongst others and also comprehensive timing charts.

Being lucky enough to already have the original partwork, which was published by Newnes in one volume, I have found it a mine of useful tips, data and good practical advice. I first had call to use it when presented with a 1928 cammy Velocette to sort out for Julie, as it has more detailed instruction than found in Velocette's own handbook; it has helped a great deal in my Velo education. The chapters are well illustrated with line drawings and photographs with some excellent shots of the correct application of the hammer and the angle of the trilby hat! The first chapter has some very sound advice on "vetting" a motor-cycle for the purpose of general overhaul and the prospective purchaser of a second-hand or many handed machine, reviewing this book has reminded me to make this chapter essential reading before engaging in one of my favourite occupations.

For me it is on the list because although we have a copy it will be great to have one I will have no qualms about using in the workshop.

Republished as a quality hardback book with 204 pages, Priced at £25.00 plus £3.52 UK postage, it's available from Steve Brown, 01684 567231 or www.classicmotorcyclemanuals.com ISBN Number 978-1-908890-06-1, published April 2013.

Unusual Motorcycles by François-Marie Dumas

John Hodson

Introduced on the front cover as "A collection of curious concepts, prototypes and race bikes" the book certainly lives up to this description. Chapters cover: - Unusual Motorcycles, Novel Concepts, Unconventional Engines, Racing Motorcycles, Motorcycles and Sidecars and Scooters. The book covers unusual motorcycles up to 1973 but this review mainly concentrates on machines produced before 1940.

The chapter on Unusual Motorcycles includes Félix Millet's 1895-1897 bike with five cylinder radial 1,924cc engine and front and rear swinging arm suspension. Also mentioned are, among others, Louis Clément's two cylinder V-engine bike of 1919, the 1921-1926 Krieger-Gnädig the first shaft driven German motorcycle and the 1921-1925 sheet steel body Megola said to combine the advantages of car and motorcycle and capable of 90mph from its front wheel mounted five cylinder engine.

Novel Concepts covered include wooden motorcycles, some working machines and others replicas and mock-ups. The 1935 Rex-OEC two-wheel drive motorcycle is included here; another two wheel drive machine is the Merlin Gerin-Debuit of 1947 designed as the ideal military motorcycle. Three seater bikes are also included. Sheet steel motorcycles mentioned include the Roleo 1925-1932, Escol 1925-1938 and New Motorcycle 1926-1929. No mention is made of British pressed steel motorcycles. This chapter continues with sections devoted to motorcycles with skis, studded tyres and caterpillar tracks and concludes with mention of electric motorcycles and the Belgian Souplex mini-bike.

A range of Unconventional Engines is described in the next chapter. Starting with the Peugeot 500 with DOHC and eight valves the chapter continues with Établissements Ballot's engine and gearbox combined in a single block and mounted in a Labor. Engines with various piston arrangements including stepped and two in one cylinder opposed are covered together with Küchen's engines, double flat twins and two-stroke double piston engines.

In the next chapter Racing Motorcycles are covered starting with the Peugeot twin cylinder motorcycles of the early 1920's with double or single overhead camshafts. Other novel engines are considered before the chapter moves on to consider Allegro 1925-1930 hill climbing and racing motorcycles which were often powered by Villiers engines. The FN

twin with two SOHC 1937, DKW four piston two cylinder 1949, BSA MC1 250cc 1954 and Norton Mini-Manx motorcycles are also mentioned.

Some Motorcycles and Sidecars are reviewed next, starting with an excellent Meccano model produced in 1928. Turning to life size bikes, a novel Seal 1924 outfit with "No driver, no saddle, no handlebars" is described, the steering wheel and the other controls being inside the sidecar. An alternative to the sidecar is the Side-Motor where the balance of the outfit is restored by moving the engine to the side. The Swiss Motorsport Side-Motor of 1923-1925 is described in detail. The Leon Bollée tricycle well known from early motorcycling days is mentioned and later three wheelers with passengers or goods placed at the front, such as the Tri-Moto-Berts and Tri-Monet are covered, before the chapter closes with reference to articulated sidecars.

In the final chapter on Scooters the first true scooter is identified as the British Unibus of 1920. The American Salisbury Aero of 1938, the first scooter with automatic transmission, is described together with the Salisbury Type 85 and many scooters of later date.

The book is well produced with good illustrations, is well written, packed with information on some of the more bizarre aspects of motorcycling and of good quality. It is easy to read. It would have been even better if more examples of British innovation had been included. Published by Haynes Publishing the book is available for £25 RRP, ISBN 978085733615.

Coventry Eagle and the Nazis

John Hodson

On a recent trip to The Netherlands I decided to try and find out anything I could about the pre World War Two Coventry Eagle agency in The Hague. Needless to say I drew a blank in The Hague. However, a search of the Internet was more fruitful.

Soon after their marriage in 1925, Les and June Ravenhall left Coventry for The Netherlands to set up a business importing Coventry Eagle motor cycles. They established themselves at 447 Obrechtstr, The Hague. All seem to go well until their house and business were expropriated after the Nazis invaded the Netherlands and the Dutch armed forces surrendered in May 1940. As an enemy alien Les was sent to a prison camp in Poland and I don't know if he survived the war.

However, there is a more poignant aspect to this story. Following Les's imprisonment June relocated to Hilversum. At the request of the Dutch resistance movement, and despite putting herself in considerable danger, she sheltered a young Jewish man in her home. In 2007, 23 years after her death, June was awarded the honour of Righteous Amongst Nations at the Israeli Embassy in London.



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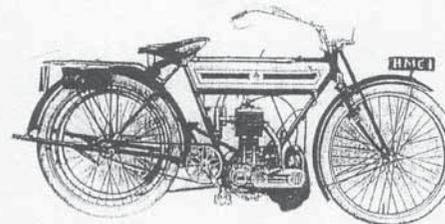
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So when all was done the Matchless again entered Banbury as an outfit and again climbed Sunrising two up and gained the Sidecar concours award. It was indeed a lovely machine, nickel engine plates, green grey paintwork with gold and dark green lines on frame, mudguards and sidecar, with that glorious Matchless Motors tank emblem on the tank which had to be hand painted by Wall of Coventry. (I took photos of the badge and supplied copy to VMCC to help complete their transfer scheme). During this time since I now had three going veterans the others were regularly lent out to friends, particularly for the Pioneer. The Matchless regrettably had to be sold at divorce time and went to Bryan Organ, the artist who once famously did a portrait of Princess Margaret. This necessary sale I do regret, where are you now S4012?

In 1973 I had an invitation to take the 1914 Matchless with my son Martin in the sidecar on a Drive into Europe to recognise the inclusion of the UK into the Common Market. Some 30 or so veteran and vintage motor cycles, cars and commercial vehicles left Horse Guards Parade down to Dover and once across the Channel we motored on to Brussels. This journey lasted two or three days and included various receptions en route as well as in Brussels. On the return trip we had a last minute invitation to visit a museum where a fully laid out spread was available, including sucking pig and lots of other exotic foods. The brandy soaked crepes were particularly popular to riders, drivers and the police outriders! This was before drinking and driving was frowned upon.

Between the times of obtaining this Matchless and the sale of same I started to get the collectors bug and had to build a further garage in the garden. In there, there was a vintage Ariel Colt and a Velocette Valiant, both in pieces, two scrambles Matchless 500cc's and a G3C trials Matchless (more of that later). Also a Velocette MAC for trials riding, a complete and working Triumph H and a restored 1934 KSS Velo which I rode up to Isle of Man on two occasions and there was a Triumph 21 which I didn't like.

Also in this period I was encouraged by Eric Thompson to have a go at vintage trials with varied success. First Tony Briggs and I shared a Rudge Special but this was a bit unwieldy and had the unfortunate habit of having regular carburetter fires since the ML Maglita sparked each revolution and the 'spare' spark would ignite through the carburetter, and on one occasion it was laid down and the flames smothered with autumn leaves. One kind competitor fashioned a small cross from branches and wrote RIP on a spare observer's card.

I tried grass track racing on a KSS Velo, which I very much enjoyed on dry grass, but when it turned wet and muddy my antics in trying to keep the bike in the desired direction and me on board caused extreme mirth to organiser Chips Sibley, and I can still see him doubled up with uncontrollable laughter.

Then again Eric suggested we should take up motor cycle football and get a team together on vintage bikes. This was enormous fun and with a five aside team using a standard size 5 football (not as motoball). This game was very popular in the 1930's and the final was played at Wembley. We played other clubs on trials bikes, such as Berkhamstead and Southampton & District. These games were played at Iver, Bucks and Southampton, as well as fetes where we asked the organisers to pay the ACU permit and insurance fees and the games provided a huge interest to the spectators. I became the player manager and made the fixtures. At Beaulieu one year Morecombe and Wise blew the whistle to start the game and then ran for their lives with the occasional and famous hop step of theirs.

All went well until one of us broke his leg in one match against Southampton and after that I had considerable difficulty in finding a team and so these exciting games ceased. We never won a match against these lighter and more agile bikes and riders but their regular wheelies at each goal scored were enjoyed by the crowd.

At this time Eric Thompson was VMCC Club Secretary and Membership Secretary and worked very long hours from his upstairs bedroom office filled with piles of papers. When he went on holiday for a week I would call each day, open the post and deal with the routine papers, leaving any difficult matters for his return. It is amazing to think how the VMCC have so enlarged and understandably now have to rely on paid staff and large premises.

Going back to the veteran scene, I purchased a 1903 Rex 400cc with coil ignition and surface carburetter in pieces and went to Camborne, Cornwall, to collect it after work on a Friday. After restoration I went to start it with Jenny standing by with fire extinguisher but it started immediately and never gave any problems with its special high volatility fuel. This machine gave a lot of fun in managing the extra complications of surface carburetion in addition to the other veteran variables, as well as the necessary high vaulting skills to mount and dismount.

The 1912 Bradbury 550cc was probably the machine that was used for most years and in sidecar form. It had to work very hard, two up with a fairly heavy saloon sidecar. The bike was bought from Pratts at Greenwich and the sidecar was picked up from a local farm. Both were originally in very shabby and unusable condition.

The 1913 Rex V twin 896cc was the next veteran and was bought from Verralls and previously restored by Des Orman. This had the Rex engine to which a starter motor was added and hidden away since it was inadvisable to handle start this big twin with my later diagnosed heart problem. Both the Bradbury and this Rex were used extensively in the Pioneer Run, the Horsepower Run and Anglo Dutch trials.

I currently have two veterans, the 1912 550cc Alldays & Onions with Wall two-speed gear and hand start. This machine has a useful band brake on the rear hub. It was bought from Alan Fisher and the other veteran is the 1913 350cc AJS with three-speed gear, hand

clutch and all chain drive and this was bought from Marjorie Ayers after Tiny died.

Both of these two veterans are very nice usable bikes and I hope I shall be able to ride them for a few years yet, as well as achieving 50 Pioneers if possible; I have done 45 to date.

So what other machines have been in the stable? 1928 Model 8 Sunbeam 350cc OHV sold regrettably to see if a Morgan would give us two-person transport after Jenny had to give up riding pillion. The 1927 side valve tricar did not impress Jenny or I due to lack of grunt, but then later Chris Booth realised it would have had the wrong cam in it as the engine came from a cement mixer! This was sold after using it for one year's events.

On the classic motorcycle front, I bought a 1951 Norton Dominator 88 in pieces, gradually sorted out after troubles with carburettor and gearbox faults, but despite the marvellous road holding decided I didn't like vertical twin characteristics. I have had various classic Matchless's, the 1951 was bought from Ted Langridge and put back to standard, nice bike and more recently I was reunited with my old 1960 G3C trials Matchless when the present owner brought it to the Conyboro Run. I bought it from Comerfords for £35 in modified trials form and put it back to standard later. Jenny and I took it to the Isle of Man in 1978 and later it was sold for £1000 and it's worth a lot more nowadays. I also used this machine for local trials and green lanes.

I have left my old faithful 1928 KSS Velocette 350cc OHC to last. I've had that machine for 29 years, it's done approx. 24 Welsh Weeks, usually two up and various other runs in Scotland and all over the country and of course it ran from John O'Groats to Lands End in 2006 with no mechanical troubles, although it did shake a few bits loose.

It has to be my most favourite bike; my preference is for single cylinder machines, although V twins do have a nice galloping gait.

I have to say I also appreciate the company of motor cyclists and the great camaraderie of a classless society. I hope if the editors think this is worth printing it will encourage others to put pen to paper and advise of their likes and dislikes and their experiences in this world of motorcycling.

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 where you saw the advert 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*

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

Still looking for 1929 Matchless Model X engine

Julie Diplock, Kent. sunbeameditor@hotmail.co.uk or 01797 344277. 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*

An early APMC badge in good condition please.

Richard Mummery 01227 751751 or sheila.mummery@sky.com 10/13

Blackburne ohv engine parts 1925-1927 CJ, CK, especially horizontal magneto chaincase inner & outer with Blackburne script. Have swaps. Any Blackburne or Rex Acme items are of interest. 1920's rolling chassis or frame/forks to take Blackburne engine ;Zenith, O.E.C., Chater Lea. *Brian Thorby 01356 622468 brithorby40@gmail.com 12/13*

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*

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

Clyde veteran 1902 motorcycle, virtually complete for restoration, unregistered but with Pioneer Certificate. Original Simms engine accompanies bike, but currently has a similar Simms/Clyde engine fitted, both engines with low tension magnetos and carburettors. £9500

Malcolm Atkins 01235 815678. malcolatk@aol.com Didcot. 10/13

BSA H2 500cc. 1921 combination with contemporary BSA chair, stored and SORN for several years, older restoration, upgraded to 21" wheels and drum brakes, has original parts to return bike to 1921 specification including beaded edge wheels, plus spare cylinder, gearbox and other parts. £6750

Malcolm Atkins 01235 815678. malcolatk@aol.com Didcot. 10/13

Blackburne 1930 FEB 550cc side valve engine parts. Cylinder/Valves, very good except ex stub needs repair. C.I.Piston/G.Pin/rings excellent in bore. Drive-side crankcase. 1928/1929 Blackburne skew-gear timing cover (shield shape).

Brian Thorby 01356 622468 brithorby40@gmail.com 12/13

Warning to Advertisers

John Hodson

There have been a number of examples recently of individuals attempting to perpetrate a scam on persons advertising for spare parts or machines. As far as I am aware this has not happened for items advertised in the Sunbeam News. The individual claims to have what is needed which will be supplied when payment is made. The claim is supported by photographs which may have been obtained from sources on the Internet including auctioneers catalogues and other web sites. Please be careful when items are offered and do not send cash until you are fully satisfied that the offer is genuine.

If you have access to the Internet, and a potential buyer responds to something you have advertised for sale leaving a telephone number, it could be useful to search the Internet for the telephone number they have given. It might turn out that the potential buyer is a dealer and not who he or she says they are. Not that I am suggesting that you do not sell to dealers but you might wish reconsider if the enquirer turns out to be a dealer when he/she has said they are not.

Sunbeam MCC Club Stand Calendar 2014

John Buckingham



The Club will be organising Club stands at many events in 2014. We need Club eligible machines to display and also volunteers to help man the stand. If you can help in any way this is a great opportunity to get free admission to events around the country. Contact John Buckingham on 01903 536244 or John.b60@ntlworld.com if you would like to get involved at any of the following:

- South of England Show Sunday 30th March, South of England Showground, Ardingly, West Sussex.
- Banbury Run Sunday 8th June, Heritage Motor Centre, Gaydon, Warks.

- Romney Marsh Classic Show Sunday 29th June, Hamstreet, Kent. (Contact Julie Diplock, see inside front cover)
- West Kent International 3rd August, The Friars, Aylesford, Kent.
- Shoreham Air Show 30th and 31st August.
- Kop Hill Climb 20th and 21st September, Princes Risborough.
- South of England Show Sunday 12th October, South of England Showground, Ardingly.

Obscure Makes: The Star Motor Cycle

John Hodson

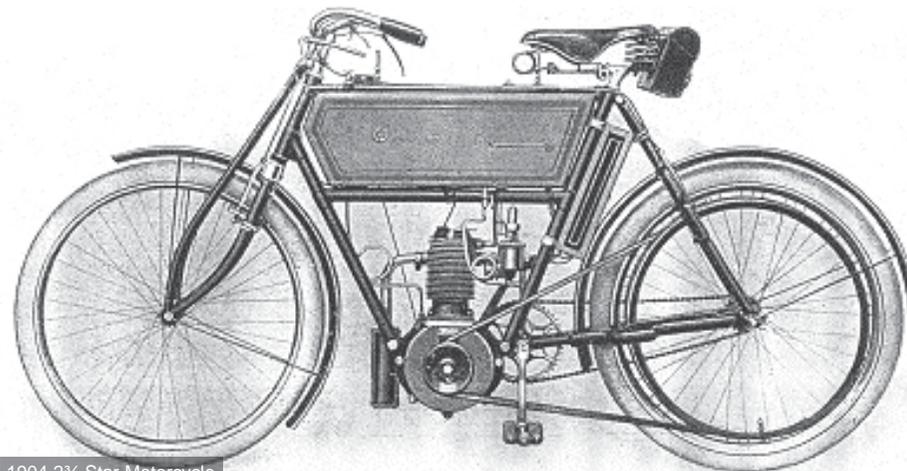
In 1876 Edward Lisle and Edwin Sharratt founded Sharratt and Lisle, in order to manufacture bicycles, their factory was known as the Star Cycle Works. By 1879 Sharratt had left the company and in 1883 Edward Lisle founded the Star Cycle Company, but continued to sell his machines under the Sharratt & Lisle name. In 1896 he started the Star Cycle Company Limited and produced large numbers of cycles and cycle components at his factory in Stewart Street, Wolverhampton.

Star produced their first motorised cycle in 1899 in the form of the Star motor tricycle, which was based on the popular De Dion tricycle. The first Star motor cycle was a 2hp import from France, known as the Griffon it sold for £42. In 1903 Star started to produce the Griffon at their works in Wolverhampton and shortly after they launched a 3 hp. model with two 4 volt accumulators and trembler-coil ignition. This bike was also available for £42 but for an extra £6 a Bowden free engine clutch model was available. These machines had some success in trials and competitions, the best performance being in the Dublin Reliability Trial, held in September, 1903.

In 1904 Star exhibited three models at the Stanley Cycle Show in London. The first, the Star Tricar was fitted with a 4 hp water-cooled engine of their own make, a Longuemare carburetter, two Castle 4 volt accumulators, an EIC trembler coil and a 2 gallon petrol tank. It had a Brampton chain drive, Bowden band brake at the front, pedal-operated rear brake, 2½ inch Dunlop tyres and a 2-speed and free engine rear hub gear. The price was £68-5s.

The second model was a motor cycle with a 4 hp water-cooled Star engine, Longuemare Model 'H' carburetter, two Castle 4 volt accumulators, an EIC trembler coil, 2 gallon petrol tank, Lycett's belt drive, Crabbe front rim brake, rear Bowden brake, Bowden exhaust valve lift and 2 inch Dunlop tyres. This motor cycle sold for £48-6s.

The third model, another motor cycle, was powered by a 2¾ hp air-cooled Zedel (ZL) engine.

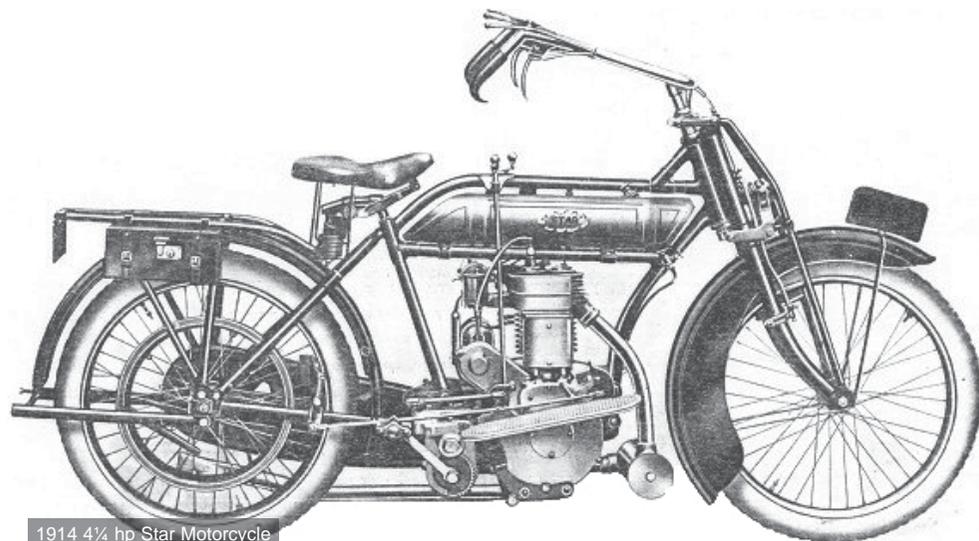


1904 2½ Star Motorcycle

In 1904 two models were available; they were identical, except for the engine. The first was fitted with a vertically mounted 2½ hp ZL engine, and the second with a vertically mounted 3 hp ZL engine. These two bikes were equipped with battery and coil ignition, 26inch or

28 inch wheels, Longuemare carburetter, pedal gear with Brampton's chain, rim front brake and band rear brake, Dunlop tyres 2inch of 26inch or 28inch diameter, leather V belt drive, leather saddle and leather tool bag. The 3 hp model sold for £46, and the 2½ hp model sold for £42. The machines were available with a Bowden free engine clutch, for an extra £6. In 1904 Star launched 2¾ hp and 3½ hp models selling at £36-15s and £43-1s respectively. Two Star wicker trailers and a Tradesman's carrier were also available in 1904.

Production of Star bicycles and motor cycles ceased in 1905, in common with other bicycle manufacturers Star was facing stiff competition for German and American imports.



1914 4¼ hp Star Motorcycle

Motor cycles had become a popular form of transport by 1912 and in this year Star returned to motor cycle production. A new 4¼ hp star motor cycle was displayed at the 1912 motor cycle show.

Two models were included in the 1914 Star catalogue, a 4¼ hp machine and a 6hp V twin machine. The 4¼ hp machine sold for £68-5s and the 6 hp machine sold for £78-15s.

The less powerful model had a 600cc engine, three speed countershaft gearbox, leather to metal clutch, Renold chain drive, kick start, Amac or Senspray carburetter, Best and Lloyd sight drip lubrication, Bosch magneto, tank holding 2 gallons of petrol and 2 quarts of oil, adjustable spring forks, 26 inch by 2½ inch tyres, internally expanding rear brake and rim front brake, leather saddle and a leather pannier tool bag containing a full set of tools. Finish was in black enamel applied by a special "Star" process.

The specification for the 6hp machine was almost identical to that of the 4¼ hp model except that the more powerful bike was fitted with a JAP V twin engine.

Two Star sidecars were available in 1914, Model 1 sold for £15-15s whilst Model 2 was priced at £14-14s.

After the outbreak of World War One, in 1914, output from the Star Cycle Company was devoted entirely to the war effort. Motorcycle production came to an end never to start again.

From the FBHVC News

LEGISLATION from the FBHVC News Issue 5, 2013

David Hurley and Bob Owen

Driving Licences and the Driving Test

The consultation on further European changes to driving licences and driving test requirements (EU Directive 2012/36/EU) ran for only six weeks from 15 July to 26 August. In brief the main areas covered were as follows:

Specification of motorcycles used for driving tests

1) Some minor flexibility is offered on the engine size of motorcycles specified for use when drivers take a test, allowing a tolerance of 5cc below the minimum specified engine size. This change is a legal nicety since the UK has actually allowed this tolerance ever since the 2003 Directive came into force (following feedback from motorcycle interest groups).

2) The minimum engine power requirement for medium motorcycles is reduced. This change actually widens the choice of vehicle that riders can use for the test from the existing power ratings of 25kW to 35kW to a wider band of 20kW to 35kW.

3) The minimum engine power requirement for large motor cycles is raised from 40kW to 50kW. (Not effective until 31/12/2018.)

4) A minimum mass weight requirement is introduced (180kg) for category A motorcycles. (Not effective until 31/12/2018.)

The UK was against changes 3 and 4 and voted accordingly and was only supported by the Dutch. Thus we were outvoted by the remaining majority of member states who wanted to apply this mandatory requirement with effect from July 2013. The UK has however managed to obtain an amendment delaying implementation until 2018.

Driving three-wheeled vehicles on a car licence

At last, the UK has accepted that the EU classification that all three-wheelers are motorcycles is totally unworkable in practice and principle.

We welcome the about turn of the attitude previously held by DSA and its belated offer to take up a derogation option (not mentioned in any other previously issued documents and apparently declined by them without contacting stakeholders) to allow car drivers over 21 (we do not know why this is not 17) to drive three-wheelers (with power outputs above 15kW) without going through multiple tests on two-wheeled motorcycles. We are still concerned about several aspects and inconsistencies and as a result have made a robust response. We have received several letters on this topic from individuals and affected member clubs. I would like to thank David Daniel of the BSA Front Wheel Drive Club in this respect.

DVLA from the FBHVC News Issue 5, 2013

Nigel Harrison

Taxing MOT Exempt Vehicles

Since November 2012 vehicles manufactured before 1960 have been exempt from the compulsory MoT. A number of owners who tried to tax their vehicles on-line using the DVLA EVL (Electronic Vehicle Licensing) system, have found that the system was still requiring an MoT for an MoT exempt vehicle.

The DVLA explanation for this is as follows: 'If the vehicle has a valid MOT at the time of application which expires before the tax disc is due to start the application will fail', i.e. an MOT is required by the system. 'Once the MoTs have expired the system will no longer make an MoT check and EVL can be used successfully. Basically this is a one-off problem which will not affect the future use of ELV.'

The practical way to get your pre-1960 vehicle taxed is to make the application at a 

Post Office that does motor tax. To avoid any potential difficulties it is suggested that prior to your visit to the Post Office you should have completed either a V112 form (for most types of vehicle including cars and motor cycles), using exemption O, or a V112G form (for goods vehicles over 3500kg GVW and Public Service Vehicles), typically using exemption 30 or 19. The V112 and V112G forms can be downloaded from the gov.uk website, or obtained from DVLA local offices, whilst they are still open. Unfortunately the Post Office appear not to stock these forms.

Some Post Offices might not insist on seeing the exemption form, but some will want to see this form and then it will be handed back to you.

MoT Text on V11 Tax Disc Renewal Reminder

On the V11 form, there is standard text which says, 'This vehicle needs an appropriate MoT test certificate'. In the case of an MoT exempt vehicle this is an incorrect statement by DVLA. The Federation has asked for this text to be removed from the V11 form for pre-1960 vehicles, but the response has been: 'As the number of vehicles concerned is relatively small the costs incurred for system changes would not be approved so this [change] is not planned.' So the misleading MoT requirement text will remain on the V11 for pre-1960 vehicles.

Incorrectly dated vehicles

There are a number of vehicles where the DVLA record was taken on in the 1970s and the record is derived from just the old style RF60/VE60 logbook. This logbook did not record the year of manufacture, and DVLA have derived the year of manufacture from the year of first registration.

For most vehicles this 'work-around' works. However there will be a minority of vehicles, such as decommissioned military vehicles, or used imported vehicles, which were first registered with the predecessors of DVLA and DVLC in the 1960s and early 1970s, where this does not work accurately. This can lead to a pre-1960 vehicle having a later year of manufacture recorded by DVLA.

The existing procedures are that if an existing registered vehicle has an incorrect year of manufacture recorded by DVLA, then an extract from either the manufacturers/factory records, or the appropriate Glass's Check Book is required before DVLA will consider correcting the year of manufacture.

There will be certain makes/models of vehicle where this information does not exist, and alternative forms of contemporary evidence can be considered by DVLA. For example this could be a military 'Date in Service' record which indicates the chassis number, or a dated auction sheet which includes the year of manufacture and chassis number. There will be other contemporary documents. A focused covering letter should be sent explaining why this contemporary evidence is being used, and how it relates to the physical vehicle. However, a dating letter without supporting contemporary dating evidence won't be acceptable to DVLA.

FUEL NEWS from the FBHVC News Issue 5, 2013

Bio-fuels

In May this year the Federation wrote to Norman Baker MP, the Parliamentary Under Secretary at the Department of Transport with responsibility for bio-fuels, to seek assurances that 'protection grade' fuel would continue to be available after the current agreement runs out at the end of 2013.

The letter pointed out that there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of the member clubs represented by the FBHVC have expressed concerns over these adverse side effects. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as

would be present in the proposed E10 fuel.

The 'Consultation on a proposed amendment to the Motor Fuel Composition and Content Regulations 1999' has now been published to address this and an extract is published below.

'The 1999 Regulations (as amended) require that the ethanol content of super unleaded petrol sold at a filling station before 1 January 2014 must be no more than 5% by volume, if in the calendar year prior to which it is sold, the total amount of petrol and diesel fuel sold at that filling station was not less than 3 million litres. The Government is proposing to make changes to the legislation that extend the current requirement until 1 January 2017. [...]

As explained in the 2010 consultation, the 2013 expiry date would be subject to review and potential extension. Projections at the time suggested that the ethanol content of petrol would not exceed 5% until 2015 at the earliest. However, in March 2013 a revised standard for petrol (EN 228) was approved by the British Standard Institute which increased the ethanol blend limit from 5% to 10%. This means that UK fuel suppliers can now start to supply blends with up to 10% ethanol (known as E10) should they choose so. E10 has already been introduced in some Member States, including France, Finland and Germany (E10 sales represent around 25-50% of total petrol supply).

The vast majority of UK petrol fleet is compatible with E10. Recent estimates by the Society of Vehicle Manufacturers and Traders (SMMT) based on 2012 data show 88% of petrol cars to be E10 compatible. The remaining 12%, 2.5 million cars, were classified non-compatible (of which 1.6 million are known to be non-compatible and 900,000 of unknown compatibility).

Following informal discussions with fuel suppliers we understand that for the time being there are no plans to introduce E10 on a large scale in the immediate future. Therefore unleaded E5 is expected to remain widely available.

However, the roll out of E10 is a commercial decision and it may be possible that in certain areas E10 will replace the premium E5 grade. The proposed measure of extending the current legal requirement for a protection grade beyond 2013 would mitigate the risk of limited availability of an E5 grade in the eventuality E10 is introduced while there are still a significant number of non-compatible vehicles in circulation.

The proposed amendment aims at extending the current requirement for further 3 years, expiring in January 2017. DfT estimates show that by 2016 the number of non-compatible vehicles used as main mean of transport will decline to 780,000. In considering the suitable period of time for the extension we have taken into account of the free circulation provision contained in the Fuel Quality Directive (2009/30/EC).'

An impact assessment which covers the costs of adapting, if possible, both diesel and petrol vehicles to run on E10 petrol accompanies the consultation. At the time of writing it has not been possible to examine the government's figures to see if these costs are realistic for historic vehicles.

The Federation has received comments from clubs about fighting the introduction of ethanol in fuel. We are very sympathetic to anyone who has had problems even with E5 petrol but we have to recognise that this is a battle we cannot win and our only defence against bio-fuel is to offer means of coping with it. In 2011 the annual conference covered the subject in great detail and our research into anti-corrosion additives also offers an antidote to the corrosion element of the problematic 'three Cs': corrosion, combustion and compatibility. The website carries a great deal of information about bio-fuels www.fbhvc.co.uk/legislation-and-fuels/fuel-information.

Scott Redding Pinhard Prize Winner 2008

Ian McGill

Readers may well be interested to know what our Pinhard Prize winners get up to after their winning year.

At the time Scott was riding with the GP125cc Blusens team, riding an Aprilia, then quickly rose through the ranks to ride Moto3 and on to Moto2 with the VDS team. Having great success he won the 2013 round at Silverstone and was leading the Moto2 Championship when unfortunately he had a fall when practicing at Philip Island, Australia.

This resulted in him having a plate and six screws inserted in a fractured left wrist, so was not able to ride in that round. This race was won by Pol Espargaro who now leads Redding by 16 points in the overall standings.

The next round was at Montegi, Japan, and Scott was determined to ride, provided he passed the required fitness check. This done he made a good start managing to avoid Alex Marinelarena's first lap crash at the exit of turn two only to run into the bike of Esteve Rabat who had also crashed. The crash caused the race to be red flagged, with all three taken to the medical centre, but Scott hopes to ride at the season ending race at Valencia on November 10th.

In 2014 Scott will move up to MotoGP, riding for the Gresini Honda team with which he has a two year contract.

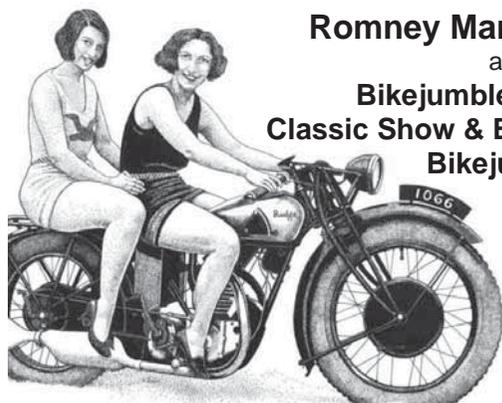
We wish him well.

South of England RealClassic Show Sunday 30th March

South of England Showground, Ardingly, West Sussex RH17 6TL

Ashford Classic Motorcycle Show: Easter Mon 21st April

Ashford Market, Orbital Park, Ashford, Kent TN24 0HB. 1 mile South M20 J10



Romney Marsh Classic Events

at Hamstreet, Nr Ashford, Kent TN26 2JD

Bikejumble: 10 am Sunday 25th May

Classic Show & Bikejumble: 10am Sun 29th June

Bikejumble: 10am Sunday 21st Sept

South of England Classic SuperBike Show 10am Sunday 27th July

South of England Showground,
Ardingly, West Sussex RH17 6TL

South of England RealClassic Show Sunday 12th 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

Interesting Machines Spotted on The Isle of Man 2013

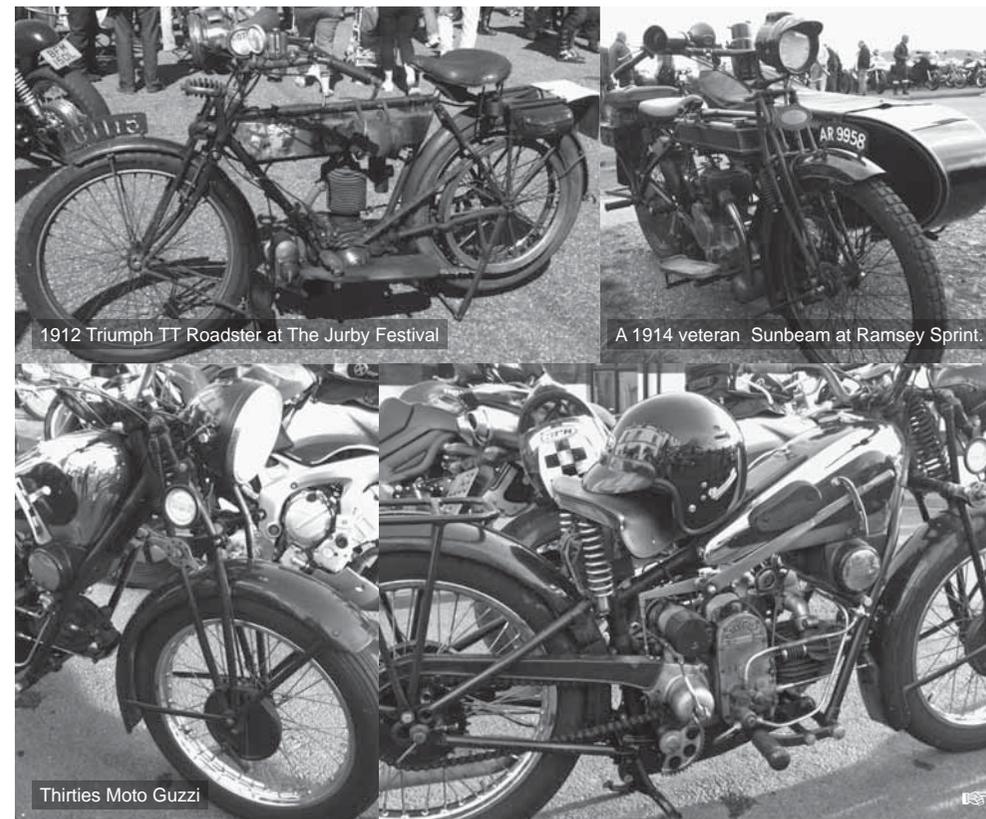
Julie Diplock

Our annual trip to the Isle of Man saw some changes this year with the introduction of The Classic TT, which has split out the classic racing from the Manx Grand Prix, and added an extra race-day on the Saturday. The extra day of racing was very welcome, and obviously the Isle of Man authorities need to attract more visitors if motorcycle sport is to survive and prosper on the island.

Meanwhile, I am always surprised at the sheer number of fantastic machines of all shapes and sizes to be seen on the island, both resident and visiting. A trip to Tony East's museum at Kirk Michael saw some of these machines in captivity, while whenever you stop you are soon in conversation with an enthusiast. The festival of motorcycling at Jurby attracted a huge number of visitors, with parade laps on the former airfield including the likes of Agostini, Phil Read, Ivan Rhodes and Sammy Miller on some exotic machinery.

We ran into club member Colin Hedges at the Ramsey Sprint. He brought his 1964 Matchless over to compete in the Manx Classic Two Day trial, which is held the weekend following the Manx GP. Finding the various locations to spectate from is a great way of honing up one's off-road skills whilst exploring the island and there's always a great show of pre-65 classic in action.

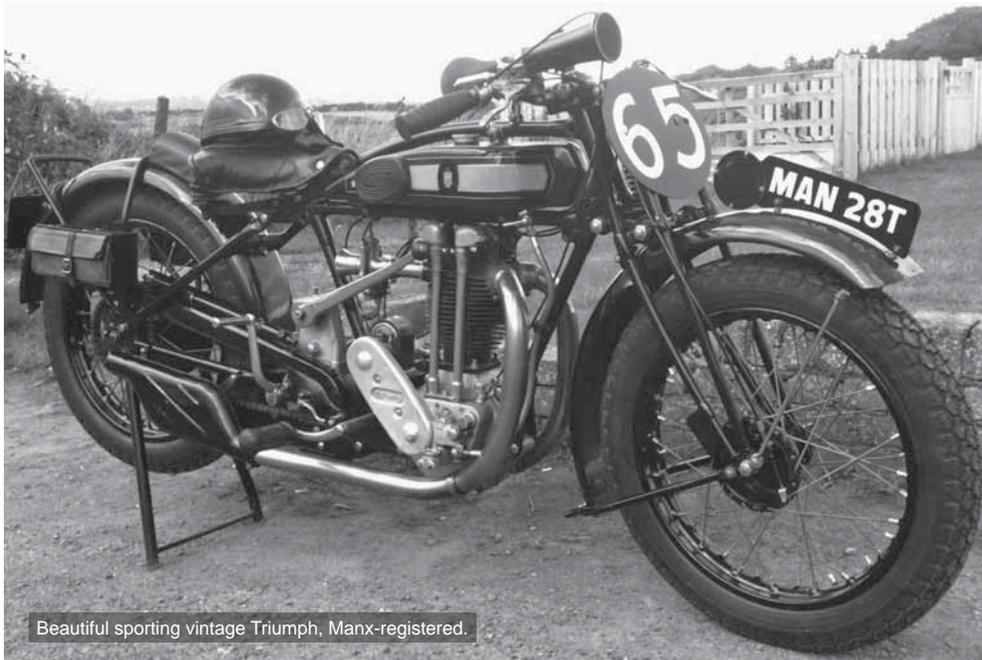
If you've never been to the Island it's well worth a trip and is certainly the highlight of our motorcycling year, just don't forget to pack your waterproofs! Here's a selection of photos of older machines spotted on the Island.



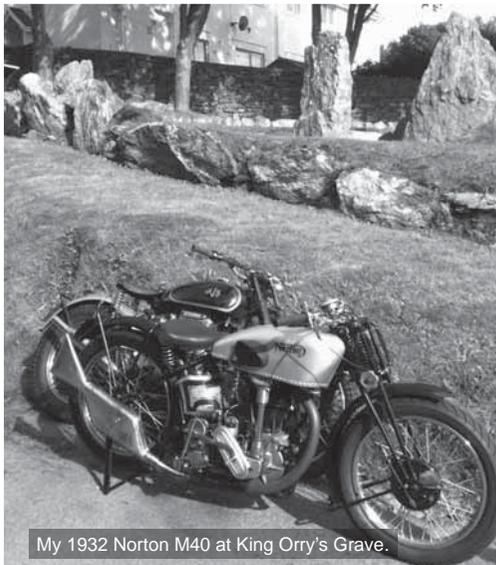
1912 Triumph TT Roadster at The Jurby Festival

A 1914 veteran Sunbeam at Ramsey Sprint.

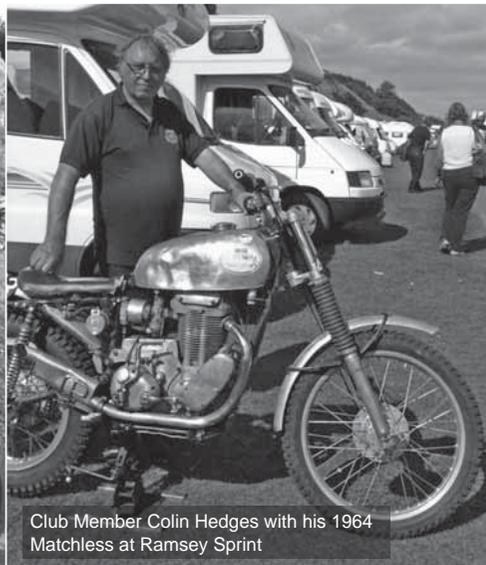
Thirties Moto Guzzi



Beautiful sporting vintage Triumph, Manx-registered.



My 1932 Norton M40 at King Orry's Grave.



Club Member Colin Hedges with his 1964 Matchless at Ramsey Sprint

The Pre '65 Trials Saga

Peter Donaldson

(This article is written as a reply to the letter by Peter Higgs in the Sunbeam Club News of the April - May 2013 and headed Classic Trials Motorcycles).

In his long, well written and thought out letter, Peter, on the subject of Classic Trials 'bikes, lays out broadly the problem of the modernisation of the species and the reasons why and asks what can be done about it. He is right that the majority of the machinery that is now ridden and purports to be of the Classic era is anything but a true representative of the 'bikes one bought in that period in anything but looks. I would add that even in some cases looks these days are being transgressed.

It is difficult to discuss a letter, as I am doing here, when in essence I agree with all said! However, I will answer questions posed, although Peter has supplied answers to much of what he has written.

Let me just say at this point that I have been riding in Sporting Trials for over 50 years, probably ridden in a couple of thousand events and over half of those on Classic machines. I have lived through the sixties riding machines and changed from pre to post '65 machines, foreign twin shock and had a succession of three Bultaco's. Then on to mono shock Betas, Yamahas, Gas Gas and Honda machines. In the period I was without my own Classic Machine I was extensively loaned Classic 'bikes to ride. I did own my own 1957 350cc Matchless for well over 10 years, keeping it for certain annual events. That 'bike I sold four years ago as it required an expensive engine rebuild, and realised that having spent several hundred pounds I would still have a cumbersome, heavy machine with insufficient ground clearance and engine characteristics that were not agile enough for the courses being served up these days. I was not prepared to spend thousands on "modernising" the 'bike. Have also been serving on Trials Committees for many years and have championed the cause of true Classic Machinery along with another Club Member, Dennis Fleet.

So, you ask Peter, what can we do about it? I have discussed this with folk involved in the Pre 65 class before 'putting pen to paper and the answer is "Nothing". "That is a copout" I can hear you say. No, I am sorry but it isn't, It is all too late, should have been tackled 25 years ago at least, all said. There is no desire to change what is happening amongst the bulk of the riders. It is a competitive Sport and anything that makes my machine more competitive is what goes, say they. Also said is that they are doing nothing that the Pre'65 British Motorcycle Industry wouldn't have done in the intervening years had they still been in business. Probably true but I know that is not what it is all about; it is about riding the machinery as it was made for sale pre '65. So now we have the older machines fitted with softer more responsive damping, drum brakes that are more efficient and much lighter, lighter frames fitted, tyres that have thinner walls and grip better, higher ground clearance, extensive use of lightweight petrol tanks, smaller capacity and lighter oil tanks, changed bore and stroke, lighter flywheels, clutch plates that are capable of standing greater abuse without slip and running in lighter oil, changed gearbox ratios, electronic ignition, better Carburation - I could go on and on. Much of the machinery from the Pre 65 period would cost a fortune to be returned to the specification as sold. Note the use of as sold, used thrice above. The cover of the July 1962 edition of The Sunbeam Club News shows Sunbeam Club Member, Sammy Miller, the top Ariel works rider of the day, lifting with ease his competitive 500cc Ariel. Have you ever ridden a 500cc Ariel of the era as sold? I have, they are well built, brilliantly fairly low revving powerful pulling motor but drop it and you almost required a winch to lift it upright again, and yet the bike Sammy was riding then he could carry! If you read the tales of what other works riders of the era were doing, Gordon Jackson with an AJS engine more akin to the Matchless Scrambler

motor of the time and made of light weight metals and not the soft heavy motor as sold. What of the works riders whose first task on getting their new works machines was to change the front fork rake and increase ground clearance? etc, etc. So what you complain of Peter was happening back in the Classic times, all to do with improving the competitive ability of the machine.

Peter, you mention the Sunbeam Club's expertise with the dating committee for Veteran machines and its success. But, there is a world of difference between the uses that the Veteran machines are put to. They are machines that the owners as a whole wish to have original and to ride them on the road. There is no competitive element and the rider gets a kick from riding their "past it's sell by date machine" successfully with all its inherent difficulties. I ride Vintage machines from the 1920's and my kick is that this was era my Dad started riding and rode long distances, Southern England to Scotland regularly as a true Scotsman working down South, I want to experience what it was like for him. The Sunbeam Club run the Dating Committee to ensure the machines that ride in the Pioneer Run are of the right era and have run it since the 1930's, in fact soon after starting the annual event. Add to that we have a large number of enthusiastic Pioneer riders to support the system.

The ACU itself no longer provides guidance on Pre 65 Trials in its annual booklet on rules for events except that machines should be fitted with drum brakes and the overall bike looks correct for the period. Therefore, the eligibility is left to events scrutinisers. Having spoken to several they generally admit that if it looks acceptable for the era they accept it. A number of events such as the Scottish Pre 65 Six Day Trial specify their requirements but are not truly able to police it properly as competitors have most alterations hidden. The riders are competing and want to get one up on the other competitors.

How did this pre 65 Class start and how was it allowed to be open to such abuse? In the South Eastern Centre a number of riders asked the Centre Management Board to allow Pre 65 Trials 'bikes to have their own class. They were unable to compete fairly against the new breed of Trials machinery which was in all honesty light years ahead in both handling and power characteristics. In the early '70s the Sunbeam Club offered to hold a meeting to gauge the interest in the Centre. Our Current Trials Secretary, Neil Sinclair, then a schoolboy and now in his mid-forties, remembers it well. The meeting was to be held at their family home and his mother set out to cater for perhaps 20 interested people. 70 turned up! We riders were used to a bit of bike modification and that did not worry us. We wanted to be able to ride again our Pre 65 'bikes in Trials competitively and the big worry was that there should be a split between under 250cc and over 250cc. So originated the pre 65 A Class and under 250cc became the B Class, the A Class rode the Novice route and the B class the harder Intermediate route. Later the release of the Army 350cc BSA B40 bikes flooded the market and could be made into a very usable Trials 'bike. So there was a rethink and the B route led to up to 250cc plus unit construction machines over 250cc. That was not thought through well as it brought the unit construction Triumph machines into the B Class and subsequently the unit construction twin pot over 250cc reverted to A class. As modern 'bikes improved further and the Intermediate Route became more specialised and difficult the B Class came to ride in the Novice Route as well as the A. Some events do have separate classes for rigid rear and girder machines but that is down to organisers. What was not even dreamed of at the time was the large cottage industry that would be built up to improve performance aided by engineering development. This made the old machines more and more competitive and expensive to keep competitive, and to kill ANY SEMBLANCE OF PREFORMANCE with the Pre 65 machine as bought new originally. (There are as well of course the look alike new builds).

What to do to cater for the true unmodified Pre 65 machines? Well if they are to survive it is really down to owners to keep them in such trim and use, in small local club events. Keeping a register is not going to weed out internal engineering improvements and I see no desire by the Pre 65 movement to wish it. They want the best competitive edge they can get.

Off the Saddle

Peter Donaldson

This is the last Club News of the year, it is my pleasure to wish all our readers a pleasant Festive Season and a rewarding New Year. It is also the time for renewals of annual subscriptions and enclosed with this News is a renewal slip and I personally would appreciate a fairly swift response.

We are at this point, with just one more round of the Star Group Trials Championship, bottom of the list. Just the one rider is listed in a podium position for his Class, Paul Casling, thanks Paul and keep it up mate.

For 2013 we applied to run six Trials and with one to go, we will have run just four of them. For 2014 we have applied and got dates to run four Trials. For all those events we would appreciate Club Members help. If you know little about Trials we will still be pleased to see you and can find a task for you needing to be done to ensure the success of the Event. Give it a thought and we will be reminding members before each event.

The other evening chatting to our very successful solo rigid rear Class exponent, Mike Holloway, he told me he just has two more rounds of the National Sammy Miller Series to complete this season. He has a comfortable lead still but is suffering from a left leg injury where he has pulled his ligament badly. This week he is off to see a consultant about it. With his current lead in the class he needs either one podium position or two medium finishes to take the Championship again. He also tells me that he is entering the Sidcup Club's Jack Thompson Trial on 1st December on his Pre 65 sidecar outfit and has recruited one of the best passengers in the Centre to hold that 3rd wheel down. We usually have a number of riders in this traditional event and this year without a suitable machine and still with a suspect shoulder I'll be observing there for the organisers.

Since my last Off the Saddle Report I have spent nearly half the time in France but have given the 1927 Sunbeam it's last outing of the year when rode it in The Constable Run. The organiser was Martin Staple, who has taken over from Ian Monk, sadly Ian is not too well. Martin did a great job and provided a good run round the minor lanes of Suffolk and even laid on reasonable weather for it. Did a nice long Trail ride starting at Dover with our associate Club Bexleyheath on the Honda, Had my entry for the Witley Long Distance Trial returned as entry list filled and that was over three weeks before entries closed. That was like the old days and disappointing, rarely do events get filled up these days and if they do certainly not as early as that.

A few weeks earlier than that I had to cry off riding in the Timber Woods Trial and observed there. At the end I helped on the special test and out of the 80 odd finishers only one rider did the test in exact time. The test was to complete a course as close to 45 seconds as possible. Several people just blasted round it and were round in 20 odd seconds. Quite a few of the modern 'bikes have stop watches fitted in their speedos, my own Honda does. My 11 year old grandson was approaching riders and asking if they knew how to set their stop watches, about half didn't so he showed them how to use them. But only one person/bike got it dead right and that was a Classic 350cc Royal Enfield Trials Bullet ridden by a Classic era rider without stop watch or wrist watch who counted the time off in his head. So much for modern technology!

My Tiger 90 which went sick on the way to the Club's Fish and Chip Run is now stripped. The engine was last in bits before I rode that machine round the coast of Britain five years ago and has been ridden quite a few times out and about since. One of the pistons has a large crack across the top. I wonder why? Nothing I can see has obviously caused it. I have two more riding events booked in my diary, for this year, both Trail rides. One in a couple of weeks at Crowborough and one early December at Biggin Hill, the latter it is rumoured, I may be leading. See you next year!

How Do You Bounce?

Rastus

I don't bounce too well these days, in fact I try more than ever to avoid it. In my teens I could fall off in the snow, pick myself up and run after the still sliding motor cycle. I was made of rubber then, but not now, just getting up after pumping up a tyre finds me groaning with the effort.

During the hard winter of 1963 I was riding to work past Denmark Hill Station in South London and approaching downhill on the main Herne Hill to Camberwell road when a copper was trying to control the traffic in the snow on a compacted surface. He was holding up the main road traffic for those in my side road to turn left or right into the main road. At 20 metres from the junction he looked at me and put his hand up - I was a learner, in the snow, travelling downhill! My brakes went on and the bike lay down and left me. I was on my back like an upturned tortoise, head to the copper and looking up into the wide eyes of the bus driver directly behind me. The bus driver could not stop either, he was locked up and we were both sliding to my imminent doom at the feet of the copper. Luckily the bus stopped before I did, I slid to a halt on the crown of the main road, got up, retrieved the bike and apologised to the copper!! It never occurred to me that he was at fault.

Don't you feel foolish when you fall off? I was too young and embarrassed to think of challenging his decision to stop me. Why was I riding a solo in the snow? Because I could and I could bounce in the days when we think we live forever, when we are 17 years old. I still ride in the snow, and have done most winters since that incident, but now, since being 60 plus I use a stabiliser. As Miranda's mother would say 'such fun', sidecars in the snow, yes I know, asymmetric monstrosities, but if you don't bounce so well they are the next best thing to solo riding.

On the Elephant Rally ten years later on my trusty MOV Velocette, and the Nurburgring covered in snow, there were three of those wartime BMW outfits all covered in zany Germans and complete with machine guns in the sidecar. Their trick? To thunder past the pits as fast as possible, rear brake on, full lock and a long series of spins. Germans flying off in every direction with the centrifugal force. Laughing their little square helmets off and climbing back on for another spin, (yes, they were wearing square helmets).

So, sidecars in winter if you want to stay riding without bouncing, there's no other thing.

Are You Reading Someone Else's Sunbeam News?

Why not join the Sunbeam Motor Cycle Club yourself? Visit our website www.sunbeam-mcc.co.uk to download entry forms. You will then enjoy all the benefits of membership such as a range of motor cycle and trials events suited to your type of motor cycle including the Pioneer® Run, a friendly and helpful membership, Club Nights, Club Regalia and an interesting Club News containing classified advertising for buying or selling those rare parts or machines. Having your own copy of the News you won't miss that rare part or bike in the For Sale small ads. Discounted insurance, breakdown cover, ferry services, tyres and lubricants are also available.

CLUB EVENTS CALENDAR 2014

<i>4th January</i> <i>Contact - Ian McGill (01293-771446)</i>	Chairman's Lunch	<i>The Shipley Bridge, Burstow</i> <i>RH6 9TE, from 12 noon</i>	<i>Closed to</i> <i>Club</i>
<i>1st March</i> <i>Contact - Ian McGill (01293-771446)</i>	Annual General Meeting	<i>Peacock Lodge, New Chapel,</i> <i>Surrey, 2 pm</i>	<i>Closed to</i> <i>Club</i>
<i>13th April</i> <i>Contact - Ian McGill (01293-771446)</i>	75th Pioneer Run®	<i>Epsom-Brighton</i>	<i>Pre 1915</i>
<i>9th-13th May</i> <i>Contact - Jenny Staple (01892-535671)</i>	Warwickshire Weekend	<i>Kings Coughton</i>	<i>Closed to</i> <i>Club Pre 1940</i>
<i>11th May</i> <i>Contact - Dave Masters (01424-211873)</i>	4th Ixion Cavalcade	<i>Bexhill on Sea</i>	<i>Pre 1940</i>
<i>25th May</i> <i>Contact - Charlie Smith (07802-468109)</i>	22th Conyboro Run	<i>Chiddingly, Sussex</i>	<i>Pre 1940</i> <i>Girder Forks</i>
<i>1st June</i> <i>Contact - Ian Young (01453-810929)</i>	20th Rose of the Shires Run	<i>Stoke Bruerne</i> <i>Northants</i>	<i>Pre 1931</i>
<i>14th - 21st June</i> <i>Contact - Colin Bentham (01761-241516)</i>	31st Welsh Week	<i>Aberystwyth</i>	<i>Closed to</i> <i>Club Pre 1940</i>
<i>13th July</i> <i>Contact - Tony Lloyd (01737-555413)</i>	28th Garden of England Run	<i>Headcorn, Kent</i>	<i>Pre 1940</i> <i>Girder Forks</i>
<i>20th July</i> <i>Contact - Neil Sinclair (07885-660939)</i>	4th Bangers and Steam	<i>Hollycombe, Hants</i>	<i>One, two, three</i> <i>or four wheels</i>
<i>10th August</i> <i>Contact - Ian McGill (01293-771446)</i>	52nd Graham Walker Run	<i>Beaulieu, Hampshire</i>	<i>Pre 1940</i> <i>Girder Forks</i>
<i>6th September</i> <i>Contact - Alec Thompson (01751-431478)</i>	6th September Challenge	<i>North Yorkshire</i>	<i>Pre 1931</i>
<i>14th September</i> <i>Contact - Marian Johnson (01255-554828)</i>	7th Constable Run	<i>Suffolk</i>	<i>Pre 1940</i>



Visit our website: www.sunbeam-mcc.co.uk
Sunbeam Motor Cycle Club
 Founded 1924

A Selection of Photographs from the Sunbeam September Challenge

Photographs from Dennis Cooney

