Sunbeam Motor Cycle CLUB NEWS

Issue 912 August - September 2021

Always Ahead!



1927 Triumph on The Rose of The Shires Run.

Picture: Phil Lewis

The Sunbeam MCC welcomes all makes of machine from these Eras:

Veteran (pre-1915), Vintage (1915-1930), Post-Vintage (1931-1939) and Sporting Trials (pre-1965 and modern bikes)

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Editorial and News

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Hello Everyone,
At last, a Club Event report appears in the magazine, which is great news. Meanwhile, I have downsized from my 1914 Triumph Model C to a 1912 Douglas 2 ¾, a bit of recommissioning required, but hopefully all complete before the Pioneer Run.

Don't forget to let John Waghorn know if the ownership of a veteran changes, and most importantly give the new keeper a club membership form if they're not already a member!
All the Best, Julie Diplock

Secretary's Scribblings

Paul Bullock

Club Stand at Bike Shows

The Club requires bikes to show on the Club stand at the next Ardingly Show and Autojumble on Sunday 31st October 2021. If you would like to show your bike on this date on the Club stand please contact the Club Secretary, telephone number on the front inside cover of the Club News.

Pioneer Run®

Eager volunteers are still required to assist with the running of our Premier Event on 3rd October 2021, if you believe you can assist in any way please contact the Club Secretary as soon as possible.

Founders Day

The Club attended the Founders Day Rally at Stanford Hall on Sunday, 18th July. Many thanks to all the members who brought bikes and allowed them to be shown on the Club stand. Events like these are very useful in attracting motor cycle riders and those interested in pre-1940 machines to the Club. We would expect to be able to welcome some new members to the club shortly. We had a total of seven bikes on the stand, five veterans and two post-vintage. All these machines attracted a great deal of attention and the members attending the stall spent all day answering questions about the Club and the machines.

Chairman's Chat

Paul Gander

I hope that many of you have found time to take your ancient wonders out for a scamper and that projects are progressing towards inaugural test flights. My tinkering time has been greatly reduced as we have embarked upon an attempt at moving house, which is proving challenging.

My 1911 Triumph – AP 1740 continues to misbehave, and I am grateful to those that contacted me with helpful suggestions. I think it has every carburettor malady that a 110-year-old machine can suffer. I am working through them.

My Grandfather Tom was a Triumph dealer and sold this Triumph new in January 1912 to John Haine of Sussex, who was a friend of his. It was used by John for business and pleasure extensively and by December 1912 he had upgraded it to a 3 speed Sturmey Archer hub. In April 1916 John was in his mid-forties and he joined up, naturally he joined the Army Service Corps: Mechanical Transport and

Deadline for October / November: 8th September 2021

Chairman's Chat Continued **Paul Gander**

used AP 1740 until February 1918 when he was invalided out and sold AP back to my grandfather Tom. Tom used it as his own bike as he seemed to have quite liked it and added a sidecar as the family grew. Tom retired aged 70 in 1945 and sold AP for £1 to another local Sussex chap, a Mr Rolfe and he used it regularly in the Pioneer Run and the Banbury Run. He sold it on April 17th, 1954, for £30 (also with a Juno) to Gordon Little of Surrey, who was an ideal keeper as he was a very keen rider. Just a few months after getting it he rode it to Tours and back for the annual FIM Rally, a round-trip of over 700 miles. The following year inspired by his continental ramble Gordon organised the 1955 Pioneer Run to Paris, riding AP and which looks to have been a great deal of fun. Thanks to Mr Geoff Morris I have been able to upload a video of this epic to YouTube – go to **https://www.youtube.com/watch?v=6c6nhpXEvFw**

Gordon used AP extensively seemingly at almost every available event until the late fifties, when either he or the Triumph started to slow down. I suspect it was both of them. Perhaps the Triumph was showing signs of almost half a century of use as Gordon wrote to Triumph rather cheekily trying a sort of warranty claim, which they politely declined citing a lack of spares stock due to being bombed. Not deterred he wrote to Brooks and they remarkably refurbished his saddle free of charge. Gordon continued riding AP into the sixties and then in November 1973 it passed to a very keen youngster, a certain Geoff Morris of Surrey. Geoff and then Roger Philips of Surrey used it frequently until the late nineties when with over 80 years of near continual usage it went into a short, well-deserved retirement. It emerged from its slumber and Geoff passed it back to me in April 2014, just short of 70 years since my grandfather sold it. I rode it frequently and in 2015 rode it from home to the Pioneer and back clocking about 150 miles in the day. My cousin Steve shares Tom as a grandfather and continued the tradition of riding it to and from the Pioneer and other outings.

It has been in near constant use for 110 years and its carb has been mixing the fine air of Sussex and Surrey (and occasionally of foreign lands) with petrol ready to feed to the engine. Accordingly, I am not surprised that the carb needs fettling.

So far this year all my rides have been on AP, with just a couple on a Ducati. I was grateful for England's progress in the football as with almost 30 million people glued to a TV it presented a perfect opportunity to take the Ducati on a quick tour of southern England on very deserted roads.

Fingers crossed that the UK is about to head back to normality, and I wish you all the best with your riding and tinkering this summer.

Pioneer Run® : Marshals Needed **Rob Smith**

We hope to hold the 81st + 1 Pioneer Run® in its traditional form on Sunday October 3rd.

As in previous years marshals stationed at certain junctions on the route pointing the way are vital to the success of the event. This is particularly vital this year with the revised route and the new finish venue at Brighton City Airport, Shoreham to make the run safer for all entrants. All volunteers are given a pack containing an event programme, badge and pen, Kit-Kat bar & vehicle pass for the Finish. If you are able to help please contact Rob Smith: 01474 854239 or **regalia(a)sunbeam-mcc.co.uk**

Able Kentish or Sussex Men and Maids Required! **Nick Goodwin**

Now that I have lured you in with an enigmatic headline I am going to cut to the chase. Julian and Joanna Swift who run the 'Garden of England Run' need a little help putting our run on, most importantly, physical help such as putting up signs and I guess things like erecting a small marquee and setting tables up. After a convivial chat with Joanna and Julian I get the impression that they would like to continue the organising and paperwork side of things but just a need a bit of physical help. Because signs need to be put up the day before, this job would be most suited to somebody who lives within reasonable distance to Headcorn Airfield and area.

If you have ever been on the Garden of England Run and would like to see it continued, please give

Able Kentish or Sussex Men and Maids Required! **Nick Goodwin**

myself or the Swifts a call on 01233 756346 or email: **julian(a)julianswift.com**

From my hazy memory (pre-covid and too many glasses of red wine) the run goes through some delightful small villages, forested areas and arable fields. I remember stopping to look at my map, and of course flooded my (two-stroke) engine restarting. I got completely lost and was the last one returning to the airfield. It was a lovely ride, well organised and with the bonus of going around the boot sale on the airfield afterwards.

At the time of writing, Julian isn't sure whether the run can take place for 2021 because of recent covid variants, but please pick up the phone and have a chat … you will have a warm welcome.

Nick Goodwin, Events Secretary 07973 285497 or **eventssecretary(a)sunbeam-mcc.co.uk** (note the double 's' in the email address)

Regalia News

Rob Smith

Magazine Binders

My thanks to the seven members that requested binders, I was able to order a total of 24 of them in the end. Since the last issue of the Club News, I have not received any more enquiries to date so I intend to ask again at the beginning of next year.

Regalia from 2022 AGM.

After seven years I intend to step down from Regalia and the Committee at the next AGM when we can hopefully all meet together again. The role is not too time consuming and can be done from anywhere in the country plus we have a good relationship with Jancraft, our clothing supplier. Almost all of the old-stock black clothing has sold, and the storage space needed is much less now than when I accepted the role from the late Peter Donaldson.

If you would be interested in taking the regalia role over please contact me via my details inside the front cover. Full support and advice will be provided.

From The Membership Secretary

Sue Wells

New Members

Please join with me to welcome new members:

Simon Coombes from Isle of Wight
Edwin Cota from London
Steve Cropley from Gloucestershire
Martin Hill from Hampshire
Richard Northover from Carmarthenshire
Marc Potter from Northamptonshire

Long Standing Members

Meanwhile, congratulations go to the following club members who have each racked up at least 35 years of membership:-

Member	Years of membership	Member	Years
John Appleton	37	Eddie Renham	35
Mick Cox	39	Joe Rush	38
Raymon Farmer	35	David Sawyer	38
John Goldring	37	Neil Sinclair	39
Colin Jenner	36	George Smith	39
Rob Kitchen	37	Roy Smith	39
Rex Light	35	Baz Staple	37
Ian McGill	37	Alex Taylor	34
Austin Parkinson	38	Alec Thompson	35
Dave Pittuck	37	Ian Young	39
Mr Powell	35		

From The Pioneer Registrar

John Waghorn

I have typed up an article on the history of Bradbury which is in the Ayers collection, written by R T Dent in 1959. It's rather long, but detailed and I'd be happy to e-mail a copy to anyone who is interested.

If you sell or purchase a Pioneer machine please let me know so I can update the register. My contact details are inside the front cover.

Bits and Pieces

National Motorcycle Museum: Reduced Opening Days And Appeal Update.

Due to the ongoing effects on the pandemic on our business, and staff shortages caused by the "pingdemic", the museum collection and food court will be open on Friday, Saturday and Sunday only from 08:30 – 17:30 until further notice. We plan to revert to full seven day a week opening as soon as the situation allows. Our conference centre business is open as normal for seven days a week.

There is no need to pre-book a day or time for your visit. Just arrive on a Friday, Saturday or Sunday of your own choosing but please note that we are now a cashless venue.

All the team here at the museum want to thank everyone who has given to both of our Covid-19 appeal raffles held in late 2020 & early 2021. To see the lucky winners of both our appeal raffles visit **www.nationalmotorcyclemuseum.co.uk/bike-raffle/**

Whilst the funds raised so far allowed us to reopen limited days, we are still short of our original £500k reopening target. Therefore, we ask that you support us by entering our exciting Norton summer raffle, or donating directly to our appeal fund at **www.thenmm.co.uk**

Our appeals were given extra significance by the fact that, in late 2020, the museum received the devastating news that we have been turned down for a grant from the Government's Culture Recovery Fund. We cannot begin to describe what a blow this news was, and adds even more importance to our current raffle which gives the chance to win one of two stunning Norton motorcycles.

Very special thanks must go to our friends at Norton Motorcycles for donating the brand-new Norton Commando 961 Classic as a first prize. Along with everyone that has contributed by purchasing a raffle ticket in the past, or given directly to our appeal fund, Norton Motorcycles have been a huge support to us.

News From The Sammy Miller Museum

Viv Brackett

The Sammy Miller museum will be holding a British Bike Day on Sunday 22nd August 2021 from 10.00 to 15.00 or until the last bike departs. Ride in and park in our courtyard, whatever you ride as long as it's a British bike, from Triumph, Norton, Francis-Barnett, Royal Enfield, CCM, Bough, Metisse, Matchless, Ariel or Hesketh.

It's free to enter and parking is free but an admission charge applies to visit the Museum. The tearooms will be open on the day. For further information email museum(a)sammymiller.co.uk

The museum address is Sammy Miller Motorcycle Museum Trust, Bashley, New Milton, Hampshire B25 5SZ. Tel 01425 620777 / 616644 or visit **www.sammymiller.co.uk** for further information and opening times.

The Severn Saunter Social Run

Baz Staple

The Severn Saunter Social Run is organised by the Flat Tank section of the VMCC, and takes place on Sunday 22nd August, with a start and finish at the Hamfields Leisure Centre, Berkeley, Gloucestershire GL13 9TN.

All motorcycles are welcome, however the route is laid out for low-powered machines. A choice of two flat routes is available, both of approximately 20 miles.

For further information contact Charles Wright on 07837 912683 or mail: **charles.l.wright(a)aol.com**

Club Meets

Club Nights at West Kingsdown Village Hall, Kent — George Smith

These will be restarting on Monday 16th August and the third Monday of each month after that. We will be using a big hall at our normal meeting place so we can socially distance. If you choose to wear a mask then do so.

I think we will all be double-jabbed so it should be very safe. Just remember not to talk to friends face to face without masks. You will be asked to sign in so we have a record of attendees. Tea and coffee will be served in disposable cups to help things remain safer.

We will not be able to start till 8 pm because of the hall usage. We will run like this till Christmas and then decide if we stay the hall or return to the committee room, as there is a cost implication in using the hall.

I have several things lined up and I can't wait to get club nights going again. So far the line-up is:

Monday 16th August: Tony Bedwell on preparing and riding an Ariel Arrow in the 1960 International Six Day Trial.

Monday 20th September: A Bit of a Film Star - Nick Smith on PVs and his 1924 machine.

Monday 18th October: Ralph Brough on the John Cobbs Napier Railton.

Monday 15th November: Julie Diplock and her 1931 Matchless Silver Arrow.

Meetings are generally held on the third Monday of the month from 8pm to 10:30pm at West Kingsdown Village Hall, London Road, West Kingsdown, Kent TN15 6BZ. (Behind The Gamecock Pub) OS grid reference O/S 188 574 629. Tea or coffee and biscuits provided, for more details contact George Smith on 01474 852960 / 07929 883665 or **t110george47(a)gmail.com**

Club Nights at Six Bells, Chiddingly, East Sussex — Vacant

These are held at 7:30pm on the first Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, telephone 01825 872227, OS grid ref. TQ 543142. Food is available from 6pm.

We expect shortly to be able to reinstate this long-standing club night which will take place on the first Thursday of each month, starting on August 5th. We are assured of a good welcome from Richard or Paul at the Six Bells Chiddingly.

Unfortunately we lack an organiser to arrange different subjects in the available back room at the pub. After Jenny and I gave up as organisers a couple or so years ago, no one has come forward but we were getting five or six stalwarts there prior to lockdown, but nothing like the 35 people we used to attract with a varied programme of talks, film shows, quizzes and visits to local engineers etc.

However, even without a programme it would be great to meet up with a good quantity of members or non-members for a good chat and perhaps start the ball rolling again. Come on chaps & chapesses, let's get together again.

Club Meetings at London Colney, Herts — Richard Martin

Club Night is now at 8pm on the third Monday of the month in conjunction with the Scott OC and the VMCC at Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG

Congratulations go to Richard for taking over the meeting organisation, you can contact Richard on 01727 859796

Club Meetings at The Horse and Groom, Essex — Frank Mace

The Essex meet takes place at noon on the first Saturday of the month at The Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF. For more information contact 07497 000981 or email **frankmace(a)ymail.com** .

Letters

Your letters and comments are always welcomed. Send them to The Editor, contact details inside front cover.

Message from the Editor: *Thanks for all your input, it's always great to have feedback.* ***If you are posting photos or literature then do enclose a return SAE if you would like them returned.***

Veteran P&M

Hello Julie,

I was interested to read on page 11 of the latest edition of Sunbeam Club news the article by Lex Schmidt.

I believe that the Pioneer Run Medal mentioned was awarded to Leslie Davis who owned the P & M that I have owned since 1986. The old log book that I have mentions Leslie Davis from Bexleyheath as the owner from February 1947 until November 1958 when the owner changed to Harry Plumb from Ashford. Then in July 1962 the owner was Bill Sedge from Wormshill. In January 1973 it went to Dave Russell from Sittingbourne, and this is who I acquired it from, with a swap involving a 1923 New Imperial twin with a sidecar.

The registration is XC 3956. Charlie Jenner rode it in some Pioneer Runs, also Doug Ellis.

I acquired a very original basket work sidecar, and this is fitted at the moment and it is on display within my collection at Rolvenden, Kent.

Regards,

Chris Booth

Editor's Note: Chris Booth runs the excellent Morgan Museum at Rolvenden, Kent, which is full of exhibits and well worth a visit. For details visit ***www.morganmuseum.org.uk*** *or ring 01580 241234 I.*



Veteran P&M Continued

Dear Julie,
I think the Pioneer Medal is for Lance Davis from Bexleyheath. He was a member of West Kent VMCC in the early seventies when I joined. He rode a very nice flat tank Norton of mid-to-late twenties. I have no recollection of him doing the Pioneer Run but it was very early days for me in the Veteran and Vintage movement.
George Smith

First World War Photo: Information Sought

Dear Julie,
Regarding the photograph on page 26 of the last issue of the journal, both machines are P&Ms, with the slightly sloping petrol tank and leading-link forks. This fits in with the rider being discharged from the Royal Flying Corps.
There are no ro registration numbers on the front plates, but there appears to be a Service logo. I don't know anything about the uniforms to identify beyond that.
Yours, Nick Smith

1936 Sarolea

Hi Julie,
A very good friend of ours who has a collection of Belgian motorcycles wants to get in contact with the owner of his first motorcycle, which was sold to the UK in 2016.
It is a 1936 Sarolea 350cc and it appeared in an article in Classic Bike Guide magazine in July 2017. We enclose a picture of my friend and his mother on the back of the bike. He would be very happy to get in contact with the English owner. They can contact me by email Roelpebok(a)gmail.com or phone Holland 521594002 and I will be happy to help, his English is not so very good.
Hope you can help us, Roel v Maarseveen



Barr & Stroud Articles

Dear Julie,

I have a machine fitted with a Barr & Stroud engine, which my late father purchased from a Mr Douglas Capes. When my Mum passed away in 1996 Dad lost all interest in his beloved old bikes. I inherited the FH (Fred Howell / Barr & Stroud) bike after Dad's demise. Nowt done to it since...

Fate plays a big part in one's life. So, in my case while I was looking for something in my workshop I saw a mouse scurrying about a stack of boxes. This led me to find the dismantled Barr & Stroud engine in an open fruit box, with the mouse constructing a nest in the engine's valve sleeve - no planning permission for that!. All day Sunday and Monday was spent cleaning and sorting out. And then a trip to the Home Bargains shop for a plastic box with a lid.

I was most impressed with Stuart Crump's innovation in the last magazine, well thought out. He's surely in line for a peerage, possibly a knighthood!

Kindest Regards,

David H Frank

Veteran BSAs

Dear Julie,

Hope you are well, we are well and we have had the first rallies again here in Holland, great fun again.

Some time ago I came across a picture of a very early BSA from 1910 and on the engine crankcase was stamped the trademark of the three guns. I have never seen in real-life a BSA with these marks on it, but I can see in the 1909 BSA brochure that all parts on BSAs are stamped with the three guns trademark.

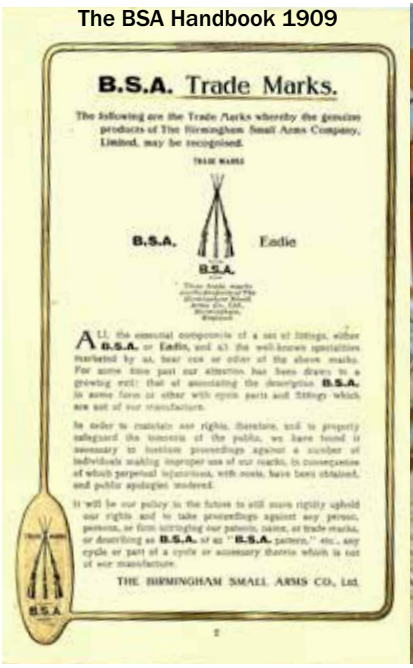
Do any readers of the Sunbeam Club magazine know if this is right, and is the BSA possibly made in 1909? Because in the 1910 leaflet on the bikes there is not one with these trademarks on it.

Hope somebody in the club knows more about this.

Greetings,

Roel van Maarseveen

The BSA Handbook 1909



B.S.A. Trade Marks.

The following are the Trade Marks whereby the genuine products of The Birmingham Small Arms Company, Limited, may be recognised.

TRADE MARKS

B.S.A. Eadie

B.S.A.

All the essential components of a set of fittings, either B.S.A. or Eadie, and all the well-known specialities marketed by us, bear one or other of the above marks. For some time past our attention has been drawn to a growing evil: that of associating the description B.S.A. in some form or other with cycle parts and fittings which are not of our manufacture.

In order to maintain our rights, therefore, and to properly safeguard the interests of the public, we have found it necessary to institute proceedings against a number of individuals making improper use of our marks, in consequence of which perpetual injunctions, with costs, have been obtained, and public apologies tendered.

It will be our policy in the future to still more rigidly uphold our rights and to take proceedings against any person, persons, or firm infringing our patents, name, or trade marks, or describing as B.S.A. or as "B.S.A. pattern," etc., any cycle or part of a cycle or accessory therein which is not of our manufacture.

THE BIRMINGHAM SMALL ARMS CO., Ltd.



Out and About

Club Meetings at The Horse and Groom, Essex

Frank Mace

June

Well, what a difference from last month a beautiful hot sunny day made for a record-breaking meeting with nineteen attendees and twelve bikes, including five flat tankers.



We were pleased to welcome four newcomers Richard, Charles, John and Joe. The eldest and wisest member to keep us in check was Rob Kitchen riding a Royal Enfield, his journey being an 80 odd mile round trip.

We ate in the garden in 20-degree sunshine and Terry brought along the mystery object which was so mysterious that he decided to leave it behind.

Keith Collier is up for an award as he broke down on his D1 Bantam but with the grit and determination that we have come to expect from him he fixed the problem and eventually arrived.

When it came to home time my Sunbeam decided it was time for the float to stick and chuck petrol out like a geyser.

Fortunately, John Barrett was on hand to propel me down the road whence the bike fired up and I was off like a scalded cat.

July

The July meeting was slightly down on numbers as Stafford beckoned some of our contingent, although it's all too much for me, so eleven of us found ourselves sitting outside the Horse and Groom once more.



Frank D turned up on his ex-WWII Zundapp (left), a bike I haven't come across before but was very taken with. Derek decided not to bring his flat tank Model 18 Norton which unsurprisingly is completely rust free and ventured out on his LE instead which is beautifully quiet, also we had two BSAs, a Velo and a Sunbeam.

We were very pleased to welcome two more newcomers to the fold: Terry and Trevor who both enjoyed the meeting. The weather was a bit iffy, though not cold, so wet-weather gear was the order for the day on the way home.

Rose Of the Shires Run 2021

Rob Bayman

The week before the event saw many last-minute changes to the route with various road closures.

Riders started arriving around 9am. In all 32 brave souls turned up on 27 solo bikes, a very interesting and varied display of machines ranging from a Phanomobile 800cc 1909 through to late 1930's Triumphs, a lovely sight in a small village. The event had caused considerable interest within the village, and we had around 30 locals turn up to watch the riders set off and enjoy refreshments kindly provided by Great Brington Coffee at the start. The first bikes were away at 10.30am and one of the first runs of the season got underway. My daughter was just on the edge of the village taking photos and caught a few riders looking a little rusty in route card navigation, taking a left after 0.2 of a mile and not the 0.4 of a mile stated. I think they soon settled down as all made it to the lunch stop. After passing through some delightful villages and some of the best single-track roads in Northamptonshire, the route went past the monument marking where the Battle of Naseby took place. In the next village of Sibbertoft they passed a memorial for a Wellington bomber which came down near the village with the loss of all the Polish crew after being hit on a mission over Cologne. After around 30 miles we ended up at The Stag in Maidwell. The weather in the morning had been mixed from lovely sunshine to hailstones and some torrential downpours resulting in some wet riders turning up for lunch. Lunch at the Stag consisted of burger, sausage and chips, after all it was American Independence Day. Great hospitality from Rob Willoughby and his team, who did a fantastic job feeding everyone despite having staffing issues due to the pandemic.

After around an hour the riders had dried out and started on the afternoon ride. Heading to Lamport and then turning left to Old (a nice place to take a humorous picture!), working our way to Little Harrowden and then meandering across through to Brixworth and back to Brington. There was a little challenge in Cottesbrooke due to an overnight burst water supply. Thankfully all riders managed to deal with the problem and re-join the route and back to Brington, for more cakes and coffee. The weather dried for the afternoon route of 33 miles back to the finish.

In the weeks after the run I've received some lovely comments from the participants and villagers. The cake and refreshments made £200 which has been split equally between the local Church and the Cynthia Spencer Hospice, so thank you to everyone who contributed. I personally didn't get chance to talk to everyone on the day so I hope everyone enjoyed the route through Northamptonshire and we hope to welcome you back next year. We invite you to spread the word that the Rose of the Shires event is planned to take place on Sunday 5th June 2022. I would also like to pass on my gratitude to Al and the small team and family who helped with the organisation for this year's event. Don't forget to check out the pictures on the Sunbeam Motorcycle Club Facebook page, pictures courtesy of Phil Lewis.




YSU
942


Great Brington
Reading Room

Stafford July 2021

Julie Diplock

Well not quite Stafford International this year, due to the dearth of overseas visitors, but still it was great to be back with our Club stand in the main hall this year.

Am interesting 1914 FN won the Best Veteran award, which had a new pedal crank that had been entirely made by 3D print (see inset). The pedal crank pattern is seen under the front mudguard.

My 1914 Triumph, seen on our Club stand, was Runner-Up in the Veteran class, I was so chuffed!



Hidden History Of Our Bikes Part 3

Roel Van Maarseveen

1909 Premier V Twin From With UK Registration 1910 DG



Based on literature I was aware Premier had made V-twins, but I had never seen one in real life. Later I saw one in the National Motorcycle Museum in Birmingham. The engine is a 90-degree V-twin with 590 cc capacity. Interestingly, the cylinders are not in-line, because the con-rods and big-ends are mounted next to each other.

When we bought this bike in 2015 it came with paperwork dating back to 1976, but the history before that was unknown to us. Information available from the Sunbeam Motor Cycle Club could not help us either. The last known owner came from the area around Cardiff and because there are not many known V-twin Premiers we contacted Bill Phelps. He lives in Cardiff and is a VMCC member for many years, we know him well from various Anglo-Dutch rallies.



1909 Premier V Twin From With UK Registration 1910 DG

We hit the jackpot! Bill responded the next day: "Roel, this is amazing. This V-twin Premier was found in 1958 in a chicken-shed, together with two other bikes: a 1911 Indian V-twin and a 1919 BSA. I was there and I still have the pictures of how they came out of the shed!" (pictures previous page)

The Premier went to Terry Hopes. Terry started restoring the Premier, but this was so much work he swapped it with Cyril Palmer for a Brough Superior Pendine. I was told that Cyril did the further restoration of the Premier, but after then Bill had lost track. I was gasping for air out from excitement to hear all this, incredible to get this kind of information!

But there is more... Bill stated the three bikes had the same registration plate when they were found in the chicken-shed. Doug Bailey, who had found them, knew they had been put there in 1933, but the identical number plates remained a mystery. Through the Sunbeam Motor Cycle Club it was found that the Premier had previously been registered with 1910 DG, although this could not have been its first registration. This valuable registration was sold in the eighties, after which the bike was registered as ASL 424. Still, it had participated in numerous rallies under BO 2079.

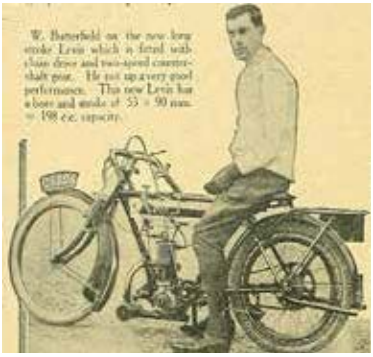
In 1976 the Premier was sold to J. Daniels, who rode many Pioneer Runs on it in the period 1975-1985. Subsequently the Premier was owned by Lord Strathcarron from London. His father was minister of war in Lloyd George's cabinet and he was a member of the House of Lords. He was obsessed with old cars and motorbikes. When he was 14 years old he was already having driving lessons in his mother's 1932 Essex Terra plane, and when he turned 16 years old his mother gave him a Morgan three-wheeler as a birthday present! He did ride in two Pioneer Runs but sold the Premier in 1990 to Ted Dodge from Southampton. Ted took it on another three Pioneer runs (1990-1991-1993).

In 1999 the Premier was sold via Brooks to a collector in Hampshire who kept it in his living room for decoration, but never rode it. In 2015 we were able to buy it and Geert de Boer reconditioned it into a well-riding machine. Since then, I've taken it to some VMC rallies, nowadays with a Dutch registration on the back.



Light and Fast

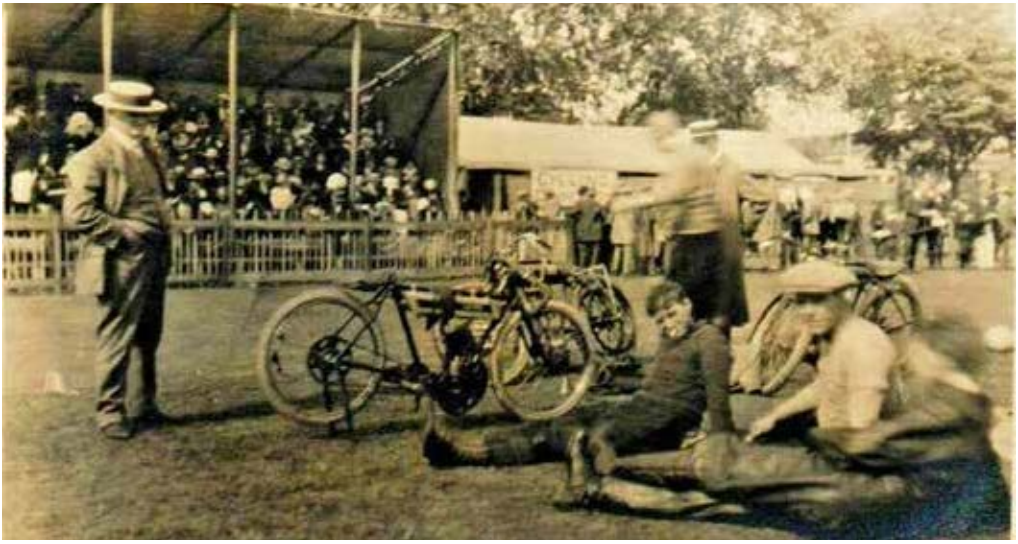
'Mantissa'



The motto attached to the early Levis machines by Butterfields, the designers, makers and patentees of the bikes was 'Levis Et Celer': 'Light and Fast', the motto on a design featuring a pair of crossed feathers for good measure. The early two-strokes (surely the 'industry standard' design of the day) are certainly light in weight - the 1912 'Baby' model was quoted at 85lbs all-up - but with a usual fixed-gear ratio of 6:1 and 211cc in the standard engine, the claim to speed appears to be a stretch.

However, the attached image might suggest otherwise: not impeccable quality, but hopefully the scene that it sets more than makes up for that: It appears to be around 1914/15 - the machine nearest the camera is a Levis with some very sporty cloth-taped drop handlebars, and a two-speed all-chain transmission. Behind it is an unidentified machine with (likely) an Armstrong hub gear (the large quadrant shifter, introduced in August 1913 is visible - by late 1914 Armstrong had been bought up by Sturmey Archer). Great to see the riders lounging about near their machines - a scene which can be found throughout the history of motorcycle racing, and the crowd in the background adds some nice period context. Maybe one of the riders is a Butterfield - the 1914 'Style Cop Hillclimb', organised near Rugeley, Staffordshire by the Sutton Coldfield and Mid-Warwickshire Club had a team entry from Levis, each on a 1.9 HP 'long-stroke' Levis of 198cc (53mm x 90mm bore and stroke, instead of the typical 62mm x 70mm 211cc version, although the 198cc was later achieved by a 'squarer' at 60mm x 70mm design). The machine shown has the same cross-over transmission, and is maybe stripped for speed, having shed its mudguards and carrier. Levis swept the board in Class 1, and a 2 HP Levis took Class 2 on time.

Levis were busy trying out new designs in the period: 1913 saw a parallel twin engine which didn't make its way beyond the pages of that year's catalogue, and later they made a horizontal twin (principally used as a trench pump). 1915 saw experiments with the Edmund spring frame layout, and also a unit-construction version of the 198cc engine. It's nice to see that they weren't just used as 'practical plodders', but were used in speed events - a nice fore-runner of their early 1920s successes in the Lightweight TT.



The Traub

Ken German

In 1967 a plumber was called to a house in a suburb of Chicago USA to repair a water leak. He had to remove part of a basement wall to do so and behind it he found a motorcycle. It apparently had been there since 1916 without any of the subsequent property owners knowing about it

The Traub turned out to be one of the rarest models of motorcycle ever made and it transpired that it is the only one in existence and likely the only one ever made. Experts examined it and declared it was brilliantly engineered and that its construction was well ahead of its time. It also didn't take much to get it running after half a century in the darkness and even its white tyres were still in good condition. The engine seemed virtually new and there didn't appear to be a spot of rust on the orange and butterscotch-brown paint leaving historians wondering who it was that had created this fabulous machine.

Researchers discovered one story about the son of a previous owner of the house had stolen the motor cycle from the machine's owner in 1916. The father was so outraged at the theft that he made his son enlist in the army. The son then hid the stolen machine behind the wall in the belief that he could uncover it after he returned from fighting for his country. Tragically he was sent to fight in the WWI battlefields where he perished. This was however just one of many stories told about the hidden motorcycle, and may be questionable as the machine when found had a 1918 registration plate.

Whilst the identity of the Traub's creator has been frustrating historians for years, it's now believed the bike's creator had the name of Gottlieb Richard Traub and that he was born in America but was of German descent. Further local research revealed a "Richard Traub" had sent a letter describing his earlier homemade four-horsepower motorcycle to the editor of Motorcycle Illustrated which was a magazine of the time in July 1907; he gave his address as North Paulina St, Chicago, USA.

"Dear Sir, Please find the enclosed picture and specifications of a motorcycle made by myself throughout engine and all. I worked on this cycle about one year, putting in the time only between 7 pm and 11 pm. I also worked on Sundays.

Its specifications are – Wheelbase, 55 inches; tank capacity, 3 1/2 gallons gasoline, 1 gallon oil, sufficient for 125 miles; power, 4 horsepower; bore and stroke 3 1/4 by 4 inches; auxiliary gasoline tank, 1/2 gallon; speed, more than the roads will stand; perfect grip control; throttle and spark motor is geared 3 3/4 to 1; it has a cycle chain with washers and does good service; has never troubled me yet, and I rode all of 1,500 miles."

Enquiries established that the 1910 Chicago census showed that a 27-year-old Gottlieb Richard Traub did live at 1520 North Paulina St., Chicago and he listed himself as a toolmaker in a factory. Interestingly his 1917/18 WWI Army draft registration card stated that he was a self-employed experimental machinist. The address turned out to be an attached garage located at the back of his residence at 1520 North Paulina Street and not far from where the bike was discovered.

Local historians suggest this was an era when more than a hundred enthusiasts in small shops and garages began building machines all over America, only three of which, Harley Davidson, Indian and Excelsior actually survived.



They also assumed this privateer with a name like Traub could be German certainly a skilful machinist and quite possibly a gunsmith with access to a foundry and boring and milling equipment.

The census records confirmed that a Gottlieb Richard Traub worked in an attached garage located at the back of his residence on North Paulina Street and not far from where the bike was found walled up in 1967.

The Traub: Continued **Ken German**

Experts suggest Traub's technology was decades ahead of other motorcycles produced at the time. The machine had a unique twin-brake/single-cam system that has not been seen on any other American motorcycle to this day.



The Traub on display at the Wheels Through Time museum in the USA

Its 80 cubic inches V-twin engine yielded a capacity of 1,278cc which was absolutely huge compared to other motorcycles of the time. For example, the 1919 Indian Scout was 745cc and the 1919 Harley-Davidson Model W was 584cc. The Traub could also easily reach 85 mph, a speed that was also years ahead of its time.

Soon after the Traub Motorcycle's discovery, a Chicago motorcycle dealer named Torello Tacchi exchanged his $700 Suzuki for the Traub which he restored to perfect condition.

In 1972 stunt rider Bud Ekins famous as movie star Steve McQueen's stuntman purchased the Traub from Tacchi and later sold it to California bike collector Richard Morris. It was then sold to Dale Walksler to add to his 'Wheels Through Time' Museum collection of 240 classic American motorcycles. The 105 year old Traub still gets ridden on a fairly regular basis and Walksler has even had the engine apart to cure a knocking noise that turned out to be a worn-out connecting rod bush.

The name Traub is painted in script on the petrol tank and on the timing cover in Gothic and is embossed on the bottom of its crank case.

The components inside the engine appeared magnificent stated Walksler, the pistons were handmade, and they have gap-less cast-iron rings. The engineering and machining were simply years ahead of its time. During the reassembly process, the only parts he had to fabricate were the base gaskets. The bike didn't use any other gasket anywhere in the engine.

The few "off-the-shelf" parts fitted were a Schebler carburetor, a Bosch magneto, a Troxel Jumbo seat and period wheel rims which allowed Walksler to determine its approximate date of build at 1916. Its transmission was believed to have been supplied by Thor Motorcycles and the only fault appears to be its rather flimsy valve springs. Thor Motorcycles supplied engines to many motorcycle manufacturers of the period.

The Traub: Continued **Ken German**

The Traub's technology was clearly decades ahead of other motorcycles that were produced at the time. Indeed, the unique brake system has not been seen on any other American motorcycle to this day.

Having heard about the Traub motorcycle, an American Frank Traub did make contact with its new owner suggesting that he was born in 1957 and lived near to the Traub motorcycle shop in North Paulina Street but it couldn't be his family as his father only arrived in the USA from Europe in 1955. As a coincidence however, his stepfather had been a plumber!

Most of the classic motorcycle experts who know about the Traub now seem satisfied that Gottlieb Richard Traub did make the machine but there is no evidence or confirmation of this unique machine ever being reported stolen, nor are there any or police reports that Traub tried to locate his missing motorcycle. Many of the facts surrounding the Traub motorcycle must remain a mystery as Gottlieb Richard Traub took them with him to his grave when he died in 1952.

References:

The 1910 US census **http://interactive.ancestry.com/7884/31111_4328164-00434/105409153**
WWI Draft registration **http://interactive.ancestry.com/6482/IL-1613748-0011/23152634**

Editor's Note: *Ken German is well-known for his work with motorcycle crime in the UK. After meeting him on the Sunbeam Club stand at Founder's Day he submitted this interesting article.*

Club Secretary's Hazlewood at Founder's Day **Paul Bullock**



ROC Britannia

Mark AJ Powell

Sir Arthur Conan Doyle was a canny investor. With his profits from his successful Sherlock Holmes series, he invested in a motorcycle start up: ROC Motorcycles. They were built from 1904 until 1914. The first factory was in Guildford, Surrey, and they were then made in Birmingham. The 1908 "Royal Military" was one of the first bikes sold in Australia, in Adelaide.

Shown is a patriotic advertisement for the brand and Sir Arthur about to give it some welly.





Club Member's Lives: Dave Pittuck

Jane Anderson

Dave was born in London's Battersea in 1941, one of three children, having two sisters. His father was an interesting man; a cabinet maker and a toolmaker, all the more interesting as he was partially sighted, and in his youth had attended a school for partially blind boys.

During the Second World War the family moved to Surbiton, and their only mode of transport was bicycles, one of which was a Selbach tandem, considered one of the finest makes. As a child, Dave was interested in gymnastics and physical education at school, and had aspirations of being an Army physical training instructor, but was also interested in assisting his father in his workshop and spent much time there. His mechanical interest started early, when as a lad, he built and maintained his own bicycles from scrap parts.

The headmaster of the Grammar School which Dave attended, guided him into the world of engineering, and thereafter spent a year at Battersea Polytechnic. He used a Bianchi moped as transport, and in 1959 also acquired his first three-wheel Morgan.

Dave's father had two brothers; one was an art teacher and the other, Frank, was a lecturer in automobile engineering at Kingston Technical College. It was Frank who had great influence, and who took Dave on outings to Silverstone VSCC events in his Avions Voisin vintage motor car. In fact, Dave chooses to 'blame' Uncle Frank for his lifelong love of cars and motorcycles.

During the war, Frank had a Morgan, and it was this that led Dave into purchasing one from Sutton which was advertised in Exchange and Mart. When he went to view it, it was perched on a compost heap, but undeterred, he bought it for £45. He carried out what he describes as an amateur restoration, and then taught himself to drive it. These days, we would think of a Morgan as a very tricky machine to operate, even with instruction.

Dave passed his motorcycle test on his Bianchi, but after that he purchased a Matchless powered Brough Superior SS80. After a year or so the above machines were sold to be replaced by a mundane Standard Super 8 car.

At the end of his first year at Battersea Polytechnic, Dave failed the electrics part of the exam. He decided to leave the college, and started work as a technician for an aerial survey company in Leatherhead. During this time a romance arose when he met Jen, who worked for a similar company. They married in 1968 and moved to Barns Green in West Sussex.

After nine years with BKS Surveys in Leatherhead, the office closed down and Dave was offered a position with the company in Northern Ireland which he declined due to the unrest there.

In 1970 he met an electronics engineer, John Massey, and with Dave's considerable engineering expertise, they made a formidable duo resulting in the formation of a ground-breaking company designing and manufacturing hardware for computer graphics, Sigma Electronic Systems. It all started in a spare bedroom in Surbiton belonging to Dave's parents, but ended up very successfully employing 200 people in Horsham.



Dave and Jen had three children; Martin, Lucy and Simon, and the children were passengers in the various vehicles which Dave acquired. They regularly rode in events and later showed great interest in driving the ancient machines. In 1995 happy family life was dreadfully marred by Simon's death from leukaemia at the age of 18.

Dave sought out restoration projects,

and in 1980 he acquired a 1932 three-speed Aero Morgan, of which only 15 were made, and a 1927 Blackburne engined Darmont Special (a French variant Morgan, built under licence) which he developed and raced. In 1983 an 1896 Leon Bollee was purchased at the same time as a 1904 Napier; both were regular participants in the Pioneer Run and Veteran Car Run along with a 1914 veteran Morgan which he bought in 1984 as an unfinished project. The Napier was later sold as it was used only for the Veteran Car Run and took up much garage space.



As members of the Morgan Three-Wheeler Club, Jen and Dave met Charlie Jenner, who became their great friend and mechanical guru especially when it came to all things Morgan. Charlie and Dave's 1986 End to End adventure with the Leon Bollee can be read in recent Sunbeam Club magazines.

In 1972 Dave had bought a 1913 Rex Jap from a collection in Dorset. Its restoration took some years, and it currently takes part in the Pioneer Run. Dave has devised and installed a magneto assister system to aid starting the 980cc engine.

Dave and Jen are very active members of the Morgan Three-Wheeler Club, and in addition, participate in Sunbeam Club events using the Leon Bollee and the Morgans.

Large numbers of mechanically needy folk, including Ian and myself, have benefited enormously from Dave's thoughtful mechanical input and finely tuned workshop skills; his altruism is unrivalled.



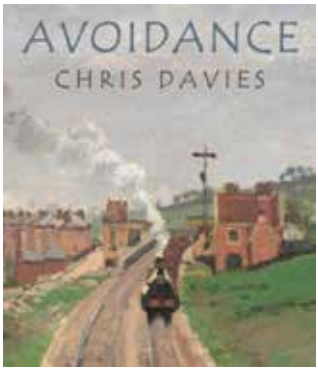
The 1913 Rex JAP, in mid-testing by Mick Lewin, (son-in-law), in 2013

Book Review

Ixion Lives!

Dave Masters

Avoidance by Chris Davies



Ixion is brought back to life by his grandson Chris Davies, now retired. Chris has spent his working life as an Oxford academic, now he has had the unique opportunity to study and interpret the voluminous diaries of Basil H Davies's maiden aunt by marriage, Aunt Mary Harriette adapted into a 'novel' which largely includes Basil and his wife Frances. Aunt Mary was one of three sisters who were daughters to Victorian parents who lived by strict standards, which avoided public scrutiny of family intrigues.

Ixion enters the story about a third of the way in when he first meets his future wife Frances of the Pickersgill-Cunliffes a prominent banking family. For those of you who read my vapourings in the Ixion biography The Fiery Wheel, Chris has amalgamated his interpretations of the family records and the factual record of Ixion's life into a 'novel'. Chris assures us it is a novel, but personally I cannot see the joins. It is a very entertaining description of family life and the many directions the named characters take. There is intrigue, a mystery railway accident, abuse, character studies and shocking revelations including one Mr Morris the owner of a bicycle shop who went on to become a big industrialist, note the name. The story ranges between England and the USA from the 1860's to World War One.

Characters like Percy Bischoff comes into the story, he was Basil's curate to begin with but left the clergy to become a good competition motor cyclist. We discover another of Basil Davies's pseudonyms when he wrote pieces for Aunt Mary's The Family News. Aunt Mary took the editing job very seriously, cutting it to her own sensibilities and excluding articles which she considered unsuitable, despite it all being by voluntary family contribution.

If you are a reader, interested in Ixion's life and social history, then this multi-faceted book will absorb you and keep you turning the 320 pages.

Avoidance by Chris Davies £9.99 Published by Troubador Publishing Lid, ISBN 9781800462878

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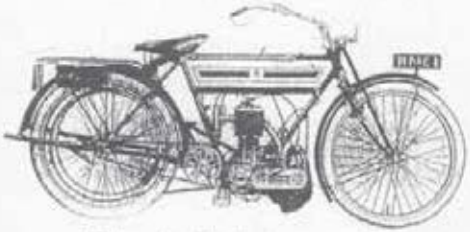
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Trials From the Archive

1991 Sidecar Trial

Roy Plummer



1991 Sidecar Trial: Mark Hancock and Peter Crockford

Sammy Miller at the 1956 ISDT in Garmish

Viv Brackett



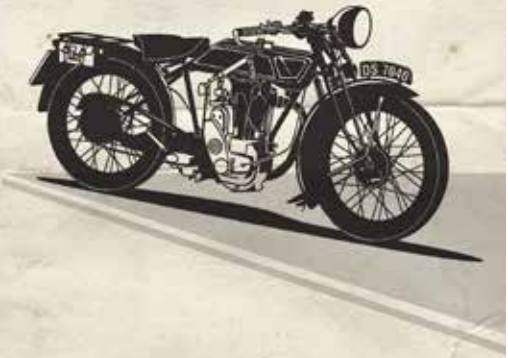
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Scruffy Norton ES2, 18, 16H or Big 4 or any Norton that uses a Doll's Head gearbox. Can be incomplete, broken, without an engine, rolling chassis or even just a frame. If you can help, then please get in touch. Paul Gander (Sussex) 07776 140245 or **paulg(a)go-faster.com** (08/21)

Wanted for my 1921 Royal Enfield 225cc two stroke; Carburettor. To fit a 15/16th inlet stub/port. I think this could be AMAC, B&B or early AMAL, whatever will fit will do. Contact Robin Vince, 01732 824136 or e-mail **robinvince1940(a)gmail.com** (Kent) (08/21)

Douglas 2¾ 1923-4 rear wheel and dummy rim just the hub would help.... any other parts also welcome getting desperate now! Colin Gunn (Kent) **gunn.c(a)tiscali.co.uk** (08/21)

Matchless front wheel or hub, 1931. **Rear lens and rim** for a Miller model 109 acetylene rear lamp, approx diameter 2¼". Julie Diplock 01797 344277 **sunbeameditor(a)hotmail.co.uk** (06/21)

AMAL combined decompressor/throttle wanted for a Wall Autowheel, or anything that does a similar job of combining stop and go in the one lethal lever. Help get another 2½ wheeled death trap back on the road - do your bit for Natural Selection. (And yes, it will be attached to a New Imperial bicycle...) Andy Dean (Berks) 07799 848914 **andy(a)keephatch.net** (06/21)

Cylinder barrel for 1912 293cc JAP engine and veteran **Hazelwood single-cylinder** parts or related items. Paul Bullock 01959 562716 (Kent). **secretary(a)sunbeam-mcc.co.uk** (04/21)

Steib Sidecar fittings for an early sixties BMW. Please contact C Melvin 01624 812309 (04/21)

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Speedo Drive for a 1931 Matchless Silver Arrow. Fits to the bottom of the gearbox. **Miller acetylene rear lamp** door with lens to replace mine lost on a run. Julie Diplock 01797 344277 **sunbeameditor(a)hotmail.co.uk** (04/21)

For Sale

Books, all good condition with dust-jackets. Various, £5 - £10 plus P&P. Geoff Davison, 7 titles: Behind the Scenes at the TT, The Racing Year, Story of The Ulster, A Million Miles of Racing, Racing Through the Century, Racing Reminisences. Continental Circus by Ted Mellors. Short Circuits by Davison and Heath.Handbooks: The Book of The Sunbeam / Triumph / BSA / Rudge / JAP / Royal Enfield. Terry Scotchmer 07827 383424 (08/21)

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Free to good home: Douglas 3.48 h.p. Model EW first year handbook. A bit dog eared. I was given it so will post it free to the first person to email me a picture of them sitting on their EW. Paul Gander (Sussex) **paulg(a)go-faster.com** (08/21)

Members Advertisements

For Sale: 1913 REX 890cc V twin with ROC two speed hub gear and clutch. The engine was manufactured by REX and is a side valve, the machine is on the Pioneer Register and has completed the Pioneer Run several times with no problems iin the hands of the owner and myself. The machine is in tidy original oily rag condition and mechanically sound; some spares come with the machine. £26,000.00 firm. Pictured below. In the first instance please contact Tom Snow 07813 153511 or **tomwithruth(a)btinternet.com** (Sussex) (08/21)

Reproduction Druid fork rocker spindles as fitted to 1927 Sunbeam model 9. EN 24 hex bar turned down to 2 x 5/8 inch +20 thou, and 2 x ½ inch +0.7mm per set. Professionally re-manufactured with all relevant oil ways. £250 per set plus P&P. Stephen Whymark 01435 813569 or 07785 900244 (Sussex) (08/21)

Vintage Leather motorcycle coat. My late father's lovely Vintage full length leather motorcycle coat, circa 1930/40. Recently professionally restored by first class leather restorer (Byson) at a cost of £710. Looks fantastic. Size chest 40", sleeves 25", length 49". Best offer accepted. Chris Mann (Powys) 07733 015109 **m_chris.mann(a)yahoo.co.uk** (08/21)

BSA Petrol Tank. c1927 BSA wedge-shaped petrol tank, believed 250cc. £150, phone Eddie Keightley (Bedfordshire) 01234 870343 (06/21)

1929 Rudge Sidecar outfit. Believed ex-Colin Edge ISDT. Much rallied, but now at rest in Sussex by the Sea £16,250 firm. Harry Eastwick, (Sussex) 01903 241959. (06/21)

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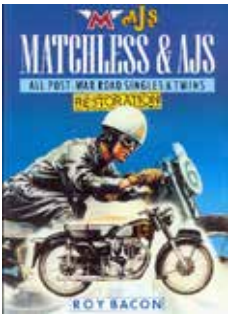
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Romney Marsh Jumble with Ride-In Show

Sunday 12 September

at Hamstreet, Kent TN26 2JD

With Ride-In Show - £25 spot cash prizes.

With Bikemart &Workshop-clearout stalls - Team up With a Friend

All-motorcycle jumble : *Book a pitch now*

Entry 10am: £5 adults, £4 seniors. Earlybird: from 07:30 £10. U16 free



Pay on the day by cash or Card

Or visit

www.elk-promotions.co.uk

to book your tickets online and beat the queues

South of England Classic Show & 'Jumble

Sunday 31 October

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

Five Halls of all-motorcycle Show & Traders

Inside and Outside Autojumble, Bikemart, Dealers, Services, New and Used Clothing, New and Used Spares and Accessories

Visit our website for Show Details

10am Entry : £7

Earlybird from 07:30 £10. U16 free.

ELK Promotions, PO Box 85, New Romney KENT TN28 9BE 01797 344277. Details Subject to Change

Check www.elk-promotions.co.uk BEFORE travelling!

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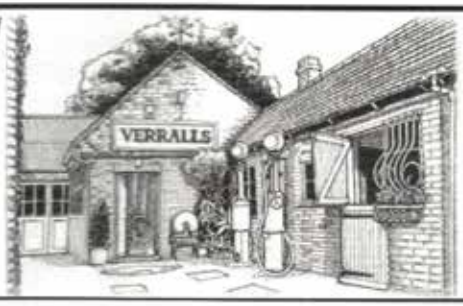
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WANTED:

1930's Four-Valve Rudge,

Condition not important but must be original with V5.

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Ring 01425 616644 or Email museum(a)sammymiller.co.uk

Sammy Miller Museum New Milton, BH25 5SZ

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British Bike Day

Sunday 22 August 2021

10.00 – 15.00 or until the last bike departs

Whatever you ride as long as it's a British bike - be it a Triumph, Norton, Francis-Barnett, Royal Enfield, CCM, Bough, Metisse, Matchless, Ariel, Hesketh… ride in and park in our Courtyard.

Free to enter but admission charge applies to visit the Museum. Free parking. Tearooms will be open on the day.
For further information email museum@sammymiller.co.uk



FIND OUT MORE AT WWW.SAMMYMILLER.CO.UK

THE SEVENTH ROMNEY MARSH RUN 2021

Plans are well underway for the popular Romney Marsh run for Pre 1931 motorcycles and Flat Tankers at the new Start and Finish location of the historic Romney Marsh Wartime Collection Museum.

When: Sunday 26th September 2021 (Govt. restrictions permitting)

Where: Romney Marsh Wartime Collection Museum, Ivychurch Road, Romney Marsh, Kent, TN29 0EE

This years event will run very close to the previous start finish location of the Star Inn and will use many of the same quiet roads enjoyed in previous years around the beautiful Romney Marsh area. Free entry to the Wartime Collection muesum is included for all entrants and there will be two routes of 25 miles, and for the more enthusiastic 50 miles, both well signed but also with route directions provided. The mueseum tea room will be open for tea coffee and bacon rolls and if sufficient interest a lunchtime meal can be available at additional cost.

For further details please contact the secretary of the meeting Martin Hirst at **gizmomrsduck@aol.com** or 07963 517114.



CLUB EVENTS CALENDAR 2021

Note that all Club events are subject to any Coronavirus restrictions in force

For general event enquiries contact Nick Goodwin, our Events Secretary, on 07973 285497 or email **eventssecretary(a)sunbeam-mcc.co.uk**

Always check www.sunbeam-mcc.co.uk before travelling.

Date	Event Venue	Contact	
Date TBC	Volunteers needed **Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 **julian(a)julianswift.com**	Pre-1940
Date TBC	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson(a)jumbler.co.uk**	Pre-1940
7:30 pm Thursday 5th August	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
Noon Saturday 7th August	Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	**Frank Mace** 07497 000981 **frankmace(a)ymail.com**	All welcome New Venue
Sunday 15th August	**58th Graham Walker Run** Beaulieu, Hampshire	Volunteer needed Ian McGill 01293-771446 **pioneerorganiser(a)gmail.com**	Pre-1940
8:00pm Monday 16th August	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47(a)gmail.com**	All welcome
8:00pm Monday 16th August	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	**Richard Martin** **01727 859796**	All welcome New Date
Sunday 5th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35(a)btinternet.com**	Pre-1940
8:00pm Monday 20th September	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47(a)gmail.com**	All welcome
Sunday 26th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduck(a)aol.com**	Pre-1931 Flat-tank only New Venue
Note revised date. Sunday 3rd October	Volunteers needed **81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Ian McGIll 01293-771446 **pioneerorganiser(a)gmail.com**	New Finish Venue Pre-1915

Club Stand at Founders Day (Top) and Stafford

Paul Bullock

