Sunbeam Motor Cycle CLUB NEWS

Issue 914 December 2021 - January 2022

Always Ahead!



The 2021 Pioneer Run® Verity Lacey and 1914 Calthorpe at the Finish.

Picture: Paul Bullock

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

President Baz Staple	01892 535671	president@sunbeam-mcc.co.uk
Chairman Paul Gander	07776 140245	chairman@sunbeam-mcc.co.uk
Committee Members Rob Pond	01306 628297	robertpond123@yahoo.co.uk
Editor and Advertising Julie Diplock (SMCC)	PO Box 85, New Romney Kent TN28 9BE	Note new email address: **editor@sunbeam-mcc.co.uk**
Events Secretary Nick Goodwin	07973 285497	eventssecretary @sunbeam-mcc.co.uk
Membership Secretary and Club News back issues Nick Hooper	01322 220215 07531 353016 7 Leyton Cross Road Dartford, Kent DA2 7AP	membership @sunbeam-mcc.co.uk
Pinhard Prize Officer Tony Lloyd	Note new phone number: 01737 291199	aj.lloyd@virginmedia.com
Pioneer Registrar / Ayers Collection / Veteran Rep John Waghorn	01322 224605	jdwpioneer@outlook.com
PR Officer Jon Dudley	07860 910978	publicityofficer@sunbeam-mcc.co.uk
Quartermaster / Post-Vintage Rep Jane Anderson	07539 773164	janegog@hotmail.co.uk
Regalia Officer Rob Smith	20 The Briars, West Kingsdown Sevenoaks, Kent TN15 6EZ	01474 854239 regalia@sunbeam-mcc.co.uk
Secretary Paul Bullock	01959 562716	secretary@sunbeam-mcc.co.uk
Show Organiser John Buckingham	01903 536244	john.b60@ntlworld.com
Treasurer Trevor Dadswell	01622 726695	treasurer@sunbeam-mcc.co.uk
Trials Secretary Neil Sinclair	02380 403949	neilsinclair1969@outlook.com
Vice Chairman & Archivist Roy Plummer	01424 772598	archivist@sunbeam-mcc.co.uk
Webmaster / Vintage Rep. Richard Rosenthal	01354 692423	perlrose@waitrose.com

Vice Presidents : Lord Montagu, I McGill, G Morris, J Waghorn

Sunbeam Motor Cycle Club Ltd Registered in England No. 3011502
Registered Office : Mathieson Associates , 12 Montacute Road, Tunbridge Wells, Kent, TN2 5QR

Editorial and News

© The Sunbeam Motor Cycle Club and Authors reserve copyright for all matters published in the Sunbeam Club News. The SMCC is not responsible for the views contained in the Club News and views expressed are not necessarily those of the editor or the club. All information is provided in good faith. Inclusion in the Club News is not a recommendation by the SMCC, or the Editor, of any goods or services.

Hello Everyone,

Thanks go to John Hodson, former Club News Editor and latterly proof-reader. John is stepping down from his much appreciated proofing duties, with Jane Anderson and Annice Collett continuing to proof-read. Many thanks to all.

Apologies, the wrong email was quoted in the last issue for Graham Hudson, and his replica clutches. His correct email address is ***huddo52(A)yahoo.co.uk***

All the best for Christmas and 2022 *Julie Diplock*

The President's 90th Birthday Lunch

Geoff Morris

Ninety is a fair age to reach even in these days and our ever-keen President Baz Staple accomplished this in the spring. Ian McGill was going to organise a small gathering earlier in the year but due to various reasons, including a debilitating back problem for Baz, it was postponed. So latterly, as things were slowly improving with Baz, it was planned for the 10th November at The Shipley Bridge hostelry near Horley. Invitations were extended to main committee members and the pioneer dating committee. It was simply great to see Baz greeting all his old friends like he'd never been away.

In all seventeen people sat down to an excellent lunch to which Baz was treated to by the attendees. A number of us hadn't seen each other for a very long time due to the dreaded covid restrictions and it was a great reunion opportunity. It was lovely to see Baz and Jenny Staple together as usual and from my point of view, to natter with John Waghorn, Pioneer Registrar, who is not as mobile as he once was, but manages very well.

As far as could be ascertained the food was excellent and my cod and chips, peas etc. was really plentiful and tasty. My only criticism was there was no room for pudding afterwards!
Pictured at the table are Baz and Jenny.

The same venue will also be the venue for The Chairman's Lunch on Saturday 8th January 2022 (from 11.50am onwards). Hope to see you there!



Deadline for February / March: 10th January 2022

Secretary's Scribblings

Paul Bullock

Club Stand at Ardingly, October 2021.

The Club had their regular stand at Ardingly on the 31st October. We had a great selection of machines, most of which we had not seen on the stand before. These included a 1911 Wooler fresh from completing the Pioneer Run which created a great amount of attention and also won an award for being the Best British bike in the judges' view. What made it extra special is that together with the bike, John Wooler the grandson of the machine's designer was present on the stand. Together with the Wooler we had a Le Grimpeur which won a runner up award for the best foreign machine and a fascinating 1923 493cc Blackburn engined XL, believed to be the only survivor, on its first outing for what was probably 90 years. These bikes were accompanied by an AJS racer. Many thanks to the owners for bringing these machines for display on the Club stand they were much appreciated.

If you wish to bring a machine for display we would be very grateful, the next Ardingly Show we will be attending is on 27th March 2022.

Notice of Annual General Meeting 2022

We hope to be able to hold the Annual General Meeting of the Sunbeam Motor Cycle Club Ltd on Sunday, 15th May 2022. The venue will be notified in the next Club News as we have been looking for a new venue since the Llama Park closed down. We have had several suggestions from members which will be investigated.

Pioneer Run® Date 2022

It is proposed to hold the 2022 Pioneer Run® on the 2nd October 2022 from Epsom to Brighton City Airport (Shoreham) as per this year. The feedback received from riders and club members was very positive with constructive comments being taken on board by the Pioneer Run® steering group. Thank you to those letting us know your feelings regarding the new route and the general arrangements, also a big thank you to all the marshals and organisers for their help and assistance, and to the run sponsors for their generosity.



Sunbeam MCC Club Stand at the South of England Classic Motorcycle Show

The Graham Walker Run – The Future. **Ian McGill**

After 33 years I have decided to retire as Secretary of the Meeting, I really have enjoyed the experience. Over the years I have meet so many interesting people both riders and visitors to the event, and I must add many thanks to the Walker family, especially in the early days when Mrs Elsie Walker would present the awards, often accompanied by Murray when he was not away on Grand Prix duties. When Murray retired it was always a pleasure to see him walking the paddock chatting with the entrants and then having his photo taken with the winning riders, something he was always very keen about.

The next SOM is John Tindle, he started riding in the event with his father many years ago, to this end the event is not going to throw him in at the deep end. I guess some things will change as he puts his 'stamp' on the event, and all help will be given as I will pass on all names and information that I have gleaned over the years. I wish him well and thank all riders who have come to Beaulieu over the years.

I must also offer sincere thanks to the Southampton & District MCC, particularly Dave Bettridge, who for years has laid out and marked the course through the New Forest, aided and abetted by S&D MCC members who always turn out to marshal the event.

Finally, but certainly not least, thanks to Lord Montagu and the events team at Beaulieu, without them we would not have this excellent venue for the event in memory of our past chairman and club founder, Graham Walker.

I shall certainly miss organising the event, but this doesn't mean that you will not see me at Beaulieu in August.

Regalia News **Rob Smith**

Old Stock Regalia

Below are the last few items of the old Regalia that pre-dates the 'For All makes' banner under the Club logo, in case there is something in your size in the clothing for Christmas. All clothing is in black with the former SMCC logo embroidered in yellow.

Short Sleeve Polo Shirt (XXL ONLY)	£9.50 + £3.00 P&P
Long Sleeve Rugby Shirt (XXL ONLY)	£14.00 + £3.00 P&P
Long Sleeve T-Shirt (M, XXL ONLY)	£6.00 + £3.00 P&P
Club Tie in Navy/Gold with Logo in Gold	£5.00 + £2.00 P&P
Hi-Viz Vest Zip Front Yellow with Logo (3XL ONLY*) (*For wearing over a motorcycle jacket/coat)	£7.00 + £3.00 P&P
Enamel Triangular Badge for vehicle	£5.50 + £2.00 P&P
Lapel Badge	£2.00 + £1.00 P&P

Binders for Club News

Binder in navy blue, holds 12 issues with SMCC logo sticker £10.20 each + £3.60 P&P – Binder orders posted to you direct from supplier, sticker(s) posted from myself.

Please contact me via my details inside the front cover of the magazine and also if you are interested in taking over the Regalia role from the 2022 AGM. Details are in the previous magazine.

News From The Sammy Miller Museum **Emma Ashton**

You are invited to join our New Year's Day Ride In on 1st January 2022. Come and join us to welcome in the New Year, with reduced museum entry for that day only.

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.

From The Membership Secretary

Nick Hooper

Remember, Sunbeam MCC membership is by calendar year, so your membership expires on 31/12/21. Please renew now.

New Members

Meanwhile, here's a warm welcome to our new members:-

Don	Bland	Cambridgeshire
Geert	De Boer	Netherlands
Andrew	Honychurch	Kent
Stephen	Morris	Worcestershire
Andrew	Pearce	Sussex
Mike	Smith	Hampshire
Joanne	Staton	Buckinghamshire
Gareth	Willis	Kent
Mike	Wills	Warwickshire

Long Standing Club Members

We understand the list of long-standing members, being those who have been SMCC members for at least 35 years, which was published in the August/September issue, was not complete. We apologise for that.

Checking the record for each member would be time consuming so if you are a long-standing member but were not included, please advise me when you joined so that we can check our records and update the list.

Recommended Suppliers List: New Addition

Julie Diplock

EMP Tooling is a family-owned business, and have been recommended by club member David Frank for their laser welding. This low-heat method means there is less risk of distortion, and can be used to build up gears and on crankcases and cast-iron cylinder barrels etc.

EMP was founded in 1969 by Roy Barker, and was formerly known as Emsworth Mould Polishers. Their contact details are: EMP Tooling, 023 9249 2626 **http://www.e-m-p.biz/**

Unit 1, 4 Solent Road, Havant, Hampshire PO9 1JH

Meanwhile, I forgot to include the full contact details for long-standing member Rick Summers' engineering company, so here they are:

PCMA Products & Services Ltd, Tempest House, Lyon Road, Hersham, Surrey, KT12 3PU

Tel: 01932 260021 Fax: 01932 260086 **email(A)pcmaltd.com www.pcmaltd.com**

For the full list of recommended suppliers please drop me an email. The list will be available shortly on the club website, but meanwhile you can request a copy from me, **editor(A)sunbeam-mcc.co.uk**

Ixion Cavalcade

Dave Masters

We were hoping to get the Ixion Cavalcade re-instated for 2022 following Ian Cockshull's time in the saddle organising the last four successful events.

During lockdown I managed to speak with church officials at St Barnabas and got a tentative agreement to run the event again, but with some restrictive conditions. Following this I went to see Simon who owns the Oasis Cafe opposite the church. Simon was very encouraging and said he would open the cafe for all to meet, eat and drink on the Sunday afternoon. Sadly, since then the building was closed down due to catastrophic rot, and it has taken over a year to begin repair work. In the meantime, Simon was told the building had been sold on and the lease as a cafe not renewed.

In the light of all this information I am sorry to say I will not be pursuing a St Barnabas based Ixion Cavalcade until a more encouraging situation is met. This doesn't mean some other more energetic SOM can't have a go and I would welcome this and offer any assistance I can.

Club Meets

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

September

Club member Nick Smith gave an excellent talk on his 1924 PV (Perry Vale) and the history of this little-known south London motorcycle manufacturer between 1910 and 1924, who were best known (a relative term…) for their innovative 'spring frame' fitted to all models. Nick's talk featured a surprising amount of detailed information and photographs he has managed to unearth from various archives, some of which have appeared in previous editions of the Club News. As the marque has been previously covered in detail (Obscure Makes, Issue 870, October-November 2014, and more recently in a summary of their output using Barr & Stroud engines) this article concentrates on his machine and how he came to acquire it.

BJ 9457 first saw the light of day in May 1924 as a Model B fitted with a 247cc Villiers Mk. VII engine and a Burman two-speed gearbox. Dispatched to Suffolk, she hopefully gave her lady owner reliable transport. The last tax disc expired in 1956; at around this time she was acquired by Middlesex motorcycle dealer Stan Gilks, who would often take in Veteran & Vintage machines for a pound or two. In 1965 she received a hastily applied coat of green paint to smarten her up to appear in The Beatles' film 'Help!'. She appears somewhere in the middle of the scenes shot on Salisbury Plain, briefly ridden by Leo McKern. Nick believes that after the film work she was stored away until 2016, when, she was entered (along with the rest of Stan Gilks' collection of veteran and vintage motorcycles) in the Bonhams' Auction at the October Stafford Show.

Nick's interest in this almost forgotten London manufacturer came about through our late Grandfather Ralph Smith, who had acquired a 1921 PV project from the late Dan Bassett in 1968, with only the main frame, Villiers 269cc engine, Burman gearbox and tank remaining and much missing, including the wheels, forks and rear 'spring frame' components. Nick was bequeathed the pieces after Ralph had passed away and he set to learning how to recreate the missing parts. He discovered to his surprise the almost identical BJ 9457 existed when watching 'Help!' on TV one day, and several years later in 2016 thanks to our old friend John Waghorn tipping him off about her coming up for auction, he attended Stafford and successfully bid for her. Over five years Nick has restored her from a complete but rusty and mechanically tired and damaged state back to full health whilst reproducing the various parts missing from the 1921 machine (which essentially shares the same running gear) to enable another one to be back on the road, hopefully sometime in 2022.



Nick Smith's 1924 Perry Vale

Our grateful thanks go to Nick for his talk and all his research, by the time you read this the machine will have taken part in her first SMCC event.

October

Our Club member, Brooklands volunteer Ralph Brough, helps to look after the museum's car & motorcycle collection. He came along to give us an excellent and entertaining talk with photos and film clips on the history of his involvement and the history of John Cobb's famous Napier-Railton racing car, possibly the 'jewel' in the Museum's car collection.

John Cobb was born in 1899 in Esher, Surrey to a wealthy family. From a young age he was taken to the then newly open Brooklands circuit and soon caught the speed bug. Following his education at Eton and Cambridge he followed his father into the family business of being a fur broker, which enabled him to indulge his ever-growing passion for speed. He made his debut at Brooklands in July 1925, winning his first ever race driving a 1911 10-litre Fiat S61. Many successes followed on the racetrack and in setting various circuit records driving his V12 Delage.

By 1932 Cobb had an ambition for a car capable of winning all races and also being comfortable and capable of setting further 'speed and endurance records'. He commissioned Thompson and Taylor with their designer, Reid Railton, to construct a car powered by a 24-litre 12-cylinder 'W' formation Napier Lion aero-engine. This was to be constructed at their works within the Brooklands circuit. Amongst the many components which created the car were Claudel-Hobson carburettors, also used by ABC and Rudge-Whitworth wheels. The same year that the Napier-Railton made its debut in 1933 it was soon to become one of the most successful of the Brooklands racing cars with many high-profile races won, setting the ultimate Brooklands lap record and numerous world speed & endurance records. It made many successful appearances at Montlhery in France and Bonneville in the USA.

By 1937 however the car was no longer able to easily win races due to the handicapping system in place at Brooklands, and it faded from the limelight until 1951 when it was used as a prop in the film 'Pandora & The Flying Dutchman' alongside James Mason as a racing driver and John Laurie, ('Fraser' in 'Dad's Army') as the mechanic. Sadly, in 1952 John Cobb was to lose his life while attempting a world water speed record on Loch Ness in his boat 'Crusader'. Later it was acquired by the GQ Parachute Company of Woking for testing aircraft parachutes for the early jet fighters at Dunsfold airfield. Then the Napier-Railton was to pass through several hands over the next few decades until an opportunity was offered to the Brooklands Museum Trust to purchase the car. By the generosity of many and The National Heritage lottery fund she was acquired and brought back to her birthplace at Brooklands in 1997. The car is now on permanent display and is regularly run up and driven there with visits to other major events, often with Ralph as one of the mechanics!

Our grateful thanks to him for his research and his talk plus his assistance writing this article. For a more detailed look at the Napier-Railton and all its many successes visit www.brooklandsmusem.com and please visit the museum if you can.

Future Dates: Monday 20th December: Christmas Party and Table Sale.
Monday 17th January 2022. TBA

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.

Future Dates: Thursday 2nd December
Thursday 6th January 2022.

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
You can contact me 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** .

August

An extremely wet day for the August meet so it was four wheels all round apart from some waterproof die-hards - John Barrett on his BSA Sloper, Keith Wright on his BMW and Dave Emmerson on a very nice pre-war Royal Enfield in original condition with very unusual handlebar levers that I would like to have appropriated.

So for the first time this year we ate indoors and had our own area to put the world to rights in. Derek Wickes brought along a beautiful working Gauge 1 Steam Locomotive, the Great Western King Richard the Third, that he had built for us to play with, which was greatly admired.

September

Weather back to normal and I rode my '37 BSA to warm it up for the following day's Constable Run. We were joined by two new faces; Richard and Joe, Matchless and Norton mounted respectively and we extend a warm welcome to them.

The following day seven of us met up on an unseasonably hot sunny day, how Martin and Marion arranged it I do not know, for the Constable Run. It's a great event riding through beautiful unspoilt countryside through medieval towns and villages with the promise of a roast dinner on your return.

Our two eldest members showed that there is no substitute for age as Rob Kitchen took the award for Most Desirable Unrestored machine for his 1930 M90 Sunbeam which celebrated its 60th anniversary in Rob's ownership that day. Frank Dolman took the bike everyone wanted to own Trophy with his pre war Zundapp, a most wonderful machine. Derek's DOT didn't live up to its name and so he was on his M18 Norton, the rest of us on AJS, Sunbeam and BSA

October

I didn't go as I was heading South to pick up my son after nominating him as driver for the following day's Pioneer Run. My deputy John was in charge and reported back that the meeting was a lot better without me so I think I will just send a photo of myself to the next one.

So I have no idea what they got up to apart from they had a good time and were joined by Graham on a BMW for his first time.

The next day three of us, Frank Dolman 1914 BSA, John Barrett 1914 BSA and myself on my 1912 Clyno took part in the Pioneer Run.

Frank on his 61st Run previously all on his Douglas threw caution to the wind and went for the BSA and immediately realised that the Douglas had been the right choice for all those runs. I rode the Clyno as a solo for the first time which was an eye opener and John put the pair of us to shame with his elegant period attire.

November

Nice autumnal day with the trees turning a multitude of colours. Seventeen of us had a large room to ourselves in the pub and I managed to successfully dispose of a load of vintage suppliers transfers to the unsuspecting ensemble, along with trophies to Frank Dolman and Keith Collier. Bikes ranged from a Bullnose 90 Sunbeam to a bright red Moto Guzzi.

Our Christmas Party is on 4th December, but please note there is NO meeting in January and the pub will be closed, so the first meeting of 2022 will be on Saturday 5th February at High Noon.

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.***

Fitting Beaded Edge Tyres

Dear Julie,

Could anyone within our membership offer advice on fitting new-old-stock (circa 1985) beaded edge tyres? Admittedly I was told to fit these onto the rims within two months of purchase but I didn't. Both the 26" by 3" Dunlop tyres have shrunk in diameter.

I have heard that with care tyres can be warmed and expanded, using an old 19" rim cut in half and a jack.

The above saga gives rise to a wry smile. The 350cc Barr & Stroud engined bike that my late father restored the rolling chassis of is fitted with a Davies 26" by 2½ by 2½ beaded-edge tyre to the front wheel. Recently I learnt that the Davies Tyre Co. sold out to The John Bull Rubber Co. prior to WWI. Yup, new-old-stock, that father would have fitted during 1994/95 at my age - I've now turned 80 years. Sadly, he departed in December 2001. I've now restored the engine for the Barr & Stroud, thus completing the last old bike my father started to restore.

Yours, DH Frank.

2021 Pioneer Run®

Dear Pioneer Run Committee,

May I comment on the 81st run? Firstly I thought you did a great job of keeping the event alive after having to cancel the 2020 run. As usual the en-route marshals were very good. The decision to change the route on safety concerns was right. Of course not finishing at Madeira Drive reduced the opportunity for the public to see the machines and to talk to riders, this limited our profile to some extent. Brighton City Airport is appropriate finish point, but lacking public access to a degree.

The mandatory stop at Leonardslee worked well, coffee & cake very welcome. Refreshments at the finish were also welcome and I thoroughly enjoyed the run.

Thank you.

Best regards, Reg Glading (Rider number 30.)

Club Nights at West Kingsdown Village Hall

Dear Julie,

I am fascinated by the exploits of Tony Bedwell as revealed at the August Club Night.

Tony's 1960 International Six Days Trial in Austria on an Ariel Arrow; a strange choice of weapon and I am not surprised that the Arrow went sick.

I was in the Army in Germany, not all that far from Austria in 1960. Like Tony I was in a trials team but on very heavy 500cc Norton side-valves. I came to grief resulting in nine months in hospital and a knee that has never bent more than 90° since.

I have only ridden a motor-cycle once since then, an Ariel Arrow. I was impressed by the performance, but surely not one for trials, let alone the ISDT.

You are a brave man, Tony Bedwell

Regards, Kent Robinson

Obituary

John Evans BSc 1932 to 2021

Baz Staple



The old timers who came to the earlier Aberystwyth Welsh Weeks will remember John who died on 14 August, aged 89 after a long illness bravely born.

He was a quiet unassuming man with high credentials and reputation in the world of Ordnance Survey. He was born and bred in Aberystwyth where he also studied to obtain his BSc.

He didn't stay in Wales however but travelled the world in his profession, mapping various countries, such as Uganda, The Falkland Islands and Ghana, but came home in 1960 to marry Barbara, a marine biologist, and returned with her to Ghana from where they undertook a 1000-mile journey to visit Timbuktu. They then worked in the British Solomon Islands Protectorate. By then, they had a family of four and were able to visit India and Mexico on their long journeys home on leave.

Another continent was explored during his next posting to open a new OS survey party in Guyana. After a brief spell in the UK John joined the Kenya field party in 1970 and by the following year he was leading a convoy of vehicles and stores across the bleak Dida Galgalu desert to establish a new mapping project in Ethiopia. Next calls of duty were Sudan, Chad, West Africa, Malawi. In 1981 he was seconded to the government of North Yemen as Survey Adviser till his retirement in 1989.

Despite all these travels John had many other outside interests, including vintage motorcycles and he was an adept fixer of anything broken, including his 1920s Sunbeam, see pictures of before and after. This machine gave him faithful service for many Welsh Week years.

When their final tour in Yemen ended, he and Barbara drove their faithful Land Rover all the way home to Wales via Saudi Arabia, Jordan, Syria, Turkey, across Europe to settle in their home village in LLanddeiniol. His wife Barbara was always at his side.

On the final Friday Welsh Week tours, on our return to Aber on the coast road, Barbara was usually at the end of her road waiving to the bikes and riders as they passed by. John enjoyed a long and happy retirement, researching local family history, maintaining his classic Rover car, gardening and rallying with the Sunbeam Motor Cycle Club. He was a loyal supporter of the village church and local community. He was a much loved, kind and capable man, an anchor to his family in far-flung places and a friend to all. John leaves good memories of a life well lived.



Out and About

Pioneer Run® 2021 : 81st + 1

Dave Masters


Dave and his 1911 Veloce

Shoreham Airport, we finally got there – IT WORKS!! Congratulations to the SMCC for its tenacity and bravery, the organisation was excellent, and we all felt welcome and looked after, well done to the organisers and club for taking the plunge. Everyone I asked agreed the new venue and route was an improvement. It proved that doing things differently does not have to be the end of the world, definitely easier than that A23 Brighton approach and on through the city traffic, much safer and enjoyable.

The 'Old Guard' who have steadfastly seen the club through to this point can now happily stand back and relax knowing the SMCC is in good hands with its current forward-looking executives and volunteers. I feel the future of our club is secure in these ever-changing times and in knowing our committee will confront and adapt to challenges which might affect our members and their treasures.

My ride from Epsom on my four-stroke Veloce was mostly uneventful, we managed to shed a front brake block passing Gatwick Airport and the power dropped off making hill climbs slow. All of this was resolved at Verralls in Handcross. Ian gave me space for a quick overhaul and a much-needed drink. I had a replacement brake block on board and discovered the inlet valve housing was coming loose, easily repaired. Off we went again, whizzing along at up to 30 mph, then the compulsory checkpoint stop at Leonardslee Gardens.

After passing through Small Dole I then considered the approach to the A27 up what I know was a complex junction with a long ramp up to the main road, it was easy and the Veloce climbed it with no effort. The approach to Shoreham Airport was also easy but I was not looking forward to the speed bumps mentioned in the Final Instructions. No problem as they were shallow platforms easily taken at low speed. Our welcome and guidance to the final assembly point was effortless, only just over 200 veteran entrants this year (for obvious reasons) but clearly with space for our usual numbers, it made for a very sociable venue. We got complimentary coffee and burgers with chips to finish off the ride (who supplied this?) thank you. My wife Maggi drove my tender and she also found the route, instructions to tender drivers, the parking at the airport, and the efficiency of the shuttlebus to the event great. There was no waiting around, and good directions from the marshals, all within the airport's boundary, and probably only a kilometre walk if you felt inclined. A lot of effort which achieved a successful event.

May I suggest for next year's Pioneer Run the club invests in more publicity to attract an interested viewing public? It is an event which exemplifies what we in the historic motorcycle fraternity represents what is the best public free entertainment.

I always like to complete the Pioneer Run without a stop over, I think I have ridden it eighteen times now. I understand that some few riders avoid the whole course by tendering their bikes after the start and unloading before the finish, they have their own consciences to live with. I do resent their lack of commitment which means I have to stop when enjoying the ride. So saying, I coped with it and I didn't have to stop my engine to get my competition number stamped at Leonardslee.

If you missed the run this year, do enter for next year's which is on Sunday 2nd October, you won't regret it.

My Pioneer Run 2021

Richard Woodcock

My 1913 Rex Vee Twin (AKA Old Peculiar) flew down to Brighton with little complaint, to gain its third Finishers Medal. However unfortunately the engine has tightened a little so we suspect a jammed piston ring so further investigation required.

I have completed five Pioneer Runs now, (three on my Rex, one by Leon Bollee and one on The Dreadnought), and had one retirement with the Rex, and here is my feedback on the latest event.

I always enjoy the challenge of the event, and personally saw no need to change the route or the finish at Madeira Drive, though I understand that others have different safety concerns. I like the charisma of the traditional Madeira Drive, in Brighton Town Centre, broadly following the 'Emancipation Run' ethos of 1896, and open access to the public, who are unlikely to travel out to the Airport.

The new route was pleasant and a little shorter than the traditional route and well signposted too. The run in, along the perimeter was a little tedious as the speed humps caused my rear stand to keep dropping down. At the finish, it did not seem clear where exactly the finish line was. I think that if the airport venue continues there is scope to provide a more impactful finish line on the same lines as the VCC Car version, but with the iconic Art Deco airport building as a back drop, with competitors then continuing to the rear of the building where the display and hospitality could remain the same as this year.

By far the best thing about the new venue, was the parking for tender vehicles and trailers which was excellent, coupled with the highly successful vintage bus transfer. I have previously provided feedback several times that post codes for the start, coffee stop and finish would be helpful to tender drivers with satnavs.

The prize giving is always a difficulty. The organisers need to allow sufficient time for judging the finishers, and many competitors are anxious to get off home due to travelling long distances. The consequence is that most have left by the time it gets underway at 2pm, which is a shame. I don't know what the answer is, there is a similar issue at the VMCC Banbury Run. The PA system worked very well for Tim Penn.

These are small points to assist the organisers in future planning, and should be taken in the context of a VERY successful event, for which they should be duly proud and congratulated

Well done everyone and many thanks to The Sunbeam Club for their excellent organisation and signage in difficult circumstances



Richard Woodcock aboard his Rex at the finish.

A 'Rookie' Pioneer Run® - 3rd October 2021

Debbie Bartlett

After an early start, we arrived at Epsom Downs with my recently acquired 1914 Triumph 550cc Model C Roadster, I eagerly awaited my starting timeslot of 8.17am with some fear and trepidation.

In the few weeks leading up to the event there had been many hours of preparation on the machine prior to my maiden Pioneer Run, this limited my time to learn to ride the machine to a 'one off' test run in a quiet road close to my home that only lasted 20-30 minutes! As an experienced bike rider there was still a lot to learn, setting/adjusting hand controls for throttle, air and ignition, not to mention, the hand gear change, foot clutch and rear brake and use of the decompression lever and inverted lever front brake. The fuel crisis added to the last-minute pressure and led to several hours of searching the local area for fuel and much wasted time queuing in order to secure petrol for the machine and diesel for the van.

I had the good fortune of having a very supportive team in Barry, Dave and Ross. Dave and Barry crewed the van and stopped at various points so they were close by if I needed them. Ross was out riding with me on his lovely modern bike with brakes!!

After some last-minute tightening of my rear-view mirror I finally set off around 8.30am. Immediately leaving the start I had a slight altercation with the rear end of another rider's bike that had stalled directly in front of me. I tried to swerve but had a tangle with his rear mudguard. Luckily no damage was done, but I had stalled the bike so had to put on its stand to re-start the engine and set off again. The pedalling required to start the engine can be very tiring so my aim was to try not to stall, easier said than done!

After adjusting the various levers to increase my speed I headed off towards Burgh Heath and up a rise to a set of traffic lights where I was to filter right, I timed it well and managed to get through before the lights changed to red. I soon learned that riding the machine was all about timing, being in the right gear with the right amount of throttle, air and ignition timing was imperative and thinking well ahead about stopping in a controlled manner without stalling the engine. Oh, and not to forget about being constantly aware of the danger from other road vehicles.

The other thing I definitely had to remember was to hand pump oil into the engine, as the engine has a total loss oil system requiring regular replenishment. I made a cardboard plan of memorable points on the map (mostly pubs) where I would pump oil and placed it in a prominent position on the handlebars. Forgetting to oil regularly could lead to engine seizure and a large repair bill. Sadly, I passed by many riders who had broken down on the way. The event is a big test of endurance for both the rider and the machine, with machines dating as far back as 1896 and no machines being post-1914 this being the cut of point to qualify as a Pioneer machine.

As I sailed along the A217, my greatest fear was looming, the dreaded Reigate Hill. I left the roundabout in second and at the first sign of the descent I retarded the ignition, and opened up the air to help facilitate some engine breaking. This was my first attempt at doing this and the bike coughed and spluttered and finally stalled. Ross parked behind me with hazards on to protect me. Soon the engine was running and I gingerly rode off into the traffic and down the hill. The brakes were virtually non-existent but entering the hill in the right gear and at a sensible speed paid dividends, I did not make a further attempt at retarding the ignition. I sailed down past the speed camera and across the railway crossing.

Passing through Reigate two thoughtless 4x4 drivers pulled out across my side of the road which led to a couple of very scary moments, I doubt whether they would have done this if they knew I was riding a 107-year-old bike that had little braking!

Passing through Woodhatch, I settled into the ride and had learned quickly how to operate the controls and find the best gear for the occasion. The machine was fairly comfortable with its large sprung Brooks leather saddle and rudimentary front suspension. I was due to stop at the Black Horse at Hookwood, where Barry and Dave were waiting but the machine was going like a well-oiled sewing machine and I decided to carry on.

A 'Rookie' Pioneer Run® - 3rd October 2021: Continued **Debbie Bartlett**

I passed Gatwick Airport and as I approached the many sets of traffic lights on the outskirts of Crawley I stalled at the third set of lights. I pushed the bike to a safe place to re-start the engine. Ross parked his bike behind me again and helped me put the bike on the stand to re-start. At this point Ross asked me what the hell was the brown liquid that was coming out of my trouser leg... I don't remember being that scared!! I felt around and soon realized a small emergency can of Costa Double Espresso Coffee had burst in my trouser pocket and was running down my leg and out by my right boot.

I continued on my journey with lots of throttle up the long Handcross Hill waving to onlookers. I didn't time the traffic lights at the top of the hill right and had another stall and re-start. I was soon onwards again through Handcross village to the halfway compulsory stop at Leonardslee Gardens, near Horsham. I had my entry number stamped as proof of my visit, topped up with fuel and quickly checked the machine before spending a pleasant half an hour mingling with the remaining riders and enjoying some well-earned coffee and cake. As I left on the next leg I reflected on my journey so far and at this point my confidence in making it to the finish line was growing.

The weather was lovely and I was now really enjoying the ride and waving to the many onlookers in the pretty Sussex villages the route passed through. I didn't want to relax too much and forget to pump the oil regularly. I was overtaken on several occasions along the route by riders with bigger engines and more experience, some being somewhat 'gung ho' on the downhill sections of the route.

At last, we were climbing the spiral road system near Shoreham to join the A27 West towards the Airport. Ross overtook me to indicate and protect me as I joined the swathes of traffic on the busy main road. Now a final left at the lights and onto the Airport Perimeter Road, the lights changed to red as I approached and I stalled the engine. I put the bike on the stand and the engine easily re-started for my final ride to the finish line which I crossed with immense satisfaction at around 11.45am. I signed off and received my medal and badge which I was very excited to receive. A distant childhood dream had been realised this day and I was elated that I had been able to ride the event rather than watching it as a bystander as I have done for the last 50 odd years.

After I parked up in the pits a friendly face appeared, my biker friend Jules had come down from Crystal Palace on her new electric motorcycle. We had a photo shoot and joint riding video to show both the old and the new, a great day much enjoyed, I am looking forward to further events in 2022.



Debs At the Start at Epsom

In Loving memory of my Mother Audrey Hill and Father Tony Hill who I know would have thoroughly approved of my taking part in this great event.

‘It’s Better To Have Tried And Failed…’

Jon Dudley

Alfred Lord Tennyson

The sky is blue, the day is young and the gentle throbbing of some two hundred exhausts fills the Surrey air as members of The Sunbeam Motor Cycle Club leave the grassy knolls of Epsom and head southward for the coast. The annual Pioneer Run is once again begun and men and women guiding their ancient motorcycles are enjoying their day in the October sun. To the general public this is as romantic an idyll of early transport as can be imagined, machines and riders in perfect harmony and set for a ‘grand day out’. However, I sadly have to disabuse these innocents of their romantic notions with the simple fact that not all of us make it.



Jon and his Grandfather's 1910 Arno at Epsom

As a relative newcomer to The Pioneer Run, my first outing ended in failure but this time I was basking in the confidence brought on by having (relatively) trouble-free finishes in the succeeding years. As for most of us, prior to the run there was time spent fettling machines, in this case my grandfather’s 1910 Arno and, with hindsight, the error of fitting a different carburettor. The substitution of the leaky and battered B&B for an ‘overhauled’ shiny Amac was a rather basic one. I am reminded of the quotation from Phyllis Theroux: “Mistakes are the usual bridge between inexperience and wisdom.”

Nonetheless, the machine started and ran well. All that now remained was to check the tool bag and push the old thing into my van and look forward to the following day. This year we had the nonsensical fuel availability problems with which to deal. Fortunately, I already had 10 litres of petrol in a can for the ‘bike and was able to fill the van with diesel by dint of visiting my local Sainsbury’s filling station at 2.00am! Others weren’t so lucky and as a result, entries were down by 65 on the day.

Having collected a chum to drive the van for me, we arrived in plenty of time at Epsom, fuelled the Arno and pushed it to the start. The straws were in the wind however. Would she go? No she would not. I changed the plug a few times, she fired, she ran for a bit, she stopped, she ran for a bit more and so on. Eventually she did run well enough to get me away but things were clearly amiss as she wasn’t going at all well and as I pulled out onto the A217 we halted. This involuntary stop forced yet another plug change yielding obvious signs of an over-rich mixture. Running again and fully ‘leaned’ out I was getting merely average performance but was making slow, if steady, progress. Reigate Hill offered a degree of interest with a strange noise emanating from somewhere…I couldn't locate it exactly. No matter, I pushed on until just south of Reigate where we ran out of petrol as a result of the over rich mixture. Having refuelled I pressed on until it became obvious that the noise heard earlier was coming from the front of the machine. As I ground slowly to a halt I could see that one of the front brake blocks had somehow worked itself into a position at right angles to the rim and was gently kissing the spokes, not only that but it was sorely bent and misshapen. Twenty minutes work with mole-grips and pliers eventually coaxed the part into some sort of reasonable shape and off we went again. By the time I had just passed Crawley we once more failed to proceed, plenty of fuel but no go! Inspection of the magneto points plus a shock from the plug lead proved that there were sparks at the plug,

'It's Better To Have Tried And Failed…' Continued **Jon Dudley**

so I next removed the carburettor, blew it through as best I could, shook the float and replaced it. Nothing. I fiddled around for another twenty minutes or so until the van appeared and by that time, thoroughly hot and bothered, I loaded the 'bike and we drove on to Leonardslee Gardens for a cup of coffee. Not wishing to miss the sights at the new destination of Shoreham airport we arrived by four wheels instead of two.

To say I was disappointed would be no exaggeration and yet curiously, and despite everything, I enjoyed my day. Of course, come Monday morning at home, I removed the carburettor but still found nothing wrong. However, the simple experiment of altering its angle very slightly on the inlet stub from the vertical to a few degrees clockwise produced immediate results. The Arno fired instantly and responded to the slightest change in air and throttle controls. Of course I hadn't had the nous to think of this on the run, still, there's always next year! Of course it's very rewarding to finish The Pioneer Run, but let me tell you, if you don't make it, it's also great fun to take part.

In the Pioneer Run we really do have a wonderfully organised event and my thanks go to all the officials, marshals and volunteers who help to make this day such an enjoyable one.

2021 Pioneer Run® – Much Better Late Than Never! **Andy Dean**

So after a cancelled year in 2020, the event that normally begins our riding year has migrated to the end of the riding calendar for 2021. And whatever anyone thought about tailing the season rather than topping it, everyone seemed to agree that it was bloody brilliant to have it at all.

Chuck in a fuel crisis and some sort of ongoing virus-thingy and all the signs were we could well go without for another year. So, all credit to the organisers for sticking to it and putting on an event that's guaranteed to bring a smile to the faces of the participants. Mind you, with the lockdown haircuts, ratty beards and the wrinkles-all-round of many of the riders, a smile could well be a grimace for all we could tell. And some of the male riders also looked odd.

A big plus of an October Pioneer Run is what appears to be a better stab at having some decent weather. It was a pleasant change to have a nice bit of sunshine after a slightly overcast start rather than the traditional March chill wind gently freezing your assets.

In spite of Rob Pond's very relaxed, almost non-existent approach to organising at the start, flagging off and getting underway went off smoothly enough for most people.



Andy and his New Imperial at Leonardslee Gardens.
Picture: Simon Webb

2021 Pioneer Run® – Much Better Late Than Never! Continued **Andy Dean**

Entry numbers were down on the usual figures, but we can all think of a few reasons for that. Let's just hope that falling off the perch wasn't a reason for many non- attendances, and another year of jabs, masks and no handshakes means more people can come out of the woodwork for 2022.

This year we also had a couple of changes to the event itself. First off was an obligatory compulsory stop at Leonardslee Gardens to compulsorily eat cake and be forced to drink a hot beverage. Not much to dislike about this for most people! And the added attraction was some well organised parking for tender vehicles, so riders and crew could meet up and work out what bits had fallen off and whether it mattered. That probably got a few bikes back on the straight and narrow for the rest of the journey but some of the riders generally need a lot more fettling than a quick service in a car park with an adjustable. And seeing riders refuelling did remind a few people to fill up bikes as well.

The second change was where we were all aiming for. I know there's the slight safety aspect of the old A23 merge-and-change-lanes-or-die game, and a few concerns about the state of Madeira Cake Drive but progress is ever onwards, so into the breach stepped Shoreham Airfield. As a destination, it's a lot nicer to get to. That last bit of trundling through the hills was almost enjoyable this time, plenty of gentle inclines and precious little drama. A bit windy on the rather high elevated section, but a lot less traffic than the original route, so on the whole I think the flatulence went unnoticed.

On reflection, I did miss the jousting with the traffic and jiggling through the traffic lights through the centre of Brighton, but perhaps it's not the safest of things to be doing in public view any more. Not everyone enjoys seeing us dicing with death. In fact, there might be a few riders who don't enjoy it either. However, we did previously have the chance to interact up close and personal with said public once we had got to Have Some Madeira M'Dear, and that's something that we will likely miss out on at the new destination of Shoreham Wind Tunnel.

The change in date may well have had something to do with public attendance and awareness as may have the change in destination, but it's very early days for some quite big changes, so let's all think plenty of them positive waves.

With the next run already firmly pencilled in for October 2nd 2022, perhaps that gives us some time to spread the word about where and when to go and see us both en route and arriving in all our glory at the new finish.

In the meantime, congratulations to all the organisers, helpers and marshals for putting on such an enjoyable day.



The 81st +1 Pioneer Run®

Chris Ronalds

What an exceptional event this was and I can only begin by firstly showering the officeholders of the Club with glittering plaudits for having the foresight and commitment to instigate and proceed with the run in early autumn. So too should heartfelt thanks be given to all those Club members and volunteers who contributed their time and efforts beforehand, on the day and after.

The southern weather on the eve of the run was simply appalling with torrential rain and strong winds but miraculously subsided in the early hours next day and the roads had mostly dried for the 8am start. Another factor of concern was the acute fuel shortage fiasco which I suspect may have prevented some entrants, needing to travel from afar, from participating. That said there was an upside to this in that the roads were clearer of traffic so that the first half of the run, with its challenge of numerous traffic lights and roundabouts, was less demanding than usual.

After the obligatory stop at Leonardslee Gardens the revised route down to Shoreham and into the paddock at Brighton City airport was a delightful canter.

I am aware, and understand why, some are concerned about the loss of the traditional finish along Madeira Drive but have to say that, for me, the concluding stage of the run became that much more enjoyable knowing that the negotiation of intense Brighton traffic no longer lay ahead.

All my past rides on the run have been on bikes very kindly lent to me by Geoff Morris but this was the first Pioneer Run® on my own machine and that made it very special.

Some years back I found that I was no longer able to run and bump my 1919 model D Triumph. This realisation came when, after an attempted push start, man and machine lost synchrony and went their own separate ways, fortunately with little subsequent damage to either.

Now about the same time I started to build a 1908 Triumph to ride in the run but when it was completed four years ago found I was unable to even pedal start it when it was off the stand. However, the recent fitting of the prototype of a purpose designed centrifugal clutch (see article on pages 16 and 17 of issue 911 of SMCC news) has now enabled me to ride this fixed engine bike so it no longer languishes in the garage.

To be able to stop with the engine still running is a massive advantage for people like myself who no longer have the oomph to run and bump or pedal start a fixed engine machine and I very much hope that use of such a clutch will be considered by others to enable more early machines to emerge from enforced hibernation to be ridden and enjoyed. The Pioneer Run® is the premier event for early motorcycles and for riders of any age. Long may it remain so!



Chris and his 1908 Triumph at Epsom
Picture: Outdoor Imaging

The 81st +1 Pioneer Run®: Photos From Epsom

Tony Lloyd



Rob Hamilton Gets Off to a Good Start 1912 Harley Davidson



Mark Roper Gets Assistance at the Start: 1911 Triumph

The 81st +1 Pioneer Run®: Photos From Epsom

Tony Lloyd



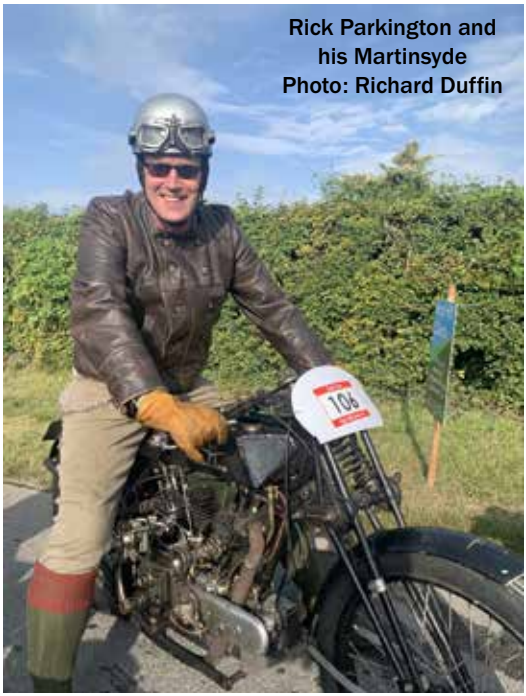
Paul Watton aboard a 1913 Alldays Matchless is Flagged Off From the Start by Cllr Peter O'Donovan, The Mayor of Epsom and Ewell.



Ian Whitehead Leaves Epsom Downs Aboard a 1913 Veloce

Kop Hill Climb September 2021

Graham Buckingham



Rick Parkington and his Martinsyde
Photo: Richard Duffin

The Sunbeam Club stand at the Kop Hill Climb was in a good position, we were next to Richard Martin and the Scott Owners Club. What do you call a collection of Scotts, a swarm?

Richard Duffin rode his Scott Flying Squirrel on Saturday, and on Sunday he rode his 1920's side-valve Aerial which had a tick-over like a grandfather clock.

John and Jane Fuller brought along their 1926 AJS G6 TT replica 349cc which was much admired by everybody.

John Hill looked the part riding his Levis M type 250cc complete with Levis t-shirt, while another Sunbeam member brought along his Sunbeam model 7 on Saturday.

The Wilson brothers were exciting the crowds with their Douglas SW5 speed model.

Andy and Bev Middleton rode in each day on their mighty Brough Superior SS100.

It was nice to see Rick Parkington out and about after his mishap, while Judy Westacott looked the part on her 1935 Norton International.

Late on Sunday afternoon Richard Duffin's wife Julie had a nasty fall crossing the road at the start cutting her leg. It was nice to see her out and a fortnight later at the Pioneer Run.



John Fuller and his AJS
Photo: Richard Duffin

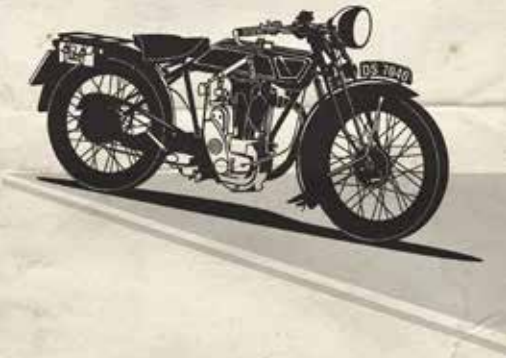
CLASSIC BIKE INSURANCE?

THE HARD WAY

- ☐ Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic bike insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your bike's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

THE EASY WAY

- ☐ **Call Hagerty. 0333 323 1383.**
- ☐ Go for a relaxing ride.



Sunbeam MCC
Club Member Discount
Don't forget to quote "CCSMC" when contacting to obtain your **15% discount** on new policies and renewals

HAGERTY.
CLASSIC BIKE INSURANCE

HAGERTYINSURANCE.CO.UK

Hagerty International Limited is authorised and regulated by the Financial Conduct Authority (FCA Firm Reference Number 445417)

Romney Marsh Run Returns

Martin Hirst

Having had the disappointment of being forced to cancel the 2020 Romney Marsh Pre-1931 Run due to COVID restrictions, as the new Secretary of the Meeting I was determined that the 2021 event was going to proceed to plan. I had ensured that I had the 26th September booked up early at the new start and finish location of the Romney Marsh Wartime Collection and started to ensure I had everything in place for a great day. I had some concern when it was announced that the Kop Hill Climb was to run on the same day but there was no option for another date at the museum so after some deliberation and discussion with the SMCC committee members I decided to run to plan.

As the day dawned the weather looked good, and entries were looking very healthy. Including extra entries on the day, a final total of 35 pre-1931 (20 Vintage and 15 Veteran) machines assembled at the start line. Some entrants opting for overnight camping and even the concern of the fuel shortage had not deterred too many and with entries from both SMCC, VMCC and no club affinities for both the short and long routes when I gave the riders briefing it was great to see so many people participating on the run. We did have three non-starters and a few breakdowns requiring recovery but everyone seemed generally pleased to be out again riding in the sunshine.

As ever with running events I am in the debt of a number of people, Julie Francis of BikerBuys for the event souvenir badges and glasses. Julie Diplock for providing the breakdown service and for the kind loan of her very luxurious marquee for signing on. Serena Powis and the other members of Moto Club Talpas for providing the route marshals. Dale Walters for his still photographs and video footage of the event, LLoydhansa for sponsoring and presenting the 'Spirit of the Event' award. Paul Wilcox for his great assistance with route planning and lastly all of those who despite the challenges of fuel shortages and threats of rain on the day supported the event to make it what I believe to be a great success.

I am also pleased to report that the Romney Marsh Wartime Collection Museum supported the club well and did a brisk trade in both teas and coffees the Dispersal Hut café, and I had no bad press on the 24 ploughman's lunches that were pre-booked and served up. Although there was a lot to do with a new venue I would highly recommend being a SoM for those considering it as the experience was a very good one for me and look forward (if the SMCC will have me!) to running the event on the 25th September 2022. Having supported Julie and Rick with the event for the last few years the experience of flying nearly solo was very rewarding and I have had some very nice complements.

I have uploaded some of the event photos to the club web-page and there is also the event video (with drone footage!) which has now been uploaded to YouTube by my photographer to his channel, search on Romney Marsh run.

I'm pleased to report I just about made a profit for the club and I've pre-booked the 25th September 2022 for the 8th Romney Marsh run with the Romney Marsh Wartime Collection Museum and entrants can be assured I will make a few improvements for next year's event.

Awards were as follows with all recipients receiving an engraved glass celebrating their achievement.:-

The 'Lloydhansa Spirit of the event award' (presented by Mr Rod Lloyd) – No. 24 Alan Williams 211cc 1902 Minerva

The Len Heath Trophy - Most Original unrestored Machine - No 28 Karl Foulkes-Halbard - 1923 Indian Scout 596cc

The Daily Express Pioneer Run Trophy - Most Admired Veteran - No 21 Chris Brown - 1914 Ixion B2 269cc

The Sunbeam 200 Mile Trial Trophy - Most Admired Vintage - No 4 Nick Smith -1924 PV Model B 247cc

Graham Walker Memorial (Tom Lightfoot Trophy) - Furthest Travelled Competitor - No 7 Martin Hirst - 1918 Dart-JAP 654cc (I did try to award this to two others, but they both ended up being non-starters)





Chris Boakes on his 1926 BSA .



Rick Bailey on his
1927 Sunbeam .



Nick Smith receives his
Trophy from Martin Hirst

Features and Articles

Hidden History Of Our Bikes Part 5

Roel Van Maarseveen

1913 V Twin JAP engined Matchless Model 7 770cc



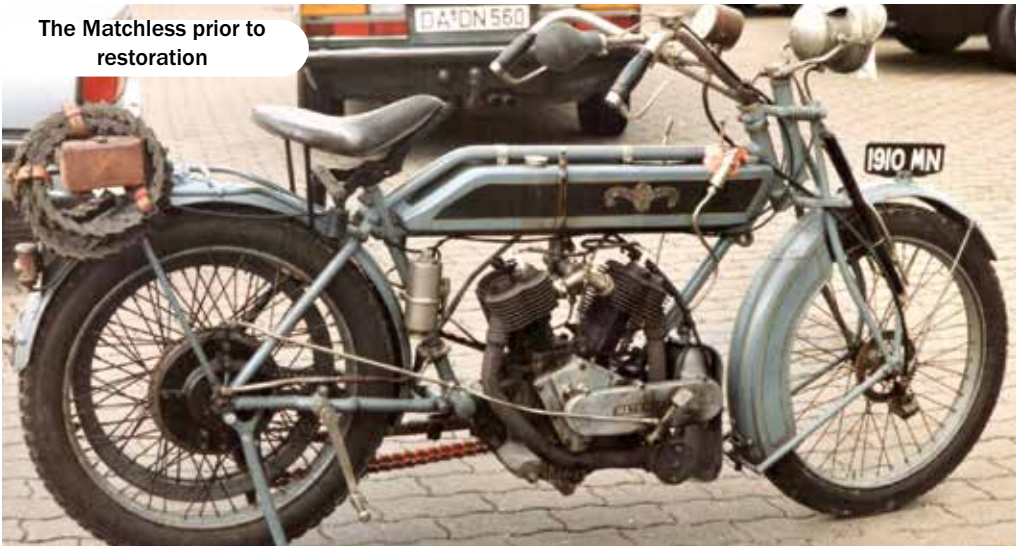
This motorcycle crossed our path in 2015 through an advertisement of Yesterdays, the Dutch dealer. Wow, what a beauty, with double belt-drive to the rear wheel, to prevent breakage resulting from the powerful 770cc engine (shown left). Or, as advertisements of the day brought it, if you break a belt the other will still bring you back home. This wasn't uncommon those days, Rex even had a double rear wheel in 1907: double the traction and a spare in one!

From 1910 Matchless fitted a spring front fork, with a big spring nicely housed in a closed tube between the frame and the front fork. The rear hub contains a drum brake with bronze shoes, very advanced for 1913, when most brands still offered pulley-brakes. You have to start the bike by hand: pull the decompression lever, sling the starter which is attached to the rear wheel and BANG BANG it is already running. The big lever on the left side of the tank controls the two-speed hub. Ideal for carrying a sidecar and transporting the whole family. From Thijs Lempes we learned that in those years Matchless made the engine and mounts to size for each new bike, numbered them and finally painted or nickelled them. This had to be done to accommodate the variations present in each part. By checking these numbers, we could verify the mounts and the engine have always been together, and we could conclude they had never been messed around with. Great to find out, and very nice of Thijs to share this information.



1913 V Twin JAP engined Matchless Model 7 770cc

There was no registration with the motorcycle, but we did have an address of the previous owner: a German collector who bought the bike in 1999 and collected it from the Isle of Man, where it was part of the collection of George Daniels, the renowned horologist. Daniels bought it in 1948 when living in London, before moving to the Isle of Man. After moving he rode with registration 1910 MN which apparently was not a real registration. He believed the bike to be from 1910 and he lived on Man (MN), so that's the number he used. Daniels was a very famous watchmaker, with many decorations and considered one of the greats of his era (1926 - 2011). As a young lad he was intrigued by the mechanics of watches, and he had the intention to make a complete watch one day. After many years of schooling he was able to create each and every part, including the body and face.



The Matchless prior to restoration



And as it is now...

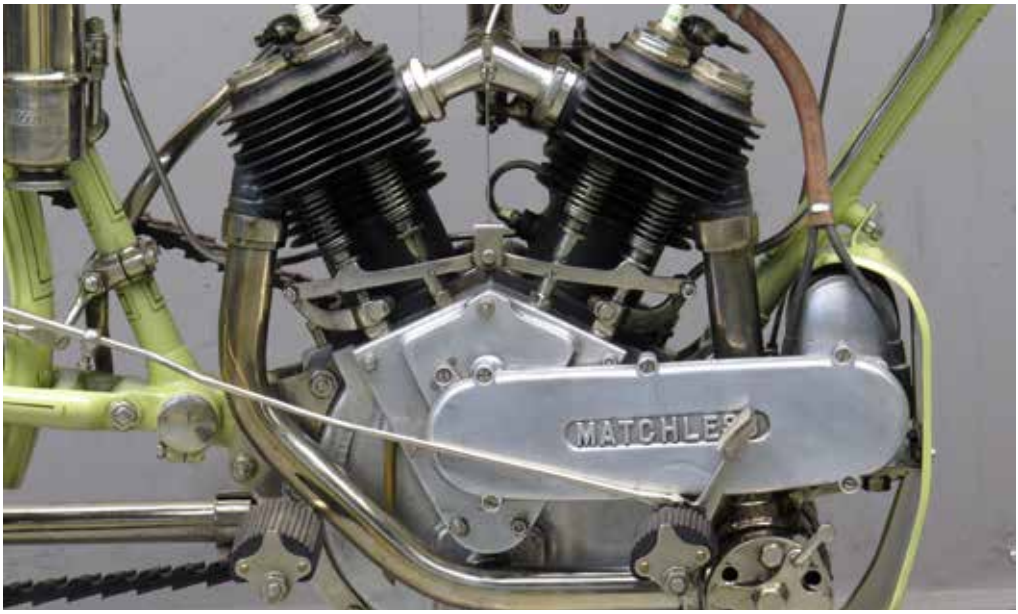
1913 V Twin JAP engined Matchless Model 7 770cc

He started restoring old watches, to such success that he was asked to restore for the British Museum and became subject expert at auction house Sotheby's. His fame came when he invented the co-axial escapement, which gave more accuracy and required less lubrication, the biggest improvement in horology in over 200 years! His work was not in vain, and besides some nice motorcycles he had a collection of vintage Bentleys, including the ex-Tim Birkin Bentley Blower No. 1. He is arguably most known for the Daniels Space Travellers watches, still being auctioned for millions of pounds!

We found out that when it still was in London, the Matchless was registered as P 9028. We even found a picture, stating "all-in good time" of George with the Matchless! The P-numbers were issued in Surrey (now South London). The final number 9999 was issued in November 1913, so our registration was early 1913. Sadly, the Surrey archives were destroyed by government order in the eighties, so we will never recover the first owner's name (unless a photograph from an old family album suddenly shows up, but let's not keep our hopes up...). It was clear the bike first came on the road in South London, was obtained by Daniels in 1948 still in London and moved with him to the Isle of Man. But what happened in the meantime, whether it was fitted with a sidecar, and used with what intent (transporting family, as sales representative or private use in the weekend?) we don't know.

Isn't it unbelievable that we still ride our 80/100/120 year old motorcycles, while most people consider replacing a new vehicle after five or six years considering it worn out, have dated styling or whatever. We continue to use our old machines, and are still enjoying them, talk about sustainability. If there is an environmentally-friendly club, then we are!

Anyway, the German collector who bought the Matchless from Daniels in 1999 even took it (closed circuit) racing and had a crash, which was severe enough to require a full restoration. This was executed by a professional company around 2003. While this was done very meticulously, we would have preferred to have kept the bikes patina, with hints as to the past history, and then only revise the technical parts. Geert de Boer completely checked and tuned the bike and we hope to take it to some rallys in the coming year. Hopefully we can see you there and we can give our impressions of the ride, perhaps with a sidecar one day.



Inside a 500cc Barr and Stroud WA7 Engine: Part 1 John Ferguson



Yesterday I dismantled my recently acquired spare 500cc WA7 engine. Given that only 110 of them were made over 90 years ago, very, very few people have seen inside one. This is what it looks like.

The inlet and exhaust manifolds are at 45° to the square cylinder flange. A 45° inlet tract /carburettor mounting stub is used. This allows two well-considered possibilities. Firstly, by rotating the barrel 90°, and inverting the carburettor mount, the engine goes from a left-side exhaust to a right-side exhaust. More importantly, it allows two cylinders to be used on the V-Twin, with out-facing exhausts and both inlets aligned.

Pictured below right: The outrigger bearing for the sleeve drive gear will rotate within the casting by design, position locked by the 5/16" bolt.





Head removed. Note compression release valve, still required despite 4.25:1 compression ratio (left). There are two junk rings, one more or less conventional, the other a sleeve. The perfect hemispherical combustion chamber allows the head can be rotated to find the optimum spark plug location (right).





The sleeve driving gear runs on a 4½" roller bearing. Note the dearth of timing marks and the new brass intermediate gear. Originally, fibre gears were standard for the intermediate gears, presumably as a fail-safe in the event of the sleeve seizing.

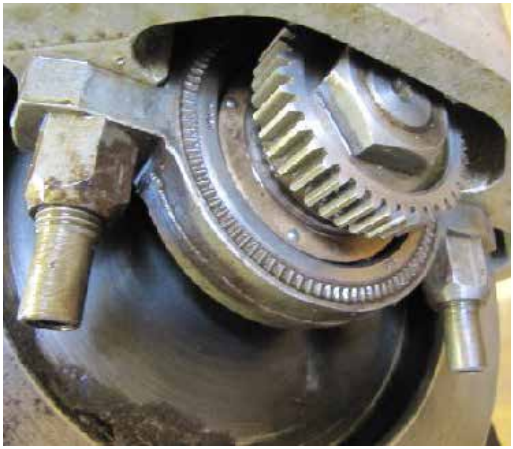
The problem was that they were a bit soft and tended to fail due that reason. Ever Onward has an aluminium intermediate gear, fitted during Wally Maynard's ownership. This brass gear appears brand new, unused, and the port timing as found was impossibly wrong. I suspect the new gear was made, fitted, and the engine never run again. Some engines were despatched with all steel gears.


Sleeve Drive Gear in situ


Sleeve Drive Gear with Roller Bearing

Below are pictured the main bearings, note the carriers. Everything looks like it was built by a marine engineer. The mainshafts are off-centre for balance. The mainshaft studs are double threaded, drilled and tapped ¼" up the inside for four of the six sump / bottom cover bolts.





Pictured right is the piston and crank. The only way the engine can come apart is to invert and then lift the crank assembly out, drawing the piston out of the sleeve. Re-assembly will be a three handed job, fitting the sleeve over the piston, one pair of hands lowering the crank assembly while a third hand steers the sleeve drive peg through the crankcase casting. Port timing will be set by the sleeve drive gear which will go in last. It wouldn't come out freely due to rust on the outer race. The holes through flywheels are for alignment. Note the hollow crankpin.



With the crank out note the intermediate gear, pictured right. The intermediate gear spindle is locked in place by a bolt through a steel boss in the crankcase.

The sleeve drive gear had to be persuaded out, tricky from within the blind crankcase. Once the outer race is cleaned and polished, it shouldn't be an issue.





The barrel is fixed to the crankcase with bolts, not studs.



Above: the sleeve. Note the ghosts of cylinder ports at ignition point.

My current plan is to clean the engine vigorously, reassemble and set the port timing such that it could be run, then to keep it as an ornament. It will be going straight to the pool room.

Part 2 to follow: Reassembly and a use is found for the engine!.

2022 Chairman's Lunch

Noon Saturday 8th January

At The Shipley Bridge

Burstow, Surrey RH16 9TE

All Welcome.

Contact Ian McGill

01293 771446

pioneerorganiser@gmail.com

Members Advertisements

Wanted

For 1914 Ariel V twin. I am short of the kick-start quadrant shaft and arm and the tin chain case. I don't suppose anyone has one of these sitting in their shed? The 1914 first series of countershaft gearbox has the kickstarter on the outside, changed for 1915 model. Also any other parts - hoping to get the bike finished for next year's Pioneer Run. Andrew Honychurch (Kent) phone 01580 281423 **andrew.honychurch(A)gmail.com** (12/21)

Autocycle, or two-stroke, belt drive machine, as original as possible. Wanted by an enthusiastic new member. Rex Moorey (HANTS) Ring anytime 07506 070057 **airymouse(A)hotmail.com** (12/21)

WANTED Barrel for 1911/12 500cc Humber. Ray Hudson (Somerset) 01934 844546 or email **raymondleohudson(A)hotmail.co.uk** (12/21)

Hazelwood single-cylinder parts or related items. Paul Bullock 01959 562716 (Kent). **secretary(A)sunbeam-mcc.co.uk** (12/21)

Matchless front wheel or hub, 1931. **Speedo Drive** for a 1931 Matchless Silver Arrow. Fits to the bottom of the gearbox. **Rear lens and rim** for a Miller model 109 acetylene rear lamp, approx diameter 2¼". Julie Diplock 01797 344277 **editor(A)sunbeam-mcc.co.uk** (12/21)

Vintage mirror and veteran or vintage handlebar clock or watch holder. Ray Hudson (Somerset) Tel: 01934 844546. Email: **raymondleohudson(A)hotmail.co.uk** (10/21)

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)

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)

For Sale

1935 Excelsior E3. Rare 150cc OHV four-stroke. Three-speed Burman box. Runs and rides well. Some history, original registration number. Can email photos. £4750. Karl Foulkes Halbard (East Sussex) 01323 487124 or 07843 967638 **foulkeshalbard(A)aol.com** (12/21)

Pair of New Tyres: 26" by 2" Cheng Shing Beaded Edge Tyres. £60 each. New 26" Panama hat **mudguard,** to fit sidecar £60. Pair of **Rudge rims**, with offset spoke holes. Phone Eddie Keightley (Beds) 01234 870343 (12/21)

Reproduction veteran clutch, see article in the October / November 2021 SMCC Club News. Contact Graham Hudson (Surrey) **huddo52(A)yahoo.co.uk** (12/21)

1898 Marot Gardon trike. 2.75HP Reg no MGZ 1898. Pioneer certificate and VCC dated so it is good for both Brighton runs. Fitted with a period Jamatel two-speed gearbox which clutch so no stopping the engine at every junction. Bolster tank for oil and fuel. Still running on original surface carb £55K. John Wilton (Hants) **trojon24(A)hotmail.co.uk** 07801 319068 (12/21)

For Sale Continued

1911 Coventry Premier 250cc. Bike is restored and running. Just needs some finishing touches. Originally fitted with a three-speed hub clutch, but has a three-speed Armstrong housing, but no internals, so is a single-speed direct drive. The bike still needs UK registration if it is to remain, but happy to sell worldwide. £8500. See picture below. Stephen Nicholson (Northants) 07445 380721 **Info(A)safety-made-simple.co.uk** (12/21)

Fibrax number 11 rear brake blocks (new, manufactured in 1986) £15 each. **Circa 1924-27 AJS single** timing case covers £60. **1913/15(?) Albion Gearbox:** two-speed veteran chain-cum-belt £90. **1914–19 270cc Liberty** two-stroke engine, NOS £750. **1927/28 Villiers Mk XIV** BYZ 350cc cylinder barrel and aluminium head £90. **1921 Villiers** complete flywheel magneto (the large one) £100. **1919/21 Claudel Hobson** 398cc ABC carburettor £75. **1910 Bradbury** pedalling gear mount castings and front end of fuel tank (rusty, fittings OK) £30. All in good usable condition, plus P&P. Please contact the Editor in the first instance, details inside front cover.(10/21)

Various Books, good condition with dust-jackets, £5 - £10 plus P&P. Geoff Davison, seven racing titles. Handbooks: The Book of The Sunbeam / Triumph / BSA / Rudge / JAP / Royal Enfield. Terry Scotchmer 07827 383424 (08/21)

Free to good home: Douglas 3.48 h.p. Model EW first year handbook. Free to the first person to email me a picture of them sitting on their EW. Paul Gander (Sussex) **paulg(A)go-faster.com**

For Sale: 1913 REX 890cc V twin with ROC two speed hub gear and clutch. The SV engine was manufactured by REX. On Pioneer Register and completed Pioneer Run several times with no problems. In tidy original oily rag condition and mechanically sound; some spares. £26,000 firm. Tom Snow 07813 153511 **tomwithruth(A)btinternet.com** (Sussex) (08/21)

For Sale: New Druid fork rocker spindles for 1927 Sunbeam model 9. EN24 Professionally re-manufactured with all relevant oil ways. £250 per set plus P&P. Stephen Whymark 01435 813569 or 07785 900244 (Sussex) (08/21)

For Sale: 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. Chest 40", sleeves 25", length 49". Best offer accepted. Chris Mann (Powys) 07733 015109 **m_chris.mann(A)yahoo.co.uk** (08/21)



For Sale **1911 Coventry Premier** See advert Top of page.

Insure your bike & car on one policy! Call for details

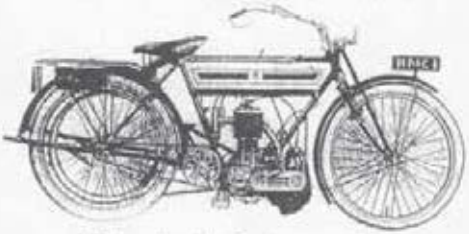
- Instalments
- Instant cover
- Legal protection
- UK & European breakdown

Carole Nash more
comes as standard
bike & car insurance
0800 298 5500

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm
www.carolenash.com
IRISH POLICIES AVAILABLE: Dublin 1800 298 550 Calls may be recorded.

HINTON MOTORCYCLES



Triumph enthusiasts can supply
handlebars, number plates, exhausts
and much more for
your flat tank Triumph.
Also manufacture or repair
to petrol tanks
for flat tank machines.
Phone Mike or Anne Lawson
to discuss your needs
or just to talk triumphs

01258 472262 evenings

Email : hintonmotorcycles@gmail.com

BEST FERRY DEALS



FOR COMPETITIVE RATES CONTACT:
NUTT TRAVEL on 0044 28 7035 1199
OR VISIT OUR WEBSITE:
www.NuttTravel.com

The Vintage Bearing Company



Ball & Roller Bearings for Old Vehicles.
Obsolete bearings found, reconditioned or manufactured.
Also oil seals, steel rollers & balls.

email vintagebearing@aol.com

The Vintage Oil Company

Oil & Grease for classic & vintage motorcycles, motorcars, trucks, tractors, boats and workshop machinery. Also a full range of industrial & agricultural lubricants.

email vintageoil@aol.com



Vintage & Veteran



Purveyors of fine old motorcycles.
Please have a look at our website

www.vinandvet.com

email vinandvet@aol.com



17 Studio One, Waterside Court,
Burton-on-Trent, DE14 2WQ

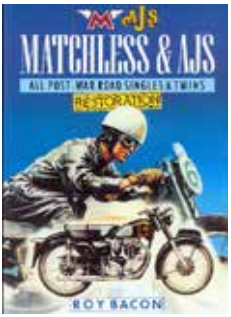
01283 509 562

www.classicmotorcyclemanuals.com

Free UK Postage on all items

We Stock AJS & Matchless, Norton Twins, Triumph Twins Restoration Books by Roy Bacon, Norton Tuning by Paul Dunstall, Triumph Tuning by Stan Shenton. Also Triumph Workshop Manuals 1928-1983 (inc TR5T 1973), Ariel Arrow Workshop Manuals, Sunbeam S7 S8 Instruction Books, WD Workshop Manuals for Ariel WN/G and Matchless G3L. In addition we have good selection of Original and reprinted Vintage Motorcycle Brochures and Manuals.





bsamanuals.com





bsamanuals.com stock a large range of BSA Manuals including A50 A65 Workshop Manuals 1962-1972 in the Original Format , BSA 1940 Parts Books, BSA Sloper and Blue Star Instruction Books, WD M20 Workshop Manuals, BSA Pitman book 1929 and 1938, Roy Bacon Restoration Books for BSA Singles and BSA Twins. In addition we have a good selection of BSA Parts Books and A7, A10, A50, A65, B31, B32,B33, B34, M20, M21,C10, C11, C12, C15 Manuals.

Cheques Payable to S Brown 5 Quarry Lane, South Shields, NE34 7NJ

Contact Steve Brown Steve@bsamanuals.com 0191 435 4122

2021 Pioneer Run®: The Finish at Shoreham Airport **Paul Bullock**



Walkers Garage, Bransgore

Classic & Vintage motorcycle specialists:
from preservation to restoration
Collection and delivery available.

www.euroteamservices.co.uk

01425 672268 (Hants)

VERRALLS

(Handcross) Ltd.

Specialists in
VETERAN - VINTAGE - CLASSIC
and
THOROUGHBRED MOTORCYCLES



WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

We always have on display a range of machines at our showrooms below:

The Old Forge, Quicks Yard, High Street
Handcross, Nr. Haywards Heath, West Sussex, RH17 6BJ

Telephone: 01444 400 678 **Fax: 01444 401 111**

Website: www.verralls.com



Warwickshire Weekend 2022
Friday 6th May - Tuesday 10th May

This old favourite is back on the menu again. Entry forms are available for any club members and many previous participants and new ones have already entered, closing date is 28th February.

You can rely on a friendly and very comfortable hotel, offering good food choices for the nights of 6th to 9th May. We have breakfast and evening meals, the latter in our own dining room. The pleasant quietish routes are arranged by Malcolm Griffin and Judith, who also provide a backup and breakdown service. The hotel has a large car park.

Lunch is arranged at various places en route and food choices will be sent in advance for you to complete and return. Stops en-route are at roughly 25 mile interval for coffee, lunch and tea, amounting to around 100 miles a day on return to the hotel. Riders are free to travel at their own pace. The rates are for bed, breakfast and evening meals for four nights:-

Two people sharing double room @ £55 per person	£440.00
Single room @ £75 per person	£300.00

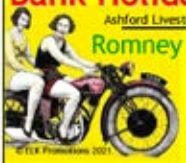
Plus the entry fee for riders is £25.

To enter please contact Jenny Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ
jennybaz.staple@gmail.com tel. 01892 535671

2022 Motorcycle-Only Events in the South East!

South of England
Classic Motorcycle Show & BikeJumble
Sunday 27 March 2022
At The South of England Showground, Ardingly, W Sussex, RH17 6TL

Ashford Classic Show & BikeJumble
Bank Holiday Monday: 18 April
Ashford Livestock Market, Ashford, Kent, TN24 0HB



Romney Marsh Classic Bikejumble
Sunday 8 May
Hamstreet, Nr Ashford, KENT TN26 2JD
Book your tickets online& beat the queues
Visit www.elk-promotions.co.uk

Romney Marsh Classic Show & Bikejumble
Sunday 26 June 2022

Ardingly Summer Classic Show & Bikejumble:
Sunday 31 July 2022

Romney Marsh BikeJumble with Ride-In Show
Sunday 11 September 2022

South of England Classic Show & 'jumble
Sunday 30 October 2022

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

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




Need information on Your Classic British Bike? Visit
www.classicmotorcyclebooks.co.uk
We supply 600 different Spares Lists, Instruction and Maintenance Manuals re-printed from the manufacturer's originals, in the original layout - AJS to Zenith.
AJS, Albion, Amac, Amal, Ambassador, Ariel, Avon, Binks, Bowden, Brockhouse, Brown & Barlow (B&B), BSA, Burman, Calthorpe, Canterbury, Corgi, Cyclemaster, DKW, Dot, Douglas, Excelsior, Francis Barnett, Greeves, Hepolite, Humber, Indian, Ivory Calthorpe, James, James Valves, JAP, Levis, Lucas, Matchless, Millers Electrical, Miscellaneous, New Imperial, Norman, Norton, Panther, Phillips, Raleigh, Renolds, Royal Enfield, Rudge, Scott, Smiths, Streamline Sidecars, Sturmey Archer, Sunbeam, Triumph, Velocette, Villiers, Watsonian Sidecar, Zenith Carb.

Order Online Now :
www.classicmotorcyclebooks.co.uk

ELK Promotions
PO Box 85, New Romney KENT TN28 9BE
01797 344277
www.elk-promotions.co.uk




CLUB EVENTS CALENDAR 2021/22

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

For event enquiries contact Nick Goodwin 07973 285497 or **eventssecretary(A)sunbeam-mcc.co.uk**

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

Date	Event Venue	Contact	
Noon Saturday 4 December	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Xmas Party Frank Mace 07497 000981 **frankmace(A)ymail.com**	All welcome
7:30 pm Thursday 2 December	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
8:00pm Monday 20 December	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	Xmas Party & Table Sale George Smith 01474-852960 **t110george47(A)gmail.com**	All welcome
8:00pm Monday 20 December	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	**Richard Martin** **01727 859796**	All welcome
12:00 noon Saturday 8 January 2022	**Chairman's Lunch.** Shipley Bridge, Antlands Lane, Burstow, Surrey RH6 9TE	Ian McGill 01293-771446 **pioneerorganiser(A)gmail.com**	All welcome.
Friday 6 May - Tuesday 10 May	**Warwickshire Weekend** Kings Coughton, near Alcester B49 5QQ	Jenny Staple **jennybaz.staple(A)gmail.com**	Closed to Club
Sunday 15 May	**AGM** - Venue TBA	Paul Bullock 01959 562716 **secretary(A)sunbeam-mcc.co.uk**	Closed to Club
Saturday 25 June	**The Second Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **holmeswallace80(A)gmail.com**	Pre-1940
Sunday 26 June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **holmeswallace80(A)gmail.com**	Pre-1915
Sunday 4 September	**Fourteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 marj_35(A)btinternet.com	Pre-1940
Saturday 10 September	**12th Sunbeam Sept Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7(A)pobroadband.co.uk**	Pre-1931
Sunday 25 September	**Eighth Romney Marsh Run** Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduck(A)aol.com**	Pre-1931 Flat-tank only
Sunday 2 October 2022	Volunteers needed **81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Ian McGill 01293-771446 **pioneerorganiser(A)gmail.com**	Pre-1915

1911 Veteran Wooler Out and About



Pioneer Run: Owner John Chubb Aboard his 1911 Wooler at the Coffee Stop. Picture: Simon Webb



John Wooler aboard the Wooler on the Sunbeam MCC Club stand at Ardingly. Picture: Paul Bullock

John is the Grandson of the Engineer John Wooler, the designer and builder of the Wooler Two Stroke and many other Wooler motorcycles and projects.