Sunbeam Motor Cycle
CLUB NEWS
Issue 910 April - May 2021
Always Ahead!



Geoff Morris's daughter Jane aboard his Velocette MOV

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,

Quite a lot of news on the calendar front, hopefully the vaccination roll-out will continue at pace and we'll all be raring to go soon.

In addition to the loss of Murray Walker, Johnny Thomas and Frank Bayman I'm also very sorry to report that shortly after submitting the obituary for his friend Johnny Thomas Mike Worthington-Williams also passed away. A mine of knowledge, Mike must have helped thousands of motorcyclists over the years and he will be sorely missed in the classic world.

This edition of the magazine should be despatched to you in a paper envelope, which can be recycled after use. Thanks go to Mick Adams for flagging up that the previous plastic 'bio' bags were not as environmentally friendly as first envisaged.

We come to the last instalment of the epic John o'Groats to Land's End this issue. Are there any more tales of journeys by veterans out there? All submissions gratefully received.

The revised Club News index is now available thanks to John Hodson, our proof reader and former editor. Drop me an email if you'd like a copy. *All the Best, Julie Diplock*

Message from the Acting Chairman

Paul Gander



Spring seems to be trying its best to burst forth and no doubt as the weather warms, more of us will be looking to drag some ancient wonder into the daylight and will try to persuade it to also burst into life.

My 1911 Triumph has taken the air and still has some slight gremlins to iron out. The magneto has been checked and rebuilt, but the bike still runs slightly erratically and sometimes seems to ignore the lever settings. I have tried many things and my current theory is worn slides in the carb and so I am going to make some new slides. I may also temporarily fit an alternative carb as if this fixes the issues then it would point to the carb being at fault.

My 1,208cc Excelsior JAP engine is progressing with the ever-generous Mr. P making parts that are beyond my apprentice level skills and as you can see above, it looks quite engine-like now.

In the last Club News, our plans for the 2021 Pioneer Run® included the traditional Epsom event augmented by the option to do a circa 45 mile run from home if Epsom did not suit. However, after much debate and a close vote, the committee has decided to progress with only the traditional Epsom approach now.

Thank you to those that have volunteered to assist with the Pioneer Run® and now that we have agreed the approach we are taking, I will be back in touch with those that kindly volunteered.

I hope that as Covid restrictions lessen, we will be able to quickly return to a normal schedule of Club activity.

If you are taking your pride and joy out for its first scamper of the year, then I wish you the best with these endeavours and I hope it delivers “every satisfaction” as they liked to say a century ago.

Murray Walker 1923-2021

Ian D McGill



It is with great sadness that I have to report the passing of a dear friend and supporter of the Sunbeam MCC.

Murray would whenever possible attend the Graham Walker Memorial Run at Beaulieu each August, initially with his mother Elsie and continued after she passed away.

Always, he was one of the party, moving around the paddock and chatting to all with his infectious personality and iconic enthusiasm for all the presented machinery, greatly appreciated by the riders.

Born on 10th October 1923 to Graham and Elsie Walker, Murray enjoyed an exciting life travelling with his parents to all the popular circuits where Graham would race motorcycles.

At the outbreak of WW2, Murray joined the Royal Armoured Corps, from which he was sent to Royal Military College, Sandhurst and was commissioned into the Royal Scots Greys. He went on to command a Sherman tank and reached the rank of Captain.

Following the war, Murray followed his father into motorcycle racing, with limited success, then moved to motorcycle trials where he made a greater mark, including a first class award in the Scottish Six Days Trial.

By day, Murray continued as an advertising executive with great success, but his love for motorsport took off when commentating on the 1949 British Grand Prix. The rest is history.

Thank you Murray, Rest in Peace, we shall all miss you.

Ian D McGill, S.O.M. Graham Walker Memorial Run.

Secretary's Scribblings

Paul Bullock

Important Notice: Sunbeam Motor Cycle Club Ltd - Annual General Meeting

In view of the ongoing Corona Virus situation, we are sorry that we have no option but to announce the cancellation of this year's AGM which was due to take place on May 16th.

In view of the current restrictions imposed by the government preventing an actual meeting at this time we will assume that the membership will approve both the accounts and appointment of the officers listed unless the Club Secretary hears to the contrary by the 15th May 2021.

The Committee hope that we will be able to hold our 2022 AGM at the Llama Park on Sunday, May 15th 2022. Meanwhile, the 2021 paperwork is printed on the next pages.

Club Attendance at Shows

The Club has booked stands at the following shows and would encourage members to bring along interesting machines for display on the stand. The dates so far are:

18th July 2021 Founders Day, Stanford Hall Leicestershire

25th July 2021 South of England Showground, Ardingly West Sussex.

31st October 2021 South of England Showground, Ardingly West Sussex.

There will be other events that we will be attending and we will let members know when dates are received.

If you wish to display your machine please let the Club Secretary know.

Proposals for Club Officers & Honorary Members 2021-2022

			Proposed	Seconded
President	Baz Staple		Paul Bullock	Tony Lloyd
Vice President	Ian McGill		"	Baz Staple
Chairman	Paul Gander	)	Baz Staple	John Waghorn
Vice Chairman	Roy Plummer	)	Baz Staple	John Waghorn
Secretary	Paul Bullock	)	Baz Staple	Paul Gander
Treasurer	Trevor Dadswell	)	"	Paul Bullock
Events Secretary	Nick Goodwin	)	"	"
Trials Secretary	Neil Sinclair	)	"	"
Membership Secretary	Sue Wells	)	"	"
Editor	Julie Diplock	)	"	"
Pioneer Registrar	John Waghorn	)	"	"
Pinhard Officer	Tony Lloyd	)	"	"
Archivist	Roy Plummer	)	"	"
Quartermaster	Jane Anderson	)	"	"
Regalia Officer	Rob Smith	)	"	"
Webmaster	Richard Rosenthal	)	"	"
Publicity Officer	Jon Dudley	)	"	"
Committee Member	Rob Pond	)	"	"

Club Committee consists of all Club Officers

Pioneer Dating Committee	Geoff Morris	)	John Waghorn	Arnold Marshall
	Nick Smith	)	"	"
	Paul Gander	)	"	"
	Baz Staple	)	"	"
	Ian McGill ex officio	)	"	"
	Chris Ronalds	)	"	"
Honorary Members	Brian Bonny	)	Baz Staple	Paul Bullock
	Dave Bettridge	)	"	"
	Jim Connor	)	"	"
	Trevor Dadswell	)	"	"
	Margaret Donaldson	)	"	"
	Lord Montagu	)	"	"
	Ian Kerr	)	"	"
	John Sapsard	)	"	"
	Gill Tarrant	)	"	"
	Katharine Hook	)	"	"
Life Members	John Russell	)	Baz Staple	Paul Bullock
	John Peters	)	"	"
	Richard Rumsey	)	"	"
	Ian McGill	)	"	"

SUNBEAM MOTOR CYCLE CLUB LTD
Profit & Loss Accounts for the period ended 31st December 2020

Income	Note	2020	2019 Year
Members' Subscriptions		16,179.12	14,179.98
Events	1	(1,626.32)	4,239.52
Other Income		1,191.84	4,128.62
Total Income		15,744.64	22,548.12
Expenditure			
Membership Costs		10,865.17	10,383.78
Admin Costs		2,604.38	3,316.39
Insurances		2,576.33	2,576.33
Depreciation		1,248.49	1,549.51
Other costs		1,420.53	1,336.00
Total Expenditure		18,714.90	19,162.01
Profit/(Loss) before tax		(2,970.26)	3,386.11

Sunbeam Motor Cycle Club Ltd

Balance Sheet as at 31st December 2020

		2020		2019	
Fixed Assets					
Tangible Assets			70,169.98		71,418.47
Current Assets					
Stocks		1,495.34		1,495.34	
Cash at bank and in hand	2	84,838.27		93,087.08	
Other Debtors		6,538.95		2,101.56	
		92,872.56		96,683.98	
Creditors: amounts due < 1 year	3	(20,182.24)		(22,271.89)	
Net Current Assets			72,690.32		74,412.09
Net Assets			142,860.30		145,830.56
Capital and Reserves					
Revaluation reserve			67,191.00		67,191.00
Profit & Loss Account			75,669.30		78,639.56
			142,860.30		145,830.56

Note 1 Loss on events was mainly due to expenditure non-recoverable on cancellation of the Pioneer Run 2020

Note 2	Cash and Bank	2020	2019
	Santander Current Account	40.76	8.53
	Santander No.2 account	-	-
	Santander Business Savings	63,155.00	71,404.70
	Scottish Widows Bond	21,619.05	21,616.88
	PayPal	23.46	56.97
		84,838.27	93,087.08

Note 3	Other Creditors < 1 year		
	2021 Subs received in advance	7,234.76	9,588.00
	2021 Pioneer monies rec'd in advance	11,721.82	10,530.83
	Accruals	1,225.66	2,118.06
		20,182.24	22,236.89

Sunbeam MCC Events News

Pioneer Run® — Paul Bullock

The 2021 Pioneer Run® is due to take place on 3rd October 2021. The Club has decided to go ahead with planning and organising the run in the conventional way as it would appear at present that we should be able to hold it as normal. Should any problems arise such as a resurgence of Covid cases we will abide by the Government guidance at the time. A decision will be made a few weeks in advance of the event should it appear that a cancellation may be necessary.

If in the event of cancellation and in line with restrictions appertaining at the time, individual Members may wish to go out for a solo ride in order to exercise on their pre-1915 machines but it should be noted that this will not be a Club organised event and will not be a substitute for the Pioneer Run®. However, we hope that we will be able to ride our machines to Brighton City Airport on 3rd October.

Rose Of The Shires: Sunday 4th July 2021: New Date — Rob Bayman

Following the latest Covid 19 roadmap, note the revised date for the Rose of the Shires Run. It's now on Sunday 4th July, with a brand-new route and new venue at Great Brington, Northants.
For more details contact Rob Bayman 07850 870094 **robertbayman(&)btinternet.com**

Ixion Cavalcade 2022 — Dave Masters

We are aiming to hold our next Ixion Cavalcade in May 2022. Sadly, various local issues have precluded it for this year, but we have at last made contact with the clergy and wardens at St Barnabas Church, just a week ago (8th March). I won't go into all the ways I had tried to make contact.

Ian Cockshull had previously been told the Cavalcade could no longer be held at the church and he nobly found another venue out of town, but then Covid 19 knocked 2020 on the head. It would have been Ian's promised fifth running of the event, so I offered to pick it up again if it could be brought back into Bexhill Town. I was beginning to give up on it when I just happened to try the church door as I was passing and interrupted a church warden's meeting.

The outcome was an agreement to still hold it on a Sunday, but with no access to the car park until 12.30 after the morning services, this agreement means that riders would return at about 3.30 for afternoon tea. Last year I had met with the proprietor of the Oasis café opposite the church for him to open in time for the finish of the cavalcade. Since then, the Oasis has suffered some severe structural failures and been closed for an unspecified future. However, we have now been offered the use of the church kitchen with which to offer refreshments and also the use of the 'little room'.

So, circumstances allowing we aim to hold the next Ixion Cavalcade on Sunday 15th May 2022 from 12.30pm and we look forward to seeing all our old friends again, and of course new friends.

If you have any strong feelings either way about these proposals, please call me on 01424 211873

2021 Dales Events Cancelled — Arnold Marshall

As previously stated, it was the firm intention of myself and Wallace Holmes to organise the Northern Pioneer Road Test and Four Dales Tour over the weekend of the 26th and 27th June. However, our traditional Road Test starting venue Tennants Auctioneers in Leyburn has been temporarily taken over as an inoculation centre for Covid and therefore cannot accommodate us.

Wallace has explored various other possible start venues but has failed to find anyone prepared to accept us, largely due to the uncertainty of the relaxing of restrictions which, in theory, are due to take place only five days before our planned events.

We cannot get firm arrangements in place for the Four Dales Tour either, which means that regrettably we have no alternative other than to cancel the whole weekend.
Both Wallace and I remain committed to these Dales events and ask you to reserve the last weekend in June 2022, when we hope to welcome you once again.

FBHVC Clarifies The Introduction Of E10 Petrol For Historic Vehicle Owners

Published by the Federation of British Historic Vehicle Clubs on 26th February 2021



After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after five years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock two grades of petrol and supply at least one million litres of fuel in total each year will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: https://www.gov.uk/check-vehicle-e10-petrol

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

Editors Note: Reprinted by kind permission of the FBHVC, of which the Club is a member. More details can be found on their website www.fbhvc.co.uk

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Bits and Pieces

New Tyre Supplier

Julie Diplock

The Blockley Tyre Company of Blockley, Moreton in Marsh, Gloucester have extended their range of period car tyres to include a beaded-edge motorcycle tyre. They tell me *"This is a 26x3 (700x80) tyre that you can finally rely on to be of decent quality, built on brand new tooling and moulds made for the job. This Blockley design is based on the authentic twin stud Dunlop pattern that was available in period."* Members can purchase a discounted quality inner-tube when buying a tyre. Can any members purchasing report back to me, it would be great to have some feedback for the Recommended Suppliers List. Contact details: 01386 701717 i**nfo(&)blockleytyre.com www.blockleytyre.com**

Calthorpe Marque Specialist

Dick Weekes

I am your Calthorpe Marque specialist. Please alter my contact phone number from 01580 765603 to 07974 406477 as my land line is out of use. My email address is **buarthau(&)gmail.com**

Bits and Pieces

From the Pioneer Registrar®

John Waghorn

An e-mail meeting of the Dating Committee was held in January. Ten additional Veterans were added to the Pioneer Register so the last number is now 2144.

Not many additional bikes this year, but I've had many queries from owners about the history of their machines. Full report to follow.

A Grand Day Out

Ian D McGill

If Wallace and Grommet can do it why can't the members of the Sunbeam Motor Cycle Club? Come on all you guys & gals that usually have a lot to say; call, email, phone around all the local SMCC members and any others that ride 'our' type of machines. You can sort out a route online, arrange a starting point and times to start always considering social distancing.

Please make a special effort to get out on your machines, with a bit of luck, after 12th April you may be able to also have lunch outside at a pub, just six at a table of course.

At present it is not possible to organise the Chairman's Lunch at Shipley Bridge, this will need to wait to a later date.

Good Riding and Keep Safe.

From The Membership Secretary

Sue Wells

Thank to those of you that have paid. If you have paid since the start of February you will receive your membership in the next edition, but you are welcome to check with me, by emailing **membership(&)sunbeam-mcc.co.uk** or phoning me on 07555 290536.

If you have not paid you will find details of what you owe and how to pay on the reverse of your address slip that came with this edition of Club News. **Please don't send cash in the post, you can pay via bank transfer, Paypal or cheque.**

New Members

Please join with me to welcome new members:

Roger Brooking from Devon — Nigel Hewitt from Bucks

Ronald Hewitt from Bucks — Tony Pashley from Somerset

Tony Slingo from Hampshire

Long Standing Members

Meanwhile, congratulations go to the following club members who have each racked up over 50 years of membership.

	Years of membership
John Peters	61
Hugh McAllister	60
John Russell	52
Rick Summers	52
John Swaffield	52

Deadline for June / July Issue: 15th May 2021

National Motorcycle Museum Reopening Plans.

The National Motorcycle Museum team wants to thank everyone who has given to both of our Covid-19 appeal raffles over the last year. As promised, following the recent announcement of HM Government's roadmap out of restrictions, the funds raised are being used directly for the purpose of reopening the museum to visitors.

At the present time, if the roadmap goes to plan, we intend to reopen the museum to visitors on Monday 17th May. Whilst the funds raised so far will allow us to reopen in a limited way on 17/05/21, at the time of writing we have still only raised just over half of our original £500k reopening target. As from Monday 21st June 2021, we would like to return to our normal 7 day a week opening hours. Therefore, we want to remind everyone about our 'Museum Triumph over Adversity Recovery Appeal Raffle' which will help us achieve that aim.

- 1st Prize: Brand new 2021 Triumph Trident 660cc motorcycle. Stunning new model donated by our friends at Triumph Motorcycles.
- 2nd Prize: 1978 Triumph Trident 750cc T160. Low mileage and only one previous owner.
- 3rd Prize: 1956 Triumph Tiger T100 500cc motorcycle. Fresh from restoration in the museum's workshop.

The prize draw will take place on Friday 25th June 2021 at The National Motorcycle Museum. Tickets cost £6.00 each and can be purchased online by visiting **www.thenmm.co.uk**

Like the rest of the UK, we are hoping that HM Government's roadmap out of the current pandemic goes to plan, according to the dates set out. However, given the ongoing uncertainty, we will regularly update reopening details on our website **www.thenmm.co.uk** and our social media channels.

Club Meets

Please Note: All further Club nights are cancelled until further notice.

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

These are 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(&)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.

A volunteer is needed to organise these meetings, if you are interested then please get in touch with any member of the committee.

Club Meetings at London Colney, Herts — Vacant

A volunteer is needed to organise these meetings, if you are interested then please get in touch with any member of the committee.

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

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

Time For Reflection

Dear Julie,

On occasions owing to age and ongoing ailments the problem arises of starting and riding a belt-drive single speeder. I struggled when I was well under half my current age, riding my 1906 3HP Triumph. Various innovations have been described by members to arrange a clutch on the engine shaft so as to make the machine user friendly on today's congested roads.

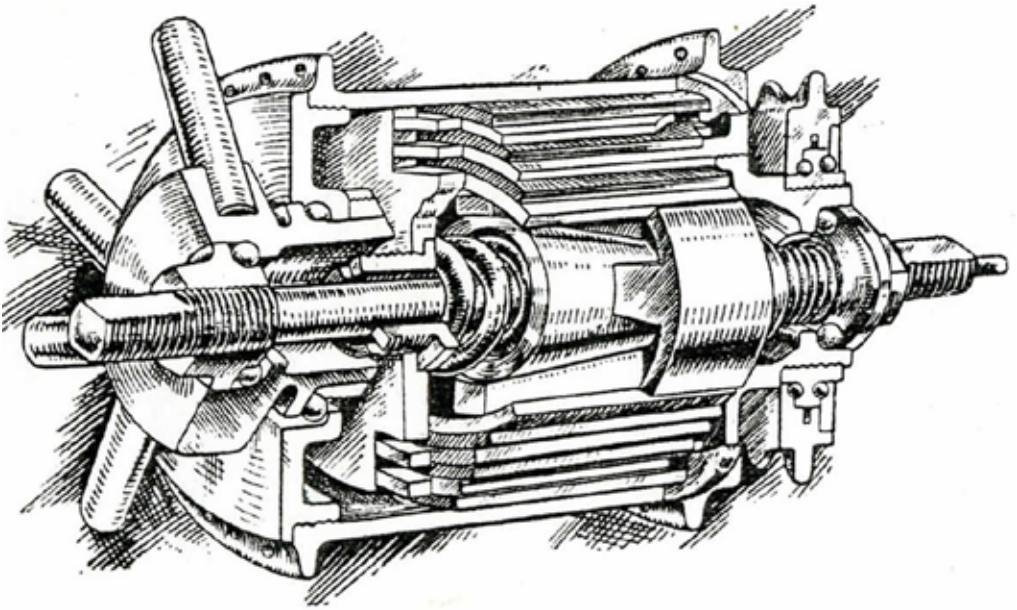
To adapt a modern clutch assembly caution must be taken when mounted on the engine driveshaft as the crankcases are not ribbed or braced and the crankshaft assembly can be flimsy, more so if plain bearings are fitted.

However, what has aroused my interest is the Villiers Patent Clutch, well illustrated in my copies of Motorcycling. Neat in appearance and of the veteran era this clutch was suitable for both belt and chain driven machines. Have any of our members fitted a Villiers Patent Clutch? I'm all ears!

The only engine shaft clutch I've had experience with is the standard fitment to my 1931 600cc S6 Douglas. This works fine, and is light in operation, akin to a Velocette clutch.

Regards,

Mr DH Frank



The Villiers hub clutch, which is a combination of disc and cone clutch.

Vaccinated Fellow on a Velo

Dear Julie

My friend Chris Ronalds suggested I send this to you! It's a bit of a long story (which in itself was interesting) but last Monday I was shoved onto Social Media by Sutton Council. The same 'poster' went out on their Facebook, Twitter and Instagram platforms. Now I know practically nothing about the last two but I am theoretically on Facebook but don't know how to navigate it successfully.

My daughter took the photograph last Summer. Basically, Sutton Council wanted a sentence or two expressing views on the vaccination programme. I submitted two sentences one of which was picked up by the Council's publicity people. Then I was asked for a photograph, which I duly sent. I got the impression that they very much liked 'the old boy on a bike' angle and so it was chosen as representing a Vaccine Champion for Sutton.

I genuinely think the vaccination programme is a fantastic achievement and worth celebrating, so I was quite keen to chip in with my penn'orth.

The bike is a 1947 Velocette MOV of 250cc and was bought new by a fortunate Mr. L. Brown of Hythe, Southampton. I say fortunate, as new bikes were incredibly hard to get hold of after the war on the home market as export was the mantra of the day. It was purchased brand-spanking new from Southampton dealer and TT champion rider Alec Bennett on 7th February 1947 and he'd had it delivered (by train down to Southampton Station) on or near 24th January 1947. Of course, the purchaser Mr. Brown could have been a favoured customer who had bought a few bikes, but reading the contemporary press, anything new on two or four wheels was problematic to buy in those days, as the well-known phrase 'Export or Die' was much in use. In fact, if you type this phrase into Google coupled with Pathe New's there are some fascinating film clips.

Kind regards, Geoff Morris ***(Editor's Note: See picture front cover)***



Tom Arter - Some Memories



Firstly, I would like to thank all those who sent in articles and photos for the last issue of Club News and secondly to thank you for putting it all together and making it such interesting reading from front to back. But the icing on the cake was that my wanted advert being placed first in the column and hey presto on the 9th of February I was the proud owner of a replacement kick-start lever for my Triumph. Go to the top of the class.

I was born into a non-motorcycling family, so to get around it was either walk, cycle or catch the bus. Luckily for me I was born in Black Robin Lane Kingston, a hundred yards down the road from Tom Arter's home, a person I came to admire later in life. Luckily for me the lad next door was six years older than me and when he turned sixteen, he got his first motor bike from Halletts in Canterbury, a D1 Bantam registration EJG 315. So that's where my interest grew.

He allowed me to clean it and in return we would go on a Sunday to Lydden grass track and watch amongst others number 8 Tommy Turk who was the one to beat. That set the scene and I became a grass track fan for many years. So as Arter Bros at Barham was only a few miles away that was where my first bike came from, a rather worn-out James Captain, but it served me well for several years before I bought the second bike from Arter Bros, a 350 AJS.

I have many fond memories of Tom Arter senior, he was a very plain-speaking man and you always knew where you stood with him. He was very pro-AMC and made sure everyone was aware of it. Some evenings I and others would go up to Arter Bros to look at the race bike that would often be on display at the end of the show room. Tom, although he was the governor, would often do the evening petrol pump duty. One evening a couple of lads on Triumphs came in for fuel. They put their bikes on their stands and removed their filler caps. Tom was leaning against the door watching, Trilby hat on, smoking his pipe. After some time, he shouted across "what do you old boys want?". They replied petrol. Tom replied with a four-letter word and told them to go and buy their petrol where they bought their bikes. Tom looked at us, smiled and turned back into his office. He was just one of the many characters I've met and come to admire whilst being involved with motor cycles.

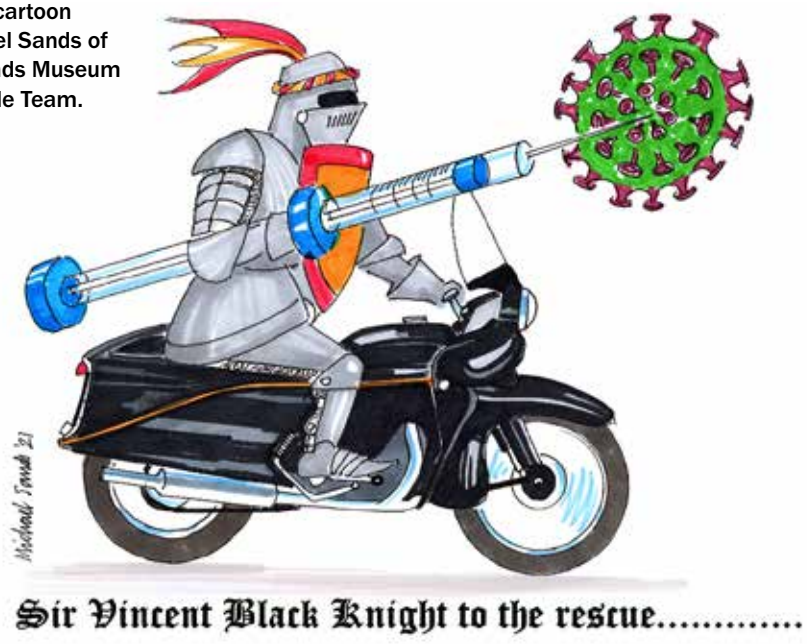
One other thing. Over the Christmas period I was looking through my book shelf and pulled out a copy of The Story of The Pioneer Run®, signed by Jenny and Baz Staple. I noticed there was a book mark about three quarters through, but could not remember why I only got that far. So, I decided to start again from the front. What a super read it is. Every page and chapter have something of interest, be it person or bike. The back outside cover is very interesting in itself. So, I recommend any new person coming into Pioneer motor cycles to get a copy, for it will give you so much information and history of that period.

I hope the above will be of some interest to other members and will prompt them to put forward some of their memories. Tom Arter is pictured wearing his signature Trilby. He sponsored many top flight road racers including the late Peter Williams and he was a well-known figure on the Isle of Man.

Yours,

Richard Mummery.

Topical cartoon from Michael Sands of The Brooklands Museum Motorcycle Team.

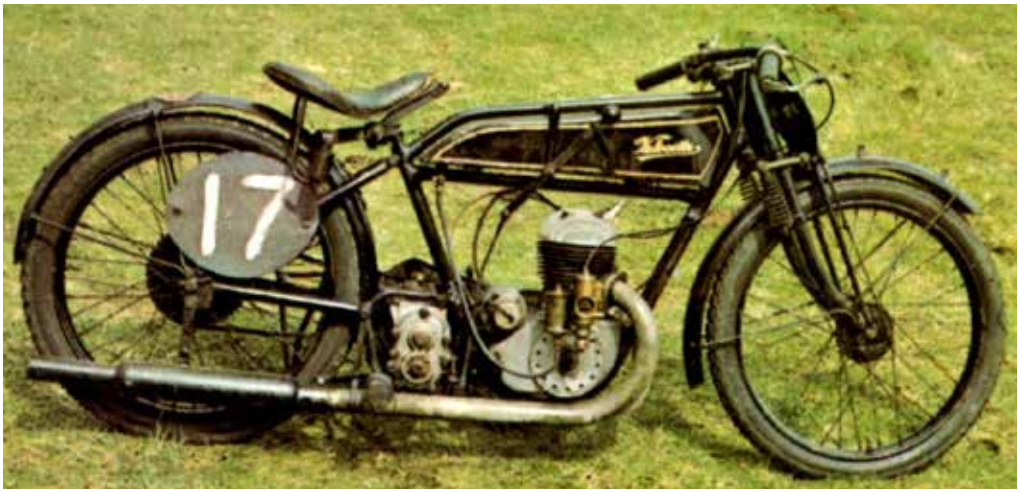


Charlie Goody

Dear Sunbeamers,

Has anyone out there in Sunbeamland got any information about Charlie Goody and his 1922 racing vintage Velo two-stroke? Things like his racing career, photos, life story, where is it now etc. There are two published photos I know of in 'Always in the Picture' page 32 and Eric Thompson's 'Motorcycles in Colour' image 47b. I also have a slide with him and the bike in my own collection, but would like to know more. Please e-mail me on maggirose(&)hotmail.com, phone 01424 211873, or write to me at 6 Fairlight Close, Bexhill on Sea, TN40 2PT.

Many thanks, Dave Masters



How I Caught The Bug

A couple of nights ago on the news they had a report about the Great Freeze of 1962/1963. It started snowing on Boxing Day and the snow was still in the ground at the end of March.

I had turned 16 early in January 1963 and had an Ariel Leader waiting for me to ride. Because of the conditions I did not get insurance till the 4th February. All legal, I came home from school had dinner and set off at 7 o'clock on the start of my great adventure.

I was properly kitted out. Helmet, a donkey jacket and a pair of string back gloves! After a quick visit round my mates from school I set off for Cudham on top of the North Downs. I used to cycle there and thought it would be good to go there without having to slog up the hill with pedal power.

Little did I know that Cudham had been cut off by snow drifts for weeks receiving food drops by helicopter. As I climbed the hill to Cudham the snow got deeper 'til I ended up with the front wheel in one tractor rut in the snow and the back in another. It finally dawned on me that this was not a good idea and after much heaving and struggling I managed to turn the bike round and head back downhill. I got home at 11 o'clock having not fallen off at all and sat in the corner of the lounge with my hands under my armpits in tears as they came back to life!

Spring finally came and so did my motorcycle test. At the test centre in Bromley I read the number plate and set off on the route round the block first in one direction and then in the other. This was a cinch. I was God's gift to motorcycling. Back to the examiner for the highway code questions. "What road sign has three arrows?" (roundabout). That's one I did not answer. How do you do a signal for turning right? I stood there and put my right arm straight out. Well done said the man. Why did you do it with a bent arm on the test? "Failed."

I learnt my lesson. I won the road safety award in the West Kent Chaucer Run. I was the only one giving hand signals with a straight arm. So, it is still in there nearly sixty years later.

I was also cut to the quick that I was not the first pupil at school to arrive by motorcycle. The head boy beat me by about a week. He was allowed to park his Bantam in the car park but I was told not to park mine there. I had to leave it over the road. I also got a detention for the lack of a school cap. I told the master it blew off when I was riding my motorcycle. I had just passed him walking up the road. Happy times. I would do it all again.

Stay positive. Test negative.

George Smith.

PS Smashing picture of the couple and the Douglas last issue. Alas the Union Jack is up side down. Is that not a signal for distress?

1913 Triumph BD 1997

Dear Julie,

During the lockdown I thought I would try and gather any history about my Triumph prior to purchasing from Verralls in 2013. I would be very grateful if any of your readers have info or pictures of it in previous pioneer runs or club events.

It's 1913, and number 799 on the Pioneer Register®.

It would be great to gather any information whilst it's still in people's memories. After all I'm only the current keeper, in the future it will have more owners with more tales to tell.

Regards

Fin Reynolds **fin.reynolds(&)ntlworld.com**

Editor's Note: See picture on back cover. Please do let me know how you get on.

From the Club Archivist

Good Morning Julie,

I have attached two photographs from the archive both showing Rosser motorcycles. They have Peterborough registration numbers and appear to be at the same location. I can find no information on that make of motorcycle in any of my books. Do any of our members have information?

Regards Roy Plummer.





Obituary

Frank Bayman: July 1937- December 2020

Rob Bayman

Frank was born in 1937 in Walthamstow. He was evacuated in 1940 with his family and they set up home in Burton Latimer, Northamptonshire. He attended Burton School from infants through to leaving school at the age of 15. At 14 he started working at the local market garden where he developed a love for growing vegetables and fruits which he continued throughout his life. When he left school Frank continued working in the market garden but yearned to own a motorcycle. He wasn't able to afford one on the wages he was earning, so he changed jobs and began working in Irthlingborough down in the iron ore mine. He saved enough money to buy a BSA Side Valve 250cc and then moved on to a Matchless G3L.

Frank was conscripted into the Army in 1957 and ended up in the Suez Crisis in the Pioneer Corps. After being demobbed in 1958, Frank treated himself to a New Matchless G11 which ended up going back to AMC and was factory tuned. Frank would use the bike for work during the week and would race it at the weekend. Frank being a modest man would never talk about his racing success, however he started racing in the late fifties and continued through to the mid-70's as a sidecar passenger with John Joiner. Racing on old circuits such as Crystal Palace and Staverton Airfield. Bikes where in his blood and Frank not only loved the thrill of speed, he also loved collecting and riding older bikes including his pride and joy a 1914 Triumph which he rode in the Epsom to Brighton Pioneer Run®. He completed 54 runs, a very impressive record, second in the pioneer register for the most completed runs. Frank was an active member of the Vintage Motorcycle Club and one of the founding members of the Northampton section and was well known in the Taverners section, where he met lifelong friends Colin Missen, John Joiner and Andy Mathews to name but a few. Back in the early days Frank was a member of the Kettering Motorcycle Club and the Roosters too and a member of the Civil Defence Motorcycle Display Team doing displays locally in the Northamptonshire area, jumping through fire hoops.

Frank and a group of mates went off to the yearly pilgrimage to the TT. One of his mates met a girl named Mary who on their return, set up Frank on a blind date with her best friend Caroline. Six months later they got engaged on Christmas Eve 1962 and in 1964 they were married. In 1968 Robert was born, followed in 1971 by Annette and Nicolas in 1973.

Frank was always happy to help if he could, fixing cars, plumbing, electrical, you name it he would tackle it always to a very high standard! Although Frank didn't have any formal engineering qualifications, he taught himself how to use a lathe, milling machine and weld. In the last five years he bequeathed the Triumph Ricardo to Robert and they started to restore it spending many hours making components to help in the renovation and on the morning of his stroke Frank was making parts for the Ricardo. Although sadly he didn't see it running, he did see it fully restored.

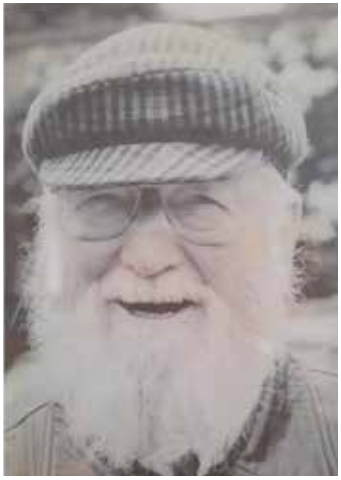


Frank was a devoted family man who loved spending time with his grandchildren; Millie, Cameron, Harry, Lucy, Charlotte and Josh. Frank has left a big hole in all of our hearts!

Obituary

Johnny Thomas, D.L. 1935 – 2020

Mike Worthington-Williams



On 27th December 2020 I lost one of the best friends I have ever had. On that date John David Alan Thomas died following the onset of delirium occasioned by a fall earlier in the year. Although my personal sense of loss was great, it was obviously as nothing compared with that of his beloved wife Binks, sons Chris and Rob, and the rest of the family. It was, in fact, a much wider loss, for Johnny was known, liked and respected by a far wider circle in the old vehicle world. He was a member and Past-President of the VCC and the Swansea Historic Vehicle Register, and a member of the Bentley Drivers' Club, the Vintage Motorcycle Club, the Vintage Sports Car Club and the Irish Veteran and Vintage Car Club.

Born in 1935 at home at Bryn Illtyd, Pembrey, he was educated at Wells House prep school in Malvern, then at Wellington College, Berkshire and Millfield, Somerset (where he had his first motorcycle). His first job was at Baglan Steel Works, working under his uncle, who later married his mother after his father's death. From there he joined Red Dragon Garage at Pembrey, followed by Day's Garage in Swansea and then a spell with HP company Lombard Banking.

He had by then acquired his first of many Bentleys, later sold to pay for Hunt Ball tickets to take Binks. He met her at his best man's brother's 21st birthday and married her in 1959. Johnny and Binks were both "county" without this affecting the wide circle of friends they made in all walks of life, particularly in old vehicle circles.

Married life started in Capel Issa, Manordeilo, then Aynho, where he bought his first garage. Son Christopher was born in 1963, and then it was back to Capel Issa and the purchase of a Carmarthen garage. About this time he acquired the 1909 Alldays tourer and his 1896 Leon Bollee, the first of many trikes, on which he did his first London to Brighton Run in 1963. He took part in at least fifty Brighton Runs in a variety of cars and trikes. Second son Rob arrived in 1966.

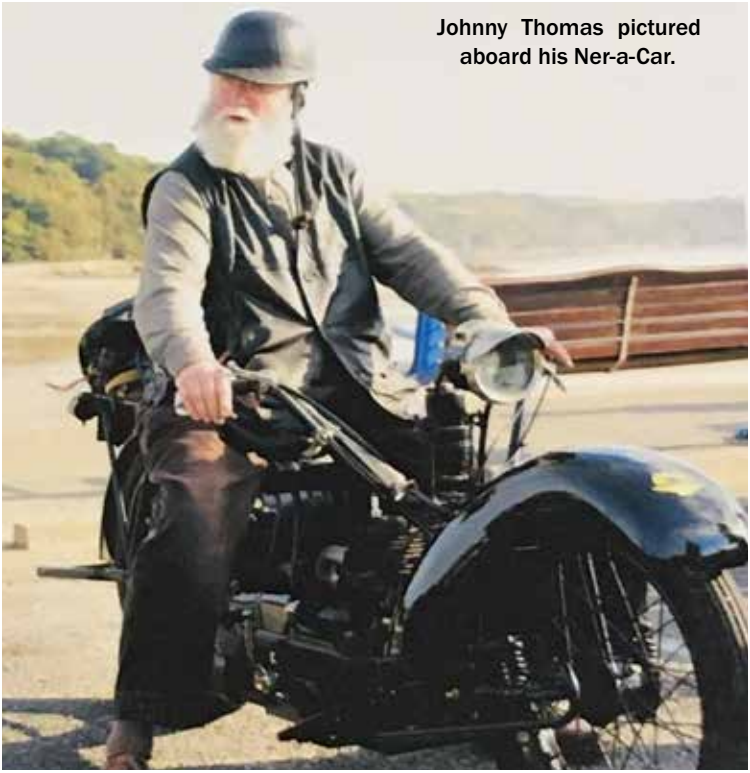
At various times Johnny owned a mouth-watering selection of early vehicles – three or four 3 litre Bentleys, a couple of Rolls-Royce Silver Ghosts (one of which served as my wedding car in 1981), three 4½ litre Bentleys and a beloved Speed Six. Alldays were always a favourite and he had five motorcycles dating from 1911 to 1920. Other bikes included a Brough Superior SS100 sold for £100, and examples (several at a time) of Rex, Premier, Triumph, Ariel, Roc, Ner-a-Car (five), Scott, Rudge, BSA, Douglas, AJS and many others, and on one memorable occasion he was able to assemble about twelve pre-1915 bikes eligible for the 50th Pioneer Run®, which he lent out to friends in the West South Wales Section of the VMCC.

In fact Johnny's rally organisational skills were unsurpassed, and with a mixture of charm and guile he could be relied on to always obtain the best terms for participants. Those same skills were used effectively to diffuse disagreements and arguments, and were used to good effect during his VCC Presidency from 2001 to 2003 – a hectic time for him and Binks.

Whether it was organising Welsh Weekends for the BDC, motorcycle runs for the VMCC, rallies for the VCC, hill climbs with the Napier at Prescott or participating in rallies in France, Holland, the USA and the Irish Republic, Johnny could always be relied upon to be efficient, helpful and cheerful, and as a result made many friends everywhere.

Johnny Thomas, D.L. 1935 – 2020

Mike Worthington-Williams



Johnny Thomas pictured aboard his Ner-a-Car.

Having served as High Sheriff, he was deservedly appointed Deputy Lieutenant of Carmarthenshire, and on applying to the College of Heralds for a grant of arms, was eventually permitted to incorporate his racing Napier.

I shall miss his knowledgeable advice and his friendship, and the gap his passing will create will probably never be filled. God bless you Johnny, and I hope Valhalla is fully prepared for you with plenty of proper motorcycles and cars, including an Alldays, a Speed Six and a 1902 Napier racer.

Written shortly before Mike Worthington-Willams passed away.

Frank Bayman: At the Finish of the 1969 Pioneer Run®

Rob Bayman



Features and Articles

Hidden History Of Our Bikes Part 1: 1903 Excelsior

Roel Van Maarseveen

When riding rallies on our veteran bikes through beautiful villages and countryside, where time seems to have been at a standstill and people still wave you along, I often wonder what the bike has been through in the past century of its existence. Who would have ridden it, and how many times will it have been rejuvenated? Sometimes you're lucky and you can buy a bike from the first or second owner with all stories included. Most of the time this is not the case, especially with the older bikes.

I've turned my daydreaming into a research endeavour into the past of our British bikes and would like to take you along the course of life for a few of them. I've been aided by many English and Scottish friends we made over the years, especially through the Anglo-Dutch rallies. They in turn often have (old) friends within the VMCC or can access county or pioneer registers. Through our membership of the Sunbeam Motor Cycle Club we could also access information that would otherwise not be possible. From Sunbeam club members like John Waghorn, Bill Phelps and Martin Shelley I could find this all out. Maybe other members also find pleasure in finding out about their bike's history and could share it in the magazine?

Excelsior 400cc 1903 - English Registration BR 134

This Excelsior was a 1972 barn find at a farm north of Sunderland. Through some turn of events, it ended up in Colin Dunbar's hands in Dumfries, a garage owner with an already impressive bike collection. Colin was a dedicated rider, especially focused on fast sports bikes such as the Norton Manx and Matchless G50, but also modern bikes like Ducati 992, 999, Honda RC30 etc. His collection consisted mostly of sporty classics ranging from the 20's through to the 60's. This old Excelsior did not really fit his collection so ended up being an untouched relic, which he intended to restore when pensioned. Sadly, when this time came his health deteriorated quickly and he did not see the restoration happening. His son Duncan was (and is) a driven classic racer whose passions are Manx Nortons, G50s and modern super sports, for which his company makes high-end tuning parts! One day Colin decided, after consulting his wife and son, to sell the Excelsior. In the years before he was often approached by English collectors who wanted to buy it. Often this happened in an unpleasant way, which made him determined not to let it go to an Englishman. With this intention he took it to the Stafford Autojumble in 2012, where he saw the stand of Jos Pelders (the Dutch transfer specialist) and approached him: "Please come take a look at the bike in my van, it's for sale but not for Englishmen, I'm fed up with them!". (**Editor's Note: Would I have been eligible to purchase?**)

Jos immediately called me and sent some pictures with his smartphone. This was a once in a lifetime opportunity for me and with assistance of Thijs and Geert of Yesterdays the bike came to Holland.

The old picture shows the Excelsior had been 'modernised' long time ago: it had a more modern petrol tank which no longer contained the carburettor and had a downward facing exhaust. Also, the camshaft was missing. After contacting Colin Dunbar it turned out that the camshaft was already missing when he purchased the bike in the mid-eighties. It did still carry the old registration number: BR 134. Through befriended Scottish VMCC members we learned this is a very old number, issued by Durham County Council near Sunderland.

One of these friends immediately offered to delve deeper into the history and quite soon found the name associated with this registration in 1921. Earlier information was sadly not accessible. He could see the number was transferred to a Douglas flat twin in 1922, so we assume the owner went on riding that bike and put the Excelsior in the shed.

Thanks to brilliant work by Ginus Sloots, the Excelsior was finally road-worthy again. Among many other parts, he made a new petrol tank, camshaft and exhaust and modified the carburettor, giving

the bike back its appearance from when it left the factory. Thanks to Ginus, and later Mark and Geert de Boer, we've been riding the Excelsior for many years now.

We've already taken it back to Scotland three times now, near the area where it was found and joined rallies by the VMCC's Clyde Valley Section. We have been generously invited by Colin Dunbar's widow and son in order to show them the restoration, which ended up being a true delight for all of us.





Where Is It Now? Veteran Rudge Multi

Mantissa







The Story of the Pioneer Run® 1930 - 2014

This book was published in two editions with various reprints and has been sold out, except the club has in stock five copies only in black and white (printer error). We are offering these at the special price of £20 plus P&P. The colour omissions affect motorcycle pictures on pages 226 to 234 and various others earlier in the book. The mono images are perfectly sharp.
For comparison the price of the colour version was £30 plus P&P

Please contact Baz Staple if you wish to take advantage of this offer on:
01892 535671 or president(&)sunbeam-mcc.co.uk

Memories of Crystal Palace

Tony Lloyd

Rick Parkington's piece about "Motorsport at the Palace" brought back a few memories.

What a shame local opinion forced closure of that great park-path track. It had everything, fast straights, chicanery, tight corners and a height difference of 200ft. Sure it was a bit dangerous if you came off in the woods but it made for great racing.

Opinion at the time had it that they deliberately sited the sports stadium on the track to prevent it ever being resurrected.

Here's a picture of me on the first corner on Easter Day 1959. I look a bit tired out having pushed the bike 200 yards from the start trying to get it to fire. By this time the rest of the field were long gone and I never saw them again. My bike was a 250cc Pike-Rudge in a Lucas frame having cantilever rear suspension a la Guzzi.

The other picture is of my family sitting at the exact same spot 40 years later watching Steve Backley get the British Javelin record.

I still get agony at Crystal Palace but that's from following that lot in red and blue!





Barr & Stroud Sleeve Engines Part Three

John Ferguson

Customer Stories - the Engines in Use

Omega. Extract from Bert Kershaw's letter of 3 March, 1924, with list of trials he is proposing to enter, includes "5 April: Open hill climb near Cheltenham, subject to Octopus being ready". Kershaw is photographed on a "350 B&S Omega", on which he'd entered the 1924 ISDT, although no record of his outcome is apparent. They also took some engines to the TT in 1924. Which engines is not recorded, although two sent as spares were returned. They bought a total of 35 engines, all 350cc.

Mars. Offered 350cc JAP, Bradshaw or Barr & Stroud engines as options. The B&S was more expensive by two pounds. Records show 16 engine sales to Mars.

De Luxe/Motorities. De Luxe and Motorities were both owned by Mr AE Bradford. Motorities Ltd made their business buying up job lots of bikes and components, and then selling either complete machines or kits. De Luxe came into being immediately post war and offered a wide range of products dependent entirely on what they could source from Motorities. At one stage they were offering a free sidecar chassis with every De Luxe B&S sold, limited to the first 50 customers. A curious offer on face value, but with a good story behind it. Apparently, Mr Bradford senior had gone to Australia, where he thought he had found a lucrative market for sidecar chassis, and an order for 50 was placed. Before they could be shipped, the Australian Government placed some form of embargo on imports of sidecar chassis, so De Luxe were stuck with them. A curious footnote to this is that engine No 163, in use by the WAGR (Western Australian Government Railways), was initially sold to Motorities, one of two in an order shipped in March 1922. All of the subsequent engines to Australia were supplied via shipping agents Tozer, Kemsley and Millbourn, so if Motorities made the initial sales, they missed the main order.

Diamond Were manufactured by Dorset, Ford & Mee, trading as DF&M. Jack Price, works rider, won the 350cc cup in the 1922 Victory Trial riding a 350 B&S powered Diamond. He entered the 1922 TT on a B&S engined Diamond. A month later, AS Guthrie won the 350cc handicap at Brooklands. DF & M bought 58 engines.

Curtis. In August 1922, GL Werts took his B&S engined Curtis to a third in the 350cc handicap, but as to who Werts and Curtis was, there is no other clue.

Crest advertised a new B&S engined model in July 1922, but since they only bought the one engine, this cannot have been a great success.

Orbit Was established in 1913 by Mr Dorset, who had parted company with Messrs. Ford and Mee. He offered B&S or Bradshaw engined 350cc models, but went into receivership in January 1923. He only bought 8 engines.

Hagg Tandem. Arthur Hagg was an aircraft designer at De Havilland's who found himself out of a job after the armistice. His Hagg Tandem boasted a spine frame, leaf-sprung rear suspension and full enclosure of the 350 B&S engine. A hand start was used. In 1922 Hagg went back to De Havilland, with Taylor and Hayter taking over motorcycle construction. By 1924, and only four engines, they were gone. Hagg's Tandem was not like a bicycle tandem, it was merely a fairly conventional motorcycle with a pillion saddle as a standard feature.

Packmann and Poppe. P&P introduced their "Silent Three" 350 B&S in October 1922. Full enclosure of the chains and "double silencing" were features, but it had disappeared from the range by 1926. P&P had bought 120 engines, 115 of the 350cc and 5 of the 1,000cc twins.

Brough Superior. Two 1,000cc Barr & Stroud V-twin Brough Superiors were built and sold. Both engines were returned for overhaul at different times, and so their then owners identified. Philip Brown was one. His B&S engine disintegrated one August day on Salisbury Plain in Dorset when he "cut back the oil". The machine, with sidecar, was pushed by Mr. Brown and his wife four miles to Shrewton, where a side valve JAP was fitted as a replacement. Mr. Brown's story was printed as a letter in the VMCC newsletter in the early 1970's. It has formed the basis of many quotes, mis-quotes, and "opinions" since.

Tozer, Kemsley and Milbourn. TK&M acted as agents for B&S, but only to Australia. They are variously described a "merchant bankers", "international financiers", and in 1986 as "another ailing automotive business". They continue still as the holding company for a UK Toyota dealership. Orders shipped to TK&M usually only show shipping marks and a destination port, but some show the consignee.

Roy Hill & Co. One 350cc engine was sent to "Roy Hill & Co, Adelaide". Roy Hill & Co, later Roy Hill & Sons, were a motor parts supplier, who were connected with Empire Cycles through Charles Ramsay, who was a manager in both firms.

Four orders shipped to Melbourne. Two have no consignee details, but the same shipping number, which implies the same consignee; one 350, two 500s, and a 1000cc twin.

Mairs. One only 350cc engine was sent to "A. Mair & Co". Mairs had been steel merchants before the first war, after which they became more general merchants. In 1922 they were taken over by James McEwan, as the foundation of a hardware empire. A photograph exists of a Melbourne built GCS motorcycle with a 350cc B&S engine. Which one is it?

Maple. Two 1000cc V-twin were consigned to Mr AN Maplestone Esq., Melbourne. Norm Maplestone developed the "Maplestone cantilever fork", and built a few "Maple" motorcycles before he joined the RFC in 1915. Postwar he sold his fork design to HC Webbs, and it evolved into the familiar Webb fork. He returned to Australia, apparently with FE Baker's (of Precision Engine fame) daughter as his bride, and a Beardmore – Precision franchise. If he built motorcycles around those engines, no trace or record of them remains.

Two orders went to Sydney. The first, for one 500 and one 1,000cc engine, has no consignee, but that 500cc engine is in Ever Onward, pictured below. The second, with a different shipping number, for one 350 and one 1,000cc twin went to P&R Williams Ltd, who were Velocette agents in the 1930s, MG agents in the 1940's and 50's and also manufactured "Waratah" motorcycles between 1914 and 1951.

The Perth orders all went via MS Brooking & Co. Most, if not all, of these engines went to the West Australian Government Railways.

Coventry Bicycles. Barbury and Downes traded as "Coventry Bicycles", offering the "Coventry B&S". They built at least one "Octopus" engined machine out of the 34 engines they bought. A number of their products were sold in Perth, Western Australia.

MS Brooking, one of the larger car and motorcycle dealers of the time, in Hay Street, Perth, claimed in



Ever Onward, built by Warren Hicks using a 500cc B&S engine.

1923 that they were the "sole distributors" of "Barr & Stroud engined motorcycles". No actual make was given, which is strange. Registration records of the era refer to "Coventry B&S" as well as "B&S".

Enter the Stotts and Freddie Hughes. There were two Stotts, "ET" and "J", and along with Freddie Hughes they were influential members (at least) of the Swan (presume motorcycle) Club. Committee meetings were held at "Stotts Garage" in Oxford Street, Leederville, Western Australia. Both Stotts and Freddie Hughes were active in motorcycle sport on their B&S machines, and registration records show that all three had at least two B&S machines registered to them.

By 1926 EJ Stott was Patron of the Swan Club when he and Freddie left Perth, presumably via coastal steamer, on July 18th, complete with their 2¾ hp B&S motorcycles, for Brisbane, "from which centre they commence an overland trip to Perth on Barr & Stroud machines." The trip was dogged with rain, on a route via Sydney, Melbourne and Adelaide speedways, to Ceduna and then along the coast to Norseman. They arrived home unannounced in mid-September. They had no mechanical problems at all, and Mr Stott "expressed himself as well pleased with the trip."

In December 1926 Stotts Garage advertised that they had a new shipment of 3hp B&S machines, and in the same advertisement refer also to "B&D" machines. This allows a reasonable conclusion that the complete machines were from "Coventry Bicycles".

Registration records account for 10 B&S machines. There were probably a few more.

Coventry Mascot. In May 1922 Coventry Mascot introduced their 350cc B&S model, making them first of the Coventry factors to do so. The model also used Maplestone forks.

A "Touring Model B" and "Sports Model C" were listed with B&S engines, but since they only took 25 engines in total, sales weren't huge.

AVRO. Alliot Verdon Roe produced a number of scooter-like runabouts including the 1922 Avro-mobile, with a 350cc B&S engine, full sheet metal enclosure, and suspension at both ends. Records suggest that the prototype was the only one.

Royal Scot. Produced by Donaldson and Kelso, later Knightswood Motors, they produced all-Scots motorcycles with B&S engines. This must have appealed to the loyalties of about two dozen Scotsmen, according to the record.

Sparkbrook. Like many, Sparkbrook evolved from bicycle manufacture and built a broad range using whatever engines they could get. They introduced a 350cc B&S model in 1923. In 1925 Sparkbrook was acquired by Singer.

Precision. Here we can group FE Baker, Precision, and Beardmore Precision. In 1919, William Beardmore, industrialist, injected capital into FE Baker's Precision company to allow the manufacture of complete motorcycles, rather than just engines as previously.

Beardmores withdrew their capital in 1924, and the company closed. Prior to that, they'd bought around 172 engines, all 350cc. Two B&S Beardmore Precisions exist. Three were entered in the 1922 Scottish Six Days trial. One retired on day five, but the others won gold medals.

Grindlay-Peerless bought 82 engines, but unusually bought predominantly 1,000cc engines; 41 of them. They also bought 19 of the WA7 500's, and 22 of the 350's. Sammy Miller's museum has a full set. Grindlays entered the 1925 Junior TT with yet another variation of the Octopus, now designated WA11. A telegram from B&S to Grindlay's suggested it be withdrawn from the event.

PV Based in Perry Vale, London, PV were original thinkers who embraced spring frames very early. Like others they used various engines, but did take three V-twins, and 14 each of the 500s and 350s.

Edmund bought 37 engines, all 350cc, in total, one of which was recorded as "for demonstration at TT".

Acknowledgements.

Bob McGrath for his encouragement and in searching his entire, extensive, library, in the quest.

The Sammy Miller Museum, New Milton, for allowing me to pore over their displays

The friendly and efficient staff at the **Glasgow University Archives** for their patient forbearance.

PV and Barr & Stroud

Nick Smith

Following on from John Ferguson's thorough review of Barr & Stroud engines and production, here's a 'case study' of sorts, relating to one of their smaller customers.

P.V. offered three models on which the Barr & Stroud engines were an option:

- Deluxe Model K – a 350 single, with wedge-tank, Brampton forks and a three-speed Burman gearbox, all chain drive from 1923. The WA6 B&S engine was fitted. Also available with equivalent-size JAP and Bradshaw engines.
- Deluxe Model J – a sporting 500 flat-tanker, similarly equipped to the K, this could be had with the WA7 500 single B&S engine. Also available with a JAP v-twin of the same capacity.
- 8 h.p. Model – an imposing flat-tanker, which could be equipped with sidecar and electric lighting set. Engine options were the WA9 B&S, with mechanical oil pump, or a JAP v-twin (the sports version of which could be ordered for a premium).

What the records tell us

Information on P.V. is generally scarce – few press mentions are to be found. However, we know the date of the first order placed through Barr & Stroud's London office, for two of their 350cc engines: 24 May 1922. Records indicate dispatch the next day.

It's surprising then, that a letter from P.V. to the dealers in Salisbury, dated 2 June 1922, claims that a delay in delivery of the engine (number 340) is holding up dispatch of the bike. A further letter of 16 June advises of dispatch, and notes the receipt of a cheque for £65, presumably the balance for the machine. With the JAP-engined equivalent retailing at £90, a deposit of £25 'up-front' would have allowed the WA6 to be ordered, at £19 9s 10d.

Presumably these Model Ks were favourably received: an order for another two engines was made in June, and the same again in July. However, despite the B&S option being covered in the MotorCycle for 16 November 1922, only one more engine was purchased that year: in December, making a total of seven WA6s for 1922.

1923 saw a comparative boom in orders, and orders go in for all three types of engine. Sixteen engines were bought across the entire year, the 500cc WA7 proving the most popular with 10 purchased at £18 18s a time. The first order, placed on 30 January 1923 was not met until 11 April, however: a note on the factory order record indicates that a 'lack of raw materials' was delaying dispatch.

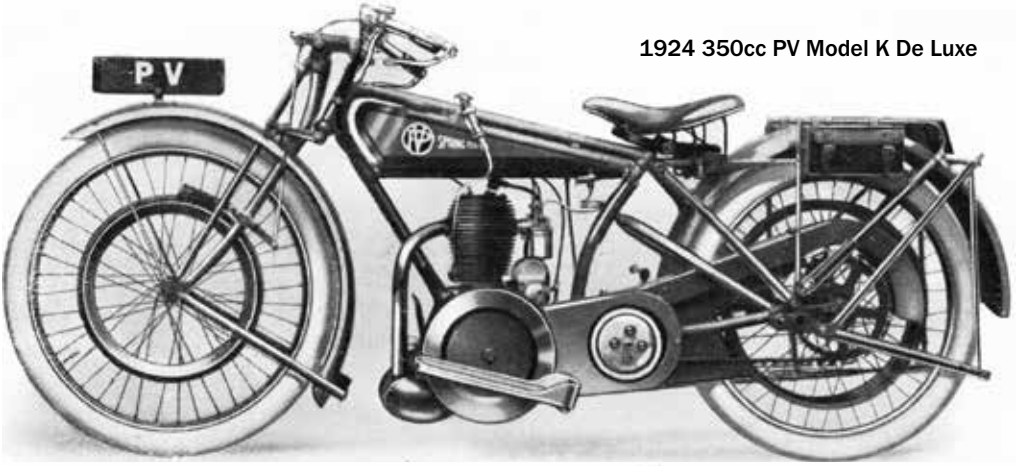
Four of the 350cc WA6s were bought, in single purchases across the year. Records show that orders were made in consecutive months for one 1000cc WA9 engine, the second of these (at £28 12s 2d) taking almost a month to dispatch, despite the prospective owner writing to Barr & Stroud himself in a bid to hasten matters.

Catalogues for 1923 oddly make no mention of the WA7-equipped Model J being an option – the WA6-equipped Model K is listed, and the WA9-equipped 8 h.p. model appeared in the press in August 1923 (some months after both of the engines were ordered).

1924 catalogues now list all three models. Records for the year run until July, and show nine engines being ordered: three WA6s and six WA7s – no further B&S twin models were to be built. Accompanying notes indicate that Barr & Stroud would supply ancillaries, AMAC carburettors and BTH magnetos being favoured.

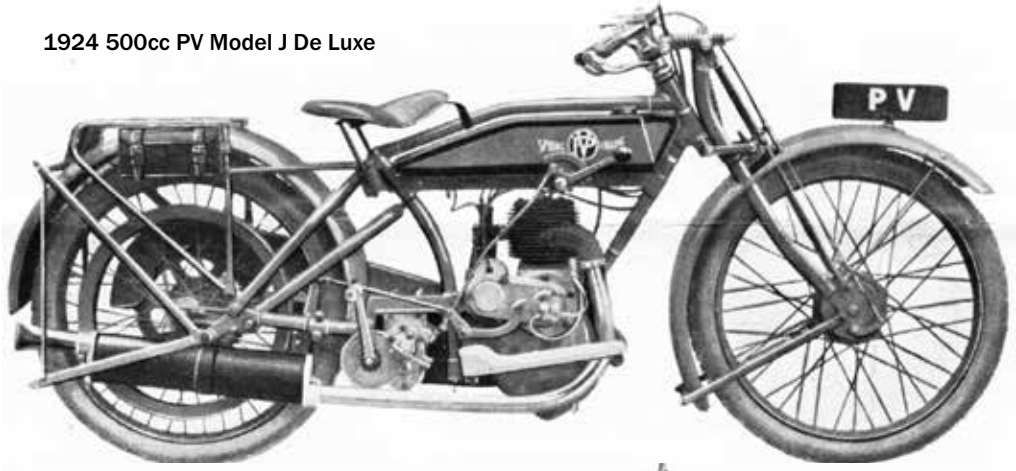
A 350cc Model K was road-tested in August 1924, the heading 'Road Tests of New Models' being misleading on two counts: the first WA6-equipped Model K was made in May or June 1922, and the article notes that the machine tested had 10,000 miles on it. The engine was generally praised for its performance, but was observed to be mechanically noisy, and the exhaust 'somewhat loud'.

That's not to say you could go and buy one though: the receivers were called in on 6 August 1924 by one of the partners in the firm, and the lads in the works were paid up to the 16th. By November 1924, the fixtures and fittings from the works (as well as the lease on the building) were up for auction.

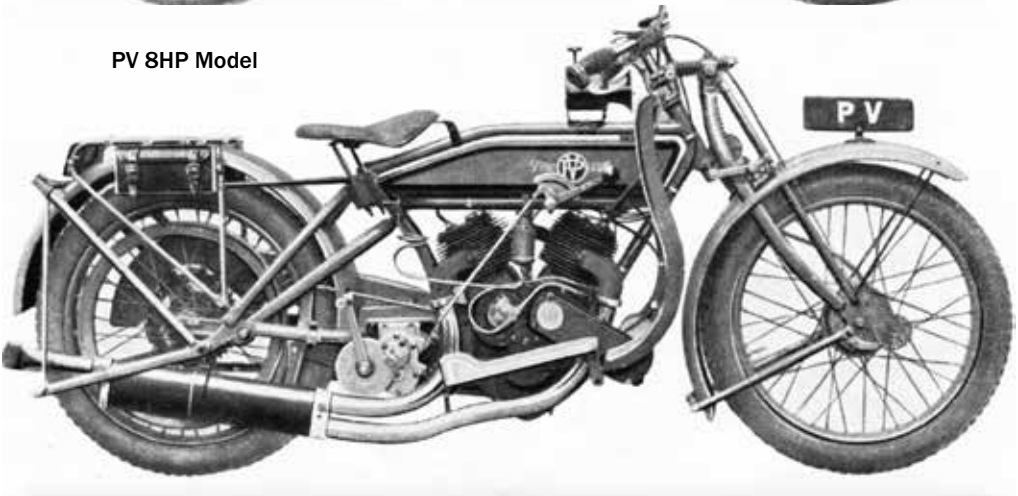


1924 350cc PV Model K De Luxe

1924 500cc PV Model J De Luxe



PV 8HP Model



John O'Groats to Land's End on an 1896 Leon Bollee Part 6

From The Photo Album: Day 8 Journey's End **Charlie Jenner and Dave Pittuck**



The hill out of Bodmin was a very rude awakening for the Bollee on the 8th day, but once again, slowly but surely, up it went. Several sharp hills later and having gyrated round the one way system in Penzance, we made towards Land's End. The weather was magnificent as Charlie guided the Bollee to journey's end at about 1 o'clock. After making an entry in the Land's end - John O'Groats Association's logbook, we loaded the Bollee onto the trailer and made for home. 890 miles in 7½ days on a 90 year old vehicle.



John O'Groats to Land's End on an 1896 Leon Bollee Part 6

From The Photo Album: 8 Journey's End **Charlie Jenner and Dave Pittuck**





John O'Groats to Land's End on an 1896 Leon Bollee Part 6

From The Photo Album: Journey's End **Charlie Jenner and Dave Pittuck**



We gave the Bollee a wash and brushup prior to carrying out a mechanical inspection to ensure that all was well for its use in future events.

It seemed sensible to link the end to end event with some form of sponsorship. We chose to raise money for The Guide Dogs for the Blind Association. During preparatory stages, we took the Bollee to introduce it to the GDBA at Wokingham. Here we showed the vehicle to two blind people who were responsible for the organisation of fund raising. Each of them drove the Bollee around the private roads of the guide dog centre with Dave sitting in the passenger seat, facing backwards, acting as their eyes - a memorable occasion indeed.

Public support enabled us to raise some £1800.



Anglo Dutch: Thanks Ian Young

Roel Van Maarseveen

Great to read in the April / May 2020 issue the words from Ian Young about the first Anglo Dutch Rallies and about us meeting up. Firstly I must say that we had a great Anglo Dutch organisation team in Holland but also in England, Mike Wills and Don Mitchell and all the helpers, real great! Vincent Belgraven was for me the guiding hand for it all in Holland, I was just a player in the field, but together we did it.

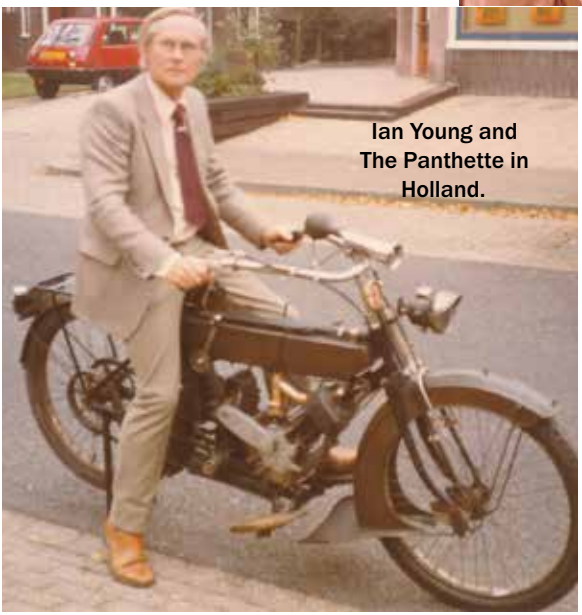
Ian is right in the time we know each other, it must be at least 40 years, but I think a bit more, because I was working and studying (in the evenings) in Oxford. On a sunny Sunday I was walking in the centre of Oxford when all of a sudden eight or nine motorcycles, pre-historic vehicles, stopped in front of me and went in a pub. I followed them in a trance and I could not believe these bikes were still ridden (1914 P & M, 1910 Singer with sidecar etc). We got talking and after the stop I was in the sidecar of the Singer that happened to belong to Bill Fruin from Benson, near Oxford. He told us he found the Singer in a river and did a total restoration and added a sidecar. I found the riders amazing, so nice and full off knowledge, so I had a great afternoon and made friends for ever.

A few weeks later I went on a Sunday on the bus from Oxford to Bill Fruin in Benson and met his wife and had a look at his collection, I could not believe it. He was doing up six or seven Gold Star BSAs and I saw a lot of Nortons there as well, some very early ones. We drank tea and again had a great afternoon.



Bill Fruin in his workshop

Ian was very into Panthers in those days, he had quite a few, also a very rare Panthette and quite a few more more bikes. A Dutch friend of ours, Lex Schmidt, also had a Panther and he got into contact with Ian and I can remember one time when Lex had had a nasty accident in Holland with his Matchles G3 war bike, I took him in my car with wheelchair to Ian for a couple of days. Ian used to live in Sunningwell near Oxford and there was a nice pub just across the street yippee! I organised the trip with Ian and Titch to Holland and never forget the customs stopped us on several reasons and one off them was a big suitcase with old VMCC movies to show to the Dutch clubs, the customs were for a moment thinking they could be sex videos but they let us go after some explaining from our side.



Ian Young and The Panthette in Holland.

We had great times and then Ian sent me a letter in March 1989 to say that he would like to come over to ride in the Horsepower run and he would like to bring some friends, these were Don and Monica Mitchell, Wally Flew and Mike Wills.

Anglo Dutch: Thanks Ian Young. Continued **Roel Van Maarseveen**

It seemed that Don and Mike had the idea of organising a trial which had been ridden for the first time in 1912 between Holland and England. They also wanted to get some interest for repeating this again in 1989 and would like some Dutch entries for this event, so it all began there and the Anglo Dutch was reborn again. It was held in England, Stanford Hall from the 8th to 13 July 1989, and there were about 20 Dutch riders there.

We did not all have pre-1915 bikes then, so Don and Mike offered to loan out some off their bikes to the Dutch. Don lent a James to Arend Heijs, Mike a Bradbury to Joke van Beek, Ian a P & M to Sasika Marijnis and a Velocette was lent by Ivan Rohdes to Hans van Dissel. Super! I borrowed a 1902 Peugeot from a frend in Holland and Hennie was pleased she could borrow the P & M from Lex Schmidt for the rally. It was great and we still do it every other year, I hope we can do it in 2021.

Now about the V-twin Premier featured in the December 2019 issue. Yes this Lord Strathcarron was quite a character. Last winter I was thinking; maybe his fourth wife Diana and her two sons could tell me more about the Premier and the rallies he did with the V-twin. So I wrote her a letter to their last known estate in London. About a month later a reply arrived and we were invited for lunch and yes there were photo albums and other paperwork that we could have a look at. On arrival, we had also taken some albums of our rallies and bikes and they were very interested.

Diana's son was getting his Range Rover out and told us to come with him and his mother to a barn nearby in the gardens belonging to the estate, he said "we think there are stil some motorcycle parts there, and we think they are better with you than rusting away in this barn here". The first thing I could see was a Morgan three-wheeler engine, with bronze head. "Oh yes", the son told us, "Dad used that for racing on circuits, but the Morgan was sold with the standard engine, this is left in this barn". Also I noticed a complete spare engine for a V-twin Premier, dismantled but more-or-less all there. "Well if you are happy with it we get them out for you". I started to jump up and down from happiness and all of a sudden I heard Hennie's voice saying "stop moving so much in the bed, you wake me up!". Bah, was it all a dream? Was I not in England in an old barn?

But the first part is true and nothing but the truth, I still have some old pictures of me visiting Bill Fruin and all the bikes down his garage and the letter Ian wrote us in March 1989.

Sorry I am who I am! Roel Van Maarseveen

Editor's Note: Seriously, I was just about to start disliking you Roel, until you woke up! Due to email issues, I've only just received this so apologies for the time-lag.



Koos Smidt with 1903 Humber on the 1989 Anglo-Dutch Rally. He was worn out by all the hills!

Finds and Discoveries

1928 AJS K4 De Luxe 349cc

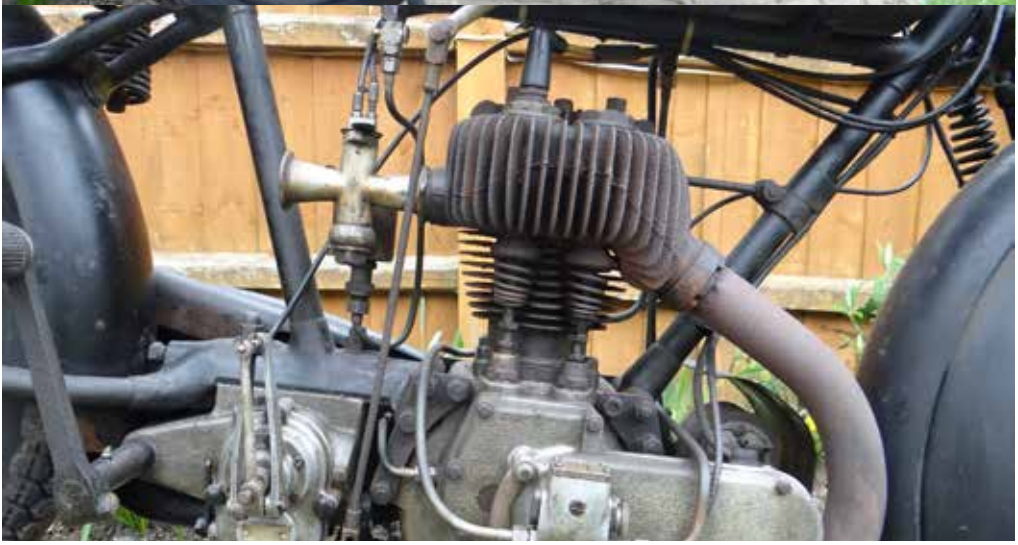
Charles Dixon-Payne

I had been after this bike for many years from a work colleague but he would not sell it, finally he agreed. He lives about 300 yards from the original dealer that sold it, but did not know it.

It had not been used for about 40 years, up to that point he used it a lot on rallies and road runs etc I have checked the various safety things and found one of the front brake shoes to be snapped and the seat needed recovering and new tyres but apart from that it's all ok, so I am leaving it as found.

I hope that it will be on the Banbury this year, if so I have asked a friend if he would like to ride it.





The Scarlet Runner

Rick Parkington

Well, I didn't really expect our newshound editor to publish the pics I sent her of my lockdown Blackburne project in the last issue but since she did, I'd better explain – with apologies to any Classic Bike magazine readers who know the story already.

Back in 1985, Maidstone VMCC member Roy Carey gave me the bare remains of a 1920 Blackburne 4hp (500cc) side valve, which had literally just been dug out of a claypit. The aluminium was rotted, the frame mangled and there were what looked like .22 rifle bullet holes in the tank! I was 21 years old and already had the hopelessly desperate 1925 BSA remains I have described here before, so I passed the Blackburne to my best mate so we would both have a 'vintage project.' Although neither of us had the ability to do much with them, we had a lot of fun talking about vintage motorcycles and buying odd bits at autojumbles. When just a few months later my mate stumbled upon a beautifully untouched 1928 557cc Ariel, the Blackburne was ignored; relegated to various sheds thereafter parts (including the tank, one engine plate and the brake pedal) were lost and corrosion gradually made up for lost time.

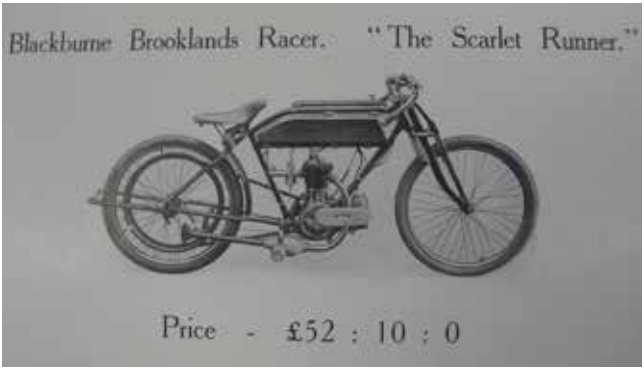


The 1920 'Claypit' Blackburne as acquired.

In the late 90s, having finally managed to build my '25 BSA, I took the Blackburne back but was sad to find it far more hopeless than when it emerged from the soil. I didn't really know what to do with it but about five years ago, calling by chance at Shepton Mallet jumble I found a 1919 Blackburne engine, gearbox and tank that had been rigged up to power a saw-bench or similar. It wasn't cheap but it seemed disrespectful to the Gods of Chance not to buy it.

Now I had all the major parts besides wheels and they came along when a friend sold me another incomplete Blackburne 4hp project. This one was a 1922 model, the year OEC, who had built all the post-war Blackburnes, finally put their name on the tank. The OEC had a much better frame the claypit bike so it made more sense to build that one out of the two.

But aspirations change over three decades. While once the Blackburne offered a slim chance to own a vintage motorcycle I've since bought a 1916 Blackburne - the oldest original survivor. The OEC would just be a later version of the same thing – and I still wouldn't have resolved the moral obligation to do something with my original claypit project...old bikes do get me into some muddles!



The imposition of lockdown and the cancellation of events gave me time to do something worthwhile and I came up with a plan. In late 1914, Burney and Blackburne made a prototype Brooklands Racer, immortalised in the 1915 catalogue as 'the Scarlet Runner'. A raw, single-speed, short-framed track bike it looked terrific but I believe only the prototype was ever made. Events overtook Blackburne, Brooklands and the world in 1915. After the War, the heyday of single-speed racers was past.

It made sense to build the OEC as original as possible, missing parts could be scavenged from the claypit bike, but might it be possible to use the remainder to recreate the Scarlet Runner?

The rear frame was the problem. The catalogue illustration was good enough for dimensions but while it isn't too hard to make a chopper-type 'hardtail' from bent tubes welded to plates, to copy the original lugged construction was something I considered well beyond me. Again, lockdown helped. Unable to run sobbing to clever friends I just did it myself. The 1916 Blackburne, that's been the basis of weld-on 'chopper hardtails' since the '70s, but I wanted to replicate as best possible the correct lugged constriction using the 1916 Blackburne as an example. Being gearbox-equipped the rear frame is completely different but it gives an impression of the design. I have fabricated odd lugs in the past (by machining and welding mild steel bar and plate) but nothing as involved as this. It wasn't easy and took a lot of thought to do but I don't think it's beyond anyone with time and modest machine tools, I have a 4½" Boxford and a small Raglan mill.



Using a carbide burr in a Dremel tool, almost like a colouring pencil, over the surface of the new lug, the bright surface becomes stippled just like cast. It's a technique I discovered years ago to disguise aluminium welded repairs. To cut a very long story short, I positioned all 22 pieces of the rear frame and tacked them with my MIG welder; once we are allowed out I will take them to a friend for proper brazing.

The rest of the job was fairly straightforward. I used the claypit bike's front frame and the engine, mag, carb and beautiful original paint tank from the 'sawbench'. I have always preferred original finish over restored so I built the bike to match the tank. Pitted but useable Westwood rims came free from a wheel builder's scrap pile and I built them onto a minute front drum (my concession to safety - the Runner had no front brake) while (in addition to some Druid bits to make up a fork) my friend Martin Shelley supplied a rear hub and belt rim. The white tyres look a bit showy but suit the bike, I think - and came free on another bike a few years ago.

The Scarlet Runner Continued **Rick Parkington**

The bars must be 1930s, there were traces of chrome, but after gentle polishing with smooth emery strip, the chrome buffed down to the nickel beneath, making the bits that aren't rusty look more authentic. Fitted upside down with original levers and celluloid grips supplied by Dial Patterns they look perfect.

While awaiting getting the brazing done I'm doing all the tedious finishing jobs – cables, pipework etc. so it will be ready to go; after that I hope to take it to Brooklands for some photos.

The tack welds hold it together enough to wheel about – even sit on and it's great not to have to shift the bits about anymore. The OEC is coming along too, but probably the best thing of all is that finally something wonderful has arisen out that pile of bits I was given so long ago.



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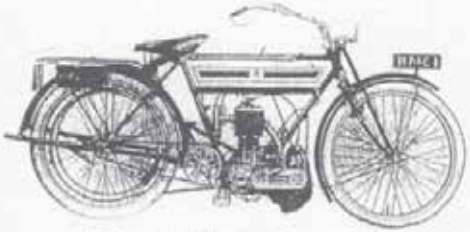
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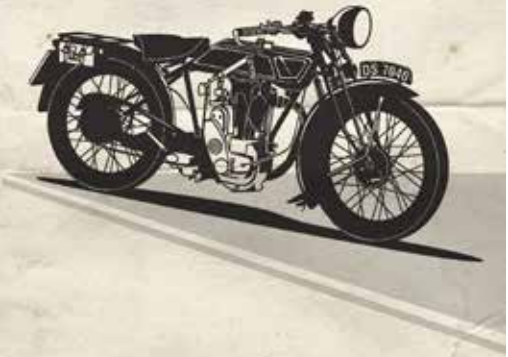
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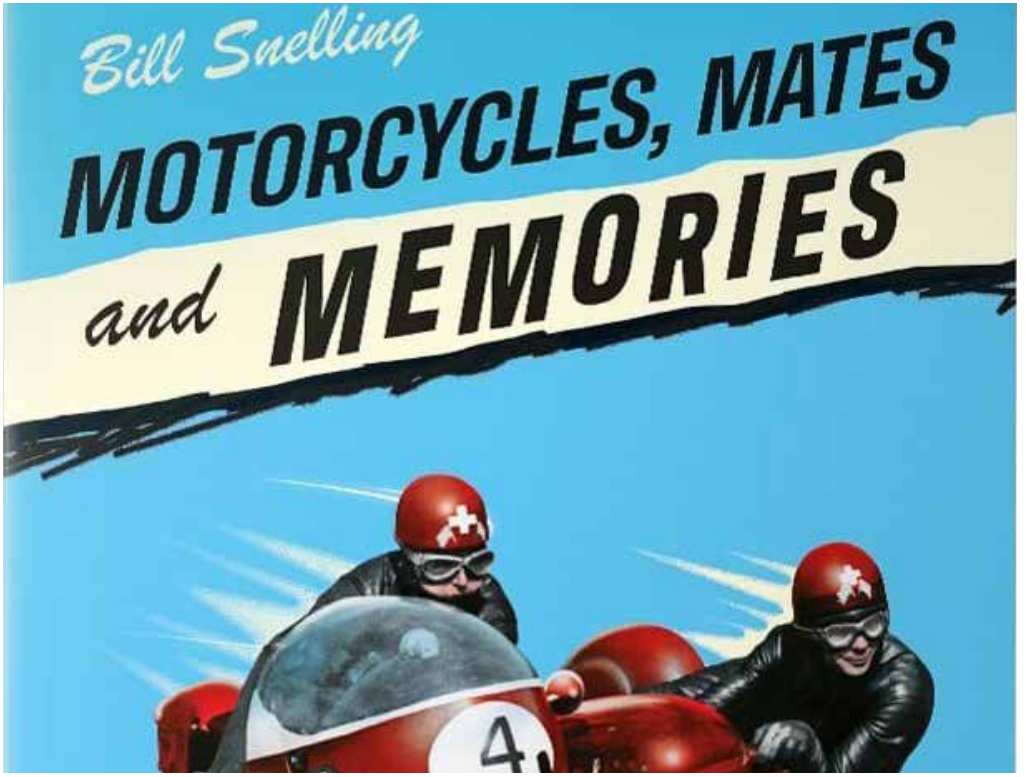
Motorcycles, Mates and Memories by Bill Snelling

Dave Masters

They say nostalgia is not what it used to be, but if you have been riding motorcycles since the 1960's like me then this is the book for you.

Real anecdotes of real experiences by a lovely bloke whose whole life has been involved with motorcycles: the sport, the business and the hobby. Bill had a go at it all and loved every minute of it and never a bad word to say of anyone. The stories are fun and beautifully written, stuff we can all relate to and probably people you have known too. He grew up riding in his dad's sidecar, competed in the tough long-distance trials (The Exeter etc.), raced Velocettes on the short circuits and the Isle of Man. He worked as a despatch rider and a top London Velocette dealer, was a staff man on Motor Cycle Sport, wrote and published the most entertaining books about motorcycles and their riders, runs the best motorcycle photographic library and business and is the most generous warm-hearted friend I have known.

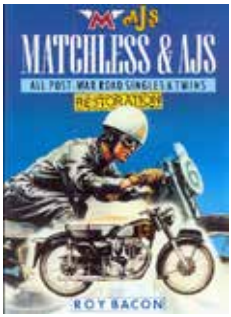
If you are a Velocette rider this book will be even better, but his diverse and varied riding mounts along with his adventures on them is a delight for all. Published by Veloce Publishing at £16.99 it's a cover-to-cover book with almost 200 photos from Bill's personal archive and 160 pages you can dip into whenever and put down with a smile on your face. Available from the publishers online **www.veloce.co.uk** , where they are currently offering a 35% lockdown discount.



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Sammy Miller Museum New Milton, BH25 5SZ

www.sammymiller.co.uk

Visit our website: www.sunbeam-mcc.co.uk

Sunbeam Motor Cycle Club

The Club for all Pre War Motorcycles

CLUB EVENTS CALENDAR 2021

Note that all Club events are subject to any Coronavirus restrictions in force.
Club Nights will resume later in the year, dates to be confirmed.
Always check www.sunbeam-mcc.co.uk before travelling.

Date	Event Venue	Contact	
Date TBC	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123(&)yahoo.co.uk**	Pre-1940
Date TBC	**36th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office(&)radnorrevivals.com**	Pre-1940
Date TBC	Volunteers needed **Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 **julian(&)julianswift.com**	Pre-1940
Date TBC	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson(&)jumbler.co.uk**	Pre-1940
Date TBC	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751	Post-1914 - Pre-1931
Date TBC	**Fourth Summer Pioneer Run®** Wings Museum nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123(&)yahoo.co.uk**	Pre-1915 New Venue
Sunday 4th July	**Rose of the Shires Run** Great Brington,Northants NN7 4JN	Rob Bayman 07850 870094 **robertbayman(&)btinternet.com**	Pre-1940 New Venue
Sunday 15th August	**58th Graham Walker Run** Beaulieu, Hampshire	Volunteer needed Ian McGill 01293-771446 **pioneerorganiser(&)gmail.com**	Pre-1940
Sunday 5th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35(&)btinternet.com**	Pre-1940
Date TBC 11th September	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7(&)pobroadband.co.uk**	pre-1931
Sunday 26th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduck(&)aol.com**	Pre-1931 Flat-tank only New Venue
Note revised date. Sunday 3rd October 2021	Volunteers needed **81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Ian McGlll 01293-771446 **pioneerorganiser(&)gmail.com**	New Finish Venue Pre-1915



Fin Reynold's 1913 Triumph pictured at the finish of The Pioneer Run®. Do you anything of the history of this machine? See letter, page 15.



Hennie van Van Maarseveen at the 1989 Anglo Dutch Rally at Stanford Hall with Lex Schmidt's 1910 P & M, that once belonged to Ian Young.