# Sunbeam Motor Cycle CLUB NEWS

Issue 916 April - May 2022

Always Ahead!




Richard Woodcock on his Rex at the Start of the 2021 Pioneer Run®

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

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

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# Editorial and News

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*Hello Everyone,*
*Good news for anyone that's struggled to get their machine set-up correctly, the club is arranging ta Test Day for members at the Campbell Circuit at Filching Manor Motor Museum - more details follow below. Apologies for the lateness of the magazine, pressure of work to blame.*
*All the best, Julie Diplock*

## Secretary's Scribblings

**Paul Bullock**

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

The Annual General Meeting of the Sunbeam Motor Cycle Club Ltd will be held on Sunday 15th May 2022 at 14.30 at the Peacock Lodge, Eastbourne Road, Felbridge, Newchapel, Surrey, RH7 6HL. Food and refreshments can be purchased in the restaurant prior to the meeting which will commence at 14.30. Tea, coffee and biscuits will be available as usual following the meeting.
The 2021 Special Minute, Agenda, Proposals for Club Officers and Honorary Members together with the Cub Accounts are enclosed, centre pages. There are no full minutes of the 2021 Annual General Meeting as the Meeting had to be cancelled due to the Covid outbreak.

**Please Step Up!**

This year the popular Conyboro Run will not be held due to a lack of Club Members willing to step up and help with the event, we required a Secretary of the Meeting who would take the entries etc. Help was already in place to put out route marking etc. but without a SoM the event could not go ahead.
On a brighter note we hope that we will be able to hold this event next year as we are sure that there will be many volunteers, if you are interested in seeing this event continue in 2023 please put your name forward to Nick Goodwin, the Events Secretary who will be able to give you all the help you need.

## New Event: Sunbeam MCC Test Day 2 July 2022

**Julie Diplock**

Club member Karl Foulkes-Halbard of Filching Manor Motor Museum will be opening up the Campbell Circuit, his 650m outside go-cart track for club members to use on Saturday 2nd July 2022. This non-competitive event gives members the chance to ride their club-eligible machines without the worries of modern traffic. Each session will be limited to 10 machines of the same era / performance.

The Foulkes Halbard collection is based around the speed record breaking Campbell family's many achievements, together with many more cars and motorcycles. Included in the collection is Sir Malcolm Campbell's Bluebird K3 world record breaking boat, along with other famous Campbell cars, boats and memorabilia. Tours of the manor house, which was built around 1450, are available as well as museum tours. The museum can be found at Jevington Road, Filching, near Polegate, Eastbourne, East Sussex BN26 5QA Refreshments will be available from the museum.

All attendees will be expected to pay the £10 museum admission charge on arrival to the museum, and must book-in. For details and to register your interest please contact Julie Diplock by email **editor AT sunbeam-mcc.co.uk** or phone 01797 344277 before 1st June 2022.

Deadline for June / July: 10th May 2022

## The Garden Of England Run, Sunday 10th July 2022 — Julian Swift

Joanna and Julian Swift are happy to announce that after missing two years, the 2022 Garden of England Run for pre 1940 motor cycles and three wheelers will be based at Headcorn Airport, as before, and will give us all a very pleasant ride through the beautiful lanes of East Kent on Sunday 10th July 2022. Please contact us at julian AT julianswift.com for entry forms and regulations.

We would like to encourage all those who previously volunteered to help with site set up and organisation at Headcorn to please contact us with any offers to help. Others who would like to help, let us know as well, please. It is a very pleasant time at the base, or helping with route markers on our twisty lanes! We start setting up on Saturday 9th July and will mark the route that afternoon, so as to be ready on Sunday.

We can be contacted on 01233-756346 or 07802 453232 or by email **julian AT julianswift.com .** Looking forward seeing our old (and new) friends and another memorable Run.

## Club Stand at 2022 Shows — John Buckingham

We need club members to bring their pre-1940 motorcycles to show on the club stands below:

- April 23 and 24 Stafford Classic Bike show
- July 24 Founders day
- July 31 Ardingly Summer Show
- August 6 West Kent International
- September 24 and 25 Kop Hill climb Princes Risborough, Buckinghamshire.
- October 30 Ardingly Classic Bike Show

Please contact John for more information, details inside front cover.

## Presentation of Pinhard Trophy 2021 — Tony Lloyd

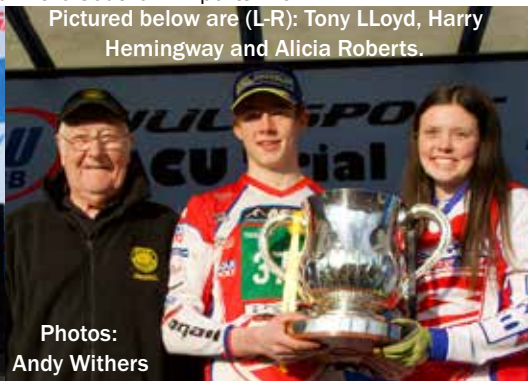
### Youngest Ever Winner Harry Hemingway

This year's winner of the Pinhard Trophy was 16 year old trials rider Harry Hemingway. Normally it would be presented at the ACU Awards Dinner in January but, as with last year, the dinner was cancelled because of Covid.

As it happens Harry was competing in Round 1 of the British Championship at Hook Woods near Guildford and the opportunity was taken to present the prize there. Last year's winner, Alicia Robinson, was also there and she was asked to present the trophy. This worked out very well as Alicia hadn't been officially presented with the prize and received her replica through the post. So, even though it was a year late we were able to get a picture of her holding the trophy. Alexz Wigg was also at the event. Alexz hadn't been presented with the Sunbeam Southern Experts Cup from last December so there was also an opportunity to put this right. Jim Connor was there as promoter of the event and he was thanked for keeping Sunbeam's name to the fore in the Southern Experts Trial.



Alexz Wigg is presented with the Southern Experts Cup by Tony Lloyd.



Pictured below are (L-R): Tony LLoyd, Harry Hemingway and Alicia Roberts.

Photos: Andy Withers

## From The Membership Secretary

**Nick Hooper**

**New Members**

Here's a warm welcome to our new members:-

| | |
|---|---|
| Francis Caddy | Pembrokeshire |
| Adrian Carter | Yorkshire |
| Paul Dadson | Kent |
| Arthur Farrow | Warwickshire |
| David Horner | Newport |
| Steve Slocombe | Kent |
| Jack Stein | Arizona |

## The 82nd Pioneer Run® 2nd October 2022

**Arnold Marshall**

The Sunbeam Motor Cycle Club, founded in 1924, inaugurated the First Pioneer Run® to Brighton in 1930. The Run has been repeated every year since, except when prevented by war 1940 – 45, the fuel crisis in 1974, the foot and mouth outbreak in 2001, bad weather in 2013 and Covid restrictions in 2020.

The Sunbeam Club will celebrate its 82nd running of the Pioneer Run® on October 2nd 2022 using the newly adopted route from Epsom Downs to Brighton City Airport.

Recognised as the premier event in the veteran motorcycle movement, The Pioneer Run® attracts both national and international entries, resulting in the largest gathering of pre-1915 solos, sidecars, tricycles and quadricycles in the world. The event provides the public with the opportunity to see some 300 plus early machines aged between 107 – 126 years old, in action on the road and on display at the finish.

Organised by the Sunbeam MCC Ltd, this non-competitive social road run is authorised by the Motor Sports Association (MSA) and the Motor Vehicles (Competition and Trials Regulations dated 1969 No. 414 Road Traffic Act).

The 82nd Pioneer Run® 2022 will be started at 08.00 hours at Tattenham Corner, Epsom Downs by the Mayor of Epsom and Ewell. The 45-mile revised route then follows the A217 through Reigate to join the A23 at Gatwick, diverting via Handcross and Lower Beeding (where there will be a coffee stop and checkpoint at Leonardslee Gardens) to join the A281 through Cowfold and Henfield, then on to the A2037 through Small Dole and Upper Beeding and finally to Brighton City Airport, where arrivals will be expected from 10.00 hours onwards.

Awards will be presented by the Chairman of Adur Council, together with the Mayor of Epsom and Ewell at the Sunbeam MCC marquee at 14.00 hrs.

The Pioneer Run® is sponsored by: Bonhams Auctioneers, Hagerty Classic Bike Insurance, The Classic Motor Cycle magazine and Bascomb & Drew.

Regulations, Entry Forms and further information may be obtained from the Club's Website at **www.sunbeam-mcc.co.uk**

Or contact the Secretary of the Meeting :~

Ian D. McGill **pioneerorganiser AT gmail.com**

The Oaktree, 13 Victoria Road, Horley, Surrey, RH6 9BN.

## Greybeards Trial

**Neil Sinclair**

This year's Gingerbeards and Greybeards Trials will take place on the 27th and 28th August 2022. Now organised by the Bexleyheath Club under the stewardship of Dennis and Rob Fleet the events will take place in the Horsmonden area of Kent.

The Sunbeam MCC try each year to support the events by way of observers. For more details contact Neil Sinclair

# Invitation

# THE SMCC DALES WEEKEND 25th/26th JUNE, 2022

At last we can invite you, once again, to come and enjoy a weekend of riding your motorcycles at one or both of the following Club Events arranged to cater for all Club eligible machines set in the beautiful North Yorkshire Dales.

**IT REALLY IS WORTH THE TRIP**

**Saturday 25th June,** provides the opportunity to exercise all pre 1940 machines on our **Second Four Dales Tour** comprising a run of approximately 80 miles through stunning scenery, involving some challenging hills, as you would expect in this unique part of the country. The Run starts and finishes in Arkengarthdale visiting Wensleydale, Swallowdale and Teesdale passing the highest pub in England at Tan Hill, en route.

**Sunday 26th June,** sees our **Third Northern Pioneer Road Test** for pre 1915 machines starting and finishing at Tennants Auctioneers in Leyburn. This veteran friendly route, avoiding unmanageable hills, is approximately 50 miles long, has no traffic lights and is on quiet country roads in and around Wensleydale.

In addition to these two fine runs for riders, we also invite owners of machines who do not wish to ride to bring their machines along to display at either event.

*For more information on either event call*
**Wallace Holmes on 01325 460554 or email him at holmeswallace80@gmail.com**







http://sunbeam-mcc.co.uk

## Regalia News

**Rob Smith**

Since my last request for someone to take over the Regalia role we have held a committee meeting back together again. As no-one had yet come forward an offer was made to me to continue with Regalia while taking more of a background role from the committee which I have accepted. The committee is being restructured slightly which you may read more about elsewhere. As almost all of the old-stock black clothing has gone it is a good opportunity to remind you all of our supplier Jancraft, they can supply any garment in a wide choice of colours embroidered with the club logo. Julian is a very helpful man who supplies clothing to several other clubs, notably the Morgan club.

Julian can be contacted directly at mail AT jancraft.com and the online clothing catalogue is at **www.our-catalogue.com/JANC/** stating Sunbeam Motor Cycle Club with clothing item code, colour and size. Payment can be made either by BACS or cheque. If you should require any guidance with choosing a garment, I am more than happy to assist, my details are inside the front cover of the magazine.

## Sammy Miller MBE Unveils Spectacular Off Road Hall

**Emma Ashton**

Long-standing Sunbeam MCC member Sammy's remarkable off-road collection can now be seen in all its splendour in the newly created Off Road Hall, housed in the museum's new 10,000 ft² extension which was officially opened by The Duke of Richmond on the 22nd July 2021.

This breath-taking display brings together probably the world's greatest collection of off-road bikes and includes world record breakers, leading designs and bikes that have changed the motorcycling world forever.

Sammy rode, designed or developed many of these winners himself, including;

Ariel GOV 132
Bultaco Sherpa which won five British Championships
305cc HiBoy Honda
250cc HiBoy Bultaco
350cc Hiro Miller
SHS Samuel Hamilton Special, on which Sammy won his first premier award

Sammy's mighty Ariel GOV 132, on which he won a staggering 380 premier awards and no less than six British Championships, can be seen alongside Gordon Jackson's famous ex-factory AJS, registration 187 BLF, winner of the 1961 Scottish Six Day Trial.



Long track world champion, Simon Wigg's Jawa stands amongst other greats such as the world champion Rickman Scrambler, Don and Derek Rickman's own bikes plus Greeves off- road bikes, Cotton, Royal Enfields, DMW, Cheetah, James, CCM, New Imperial and George Sartin's 250cc 1973 Talon Mickmar.

As if that wasn't enough, Sammy's new Off Road Hall also has the greatest collection of ISDT bikes anywhere in the world. It is remarkable to see so many together, all restored and in full running order.

The Sammy Miller Motorcycle Museum is at Bashley Cross Road, New Milton, Hampshire BH25 5SZ. For opening times visit www.sammymiller.co.uk or ring 01425 620777

# Club Meets

## New Wessex Club Meetings at Winscombe. Ray Hudson

First Saturday of the month, starting on 2nd April, at 11am at the Woodborough Inn, Winscombe, North Somerset BS25 1HD. Contact me on 07384 632 627 or email **raymondleohudson AT hotmail.co.uk**

## 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

We meet on the first Saturday of the month at The Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF. Subsequent meetings will be on the first Saturday of the month. For more information contact 07497 000981 or email **frankmace AT ymail.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.

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

**January**

Ian Thomson made a welcome return to give another of his excellent talks on a Second World War subject, this time entitled 'The Great D-Day Deception – How the Allies Fooled the Germans on D-Day'. Ian took us through a potted history of warfare and how it was soon realised by both sides of opposing forces that warfare is fought as much in the mind as on the battlefield.

Early in WW2 both sides had set up their own intelligence network and had recruited spies, all of whom Ian gave biographical details of plus the different ways the opposing forces would determine what the other's next military move could be. Some of the methods used were deceptively simple, such as putting up false road signs to fool a captured German spy into thinking he was in a different area of Britain to where he actually was, through putting out information on fake military units and where 'they' were stationed, to the pioneering work carried out at Bletchley Park on cracking the secret Enigma transmissions by the Germans to ensure that on D-Day – the largest seaborne invasion in history, that, many enemy units were guarding coastline many miles away that was not due to receive an invasion. Without all the confusion that was created, the liberation of Europe could have been very different. As previously, Ian's talk was in aid of ABF The Soldiers Charity **www.soldierscharity.org** and £37 was raised on the night, despite the numbers attending being low. Our grateful thanks go to Ian and everyone who came and contributed.

Due to the noise distraction from the netball group in the other Hall during this talk and the previous Club Nights, we will be back in our usual meeting room from the February 21st Club Night. The average number of people coming now is well below the 35+ turning up a few years ago at its peak so there should be room for all with the room ventilated and the lobby for extra space when the tea/coffee is served. Once again, if anybody has any ideas or suggestions for talks/presentations at future Club Nights or would be interested in bringing a machine, please contact George Smith, details below, as the previous request brought no responses to help keep the meetings alive and kicking.

**February** **Rob Smith**

We welcomed David Gillham & Janet Hearn-Gillham to give a talk with photos entitled 'Yesterday We Were In America' – The Story of Alcock & Brown and the first non-stop flight across the Atlantic in June 1919. In April 1913 the 'Daily Mail' newspaper offered a prize of £10,000 to 'the aviator who shall first cross the Atlantic in an aeroplane in flight from any point in the United States of America, Canada or Newfoundland to any point in Great Britain or Ireland in 72 continuous hours'. The competition had been suspended for World War One but was reopened after the November 1918 Armistice. The Vickers Engineering & Aviation firm of Crayford, Kent was considered entering their new Vimy twin-engined heavy bomber in the competition but required a pilot. John Alcock had learnt to fly aged 17 and had fought in WW1 until shot down and taken prisoner. He wished to continue his flying career and had a resolve to fly the Atlantic, so he readily took up the challenge to pilot the Vimy, No. 13 off the production line (13 was Alcock's lucky number). Arthur Whitten Brown had followed a career in engineering before also flying in WW1 and being shot down too. He was honing his skills in long-distance navigation and when he approached Vickers seeking work, he was quickly employed to be Alcock's navigator.

Following the preparations for the flight including extra fuel tanks and a radio the Vimy was disassembled and shipped to Newfoundland where a hangar and runway had to be created before take-off. There were several other teams in attendance, but many were eliminated by take-off crashes or ditching after engine failure. On June 14th at 13:45 Alcock & Brown lifted off the runway and set course for Great Britain/Ireland battling snow, ice, rain, fog, failure of their heated flying suits & radio and a split exhaust pipe on one of the Rolls-Royce Eagle engines during the flight. Brown navigated by the stars when he could see them. They eventually sighted land at County Galway, Ireland on June 15th after less than 16 hours in the air, not far from where they intended to land. What appeared to be the perfect field for landing in the air turned out to be the Derrigimlagh Bog, the Vimy tipping up on its nose on landing, but Alcock & Brown were unhurt. Both men were treated as heroes on their arrival and received many awards and plaudits with their prize money, plus being knighted. Sadly, Alcock was killed on December 18th, 1919, when his Vickers Viking crashed in bad weather on route to the Paris Airshow. Brown passed away on 4th October 1948. Their damaged Vimy was repaired and is on permanent display at The Science Museum, London.

Our grateful thanks go to David & Janet, they are key members of the team involved in the flights' 2019 centenary celebrations in Crayford and Bexley with several memorials unveiled, the most poignant are two life size sculptures of Alcock & Brown on a bench seat close to the site of the old Vickers Crayford factory. Janet discovered during their research that Harry Couch; her mother's great-uncle was one of the team that sailed with the Vimy to Newfoundland to reassemble it for the flight! As well as their fee for the talk a request for donations on the night brought a total of £51, thank you very much everyone and for returning in large numbers again, much appreciated. Also, thanks to George Smith for arranging the evening. Club member and VMCC Marque Specialist for Zenith, Tony Donnithorne kindly informed us of a motorcycling connection to the flight, his letter with photos is published elsewhere in this club news.

## April & June 2022 Club Nights - Cancelled

Due to Easter Bank Holiday falling on the third Monday (18th) in April this year there will be no Club Night in April, and, with the organiser and your scribe both away on holidays on Monday 20th June this meeting is also cancelled.

Look forward to seeing you at club night on 16th May.

For more details contact George Smith on 01474 852960 / 07929 883665 or

**t110george47 AT gmail.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.***

***Leather Work: A Satisfied Customer***



Dear Julie,

Gez Cater advertises his leather work services in the journal from time to time and I thought the membership would like to see an example of his work. Here are some photos of a tool bag he made for my 1907 REX. Gez made a completely faithful copy for me There are two integral pouches inside for chain links etc. and loops for spark plugs or whatever, all perfectly recreated. A super job and I still have the 1907 original on the shelf. It was so far through it would not hold stitches with any reasonable chance of success. Contact Gez at gezcater AT yahoo.co.uk.

Don't forget our Mountains of Mourne event here in Northern Ireland on the last weekend in July. We have five Sunbeams booked in already!

Looking forward to a busy season.Yours, John Kidd.



# Letters Continued

***Dealer's Plate and Help Wanted***

Dear Julie,

I have a brass dealer's plate supplied by FARLEY and SONS, Motor and Cycle Engineers, Peasmarsh, Rye, Sussex. If any member or reader has a machine supplied by the above but are missing the brass plate that would most probably fitted to the front mudguard,I have one and it's theirs if they would like to contact me.

I'm also looking for parts, information or anything to help complete the rebuild of a 1934 Triumph XV, that's the bike with the little Villiers engine.

Many thanks,

Richard Mummery. 01227 751751 or sheila.mummery AT sky.com



***Parts Wants and Perry Vale Information***

Hi Julie

Thank you for continuing to run my parts wanted advert in the Sunbeam magazine for my 1914 Ariel, the telephone number is wrong by one digit still though; it should be 01580 291423.

I have attached a photo of a machine seen at the Romney Marsh Run at Brenzett last year. Do you know who owns it by any chance? I would like to make contact with him to ask him a few questions if possible. Please pass on my details if you do know the owner.

Many thanks for all your help, Best, Andrew Honychurch

***Editor's Note: Apologies Andrew – can anyone help Andrew with a kick-start quadrant shaft and arm and the tin chain case for his 1914 v-twin Ariel***

***Absolutely Not Boring Boardtrackers!***

Hi Julie

Thank you, as ever, for a really interesting Issue 915. Speaking of boardtrackers, in addition to Daniel Statnekov's great on-line history as referenced, Jon Dudley and anyone interested in Murderdromes and all those who competed on them should save hard and track down two books that have given me great pleasure:-

The first was published in 2019 by Don Emde entitled 'The Speed Kings. The Rise and Fall of Motordrome Racing': **https://partsmagazineonline.com/**. Exactly as described, richly illustrated with great insights. Not cheap and shipping to the UK doubles the price; fortunately, an American-based friend delivered my copy on a European trip.

And the late Stephen Wright's 'American Racer 1900-1940' has some wonderful images in it and is backed up by in-depth research. Long out of print but well worth tracking down via the internet, but the cheapest used copy I could find on-line today was £150.

Incidentally I was also privileged to visit the Wheels Through Time Museum a few years ago on a group trip enroute to the Barber Vintage Festival when Dale Walksler did exactly as Jon says – walked round the museum selecting exhibits of interest and just starting them up for our benefit. A lovely guy.

Best regards, Nick Jeffery

# Letters Continued

***1926 Sunbeam Trials and Tribulations***

Dear Julie,

I read with interest of Mr George Smith's impressions of his 1926 Sunbeam on page 16 in the last issue of Club News. I came across a similar model in 1973, a 492 cc Model six long-stroke. This was 75% complete, and found hibernating on the NE Yorkshire moors. The rear of its frame had been cut off which resulted in acquiring another frame that was six months newer. Then the fun started, as Mr Smith related. A friend who is a dyed-in-the-wool Sunbeam guru told me that Sunbeam would modify a host of components, without telling Joe Public. As follows, owing to the newer frame, its 21-inch wheels were unsuitable, also the gearbox and forks (1928 that I had). His parting shot was "I doubt if that petrol tank will fit that frame". A 42-year on and off restoration ensued. To add, both its engine and original single spring clutch gearbox (with stripped gears) needed rebuilding. Not much in its favour.

A rebuild of a chap's model H Triumph engine gave me a later replacement gearbox, having the six-spring clutch and being in good nick.

Being a retired tool-maker I fully reconditioned the engine. One feature here was the scored cylinder bored at +60 thou over its STD size of 77 mm. A rebore enabled me to fit a mid-fifties Norton 16H piston at its standard 79 mm.

The excess wear is an indication on all veteran and vintage bikes that proves it was a reliable success. I won't go into details in depth of its restoration, but meticulous attention was given to all working parts.

Its restored launch was on Tuesday 12th May 2015. On its third kick it was wakened from its long sleep and eventually its first test run took place. "How did it go?" Ignoring a host of niggles, too many to list which I've never encountered in any other veteran or vintage restoration, I was not impressed, what a disappointment.

To pinpoint, whilst it will literally start from cold it's difficult to start from hot. Say a fuel-stop of seven to ten minutes, now impossible to restart. This in conjunction with attention to adjusting the clutch; "re-corked plates bedding down" - now where have I heard that before? Shades of the Hall Green marque. This has earned the 'Beam the accolade of Fred Flintstone's Velocette Thruxton.

So where has it all gone wrong? They went okay in the mid-1920s! Also I knew of four club members riding the self-same models 1925 to 1928, and indeed a 1935 Sunbeam Lion with no trouble, well apart from not keeping on top of the clutch adjustment. I can live with that.

Perhaps the answer may lie with today's fuel. The final fling will be to try the 'Beam on Aspen four alkylate petrol or Avgas 100L to lay any aspersions to bed. Magneto unreliability, er no; it's had three magnetos fully restored so that can't be wrong! I rest my case.

Yours DH Frank

***The Scourge of Modern Fuels***

Dear Julie,

After experiencing endless problems from running my lawn mower on pump fuel, the person who serviced it this winter has persuaded me to switch to Aspen 4 Alkylate fuel.

He refuses to use pump fuel in any of his machines and has strongly recommend that I should now run my Veteran Douglas on Aspen 4.

Before taking his advice I would be very interested to hear from any members who have tried this fuel and whether this is the answer to the problems associated with pump fuel.

Many thanks, David Newman. **davidjnewman76 AT gmail.com**

Hello Julie,

I was sorry that I could not attend the February West Kingsdown club meeting as I lived near, and flew from Brooklands in about 1934/5, in a small monoplane, sitting on my Fathers Lap.

My Zenith lived only about one mile from Brooklands and had done lots of laps In the hands of Hal Hill. He told my it was his other home.

I am including pictures taken at the first Reunion in around 1966. Bob Dicker was well known to me, and was a Zenith employee, a Brooklands Rider and identified my bike as painted in Freddie Barnes colours, before the rebuild. He, as your speakers will know, went to America to prepare the Vimy, and Bob fitted all the control cables before the flight. At the reunion we gave him a push start down the main runway, before the officials could stop us, and as you can see he was enjoying the ride.

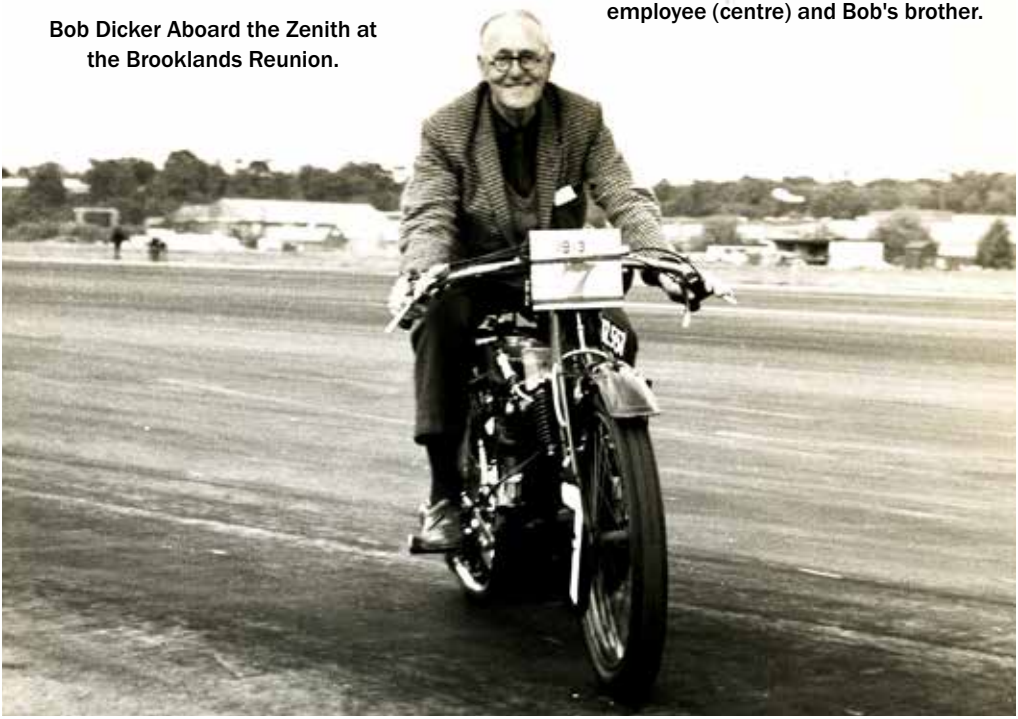
The main Zenith works no longer exist, but the Specials Shop is still there about 100 yards up Baker Street, under what was known as The Nomads Club, and where my bike will have been pushed to, for the fitting of the 90-bore engine and dropped bars etc.

All the best, Tony Donnithorne, Zenith Marque Specialist.




**Above: Bob Dicker (left), a Zenith employee (centre) and Bob's brother.**

**Bob Dicker Aboard the Zenith at the Brooklands Reunion.**



# Letters Continued

***Obscure Makes : Dunkley 1926***

Dear Editor,

Another interesting pen-pic of a long-forgotten company by John Hodson. The picture of the v-twin at the bottom of page 26 is noteworthy. It's stated to have a JAP engine, but the round timing cover and shape of the magneto cover (as well as what look like square cylinder fins) are much more redolent of Precision v-twins of the time.

In fact, the whole bike could be of another make; the 1914 6 h.p. Calthorpe and Mead Flyer machines look essentially identical in all details but the name on the tank.

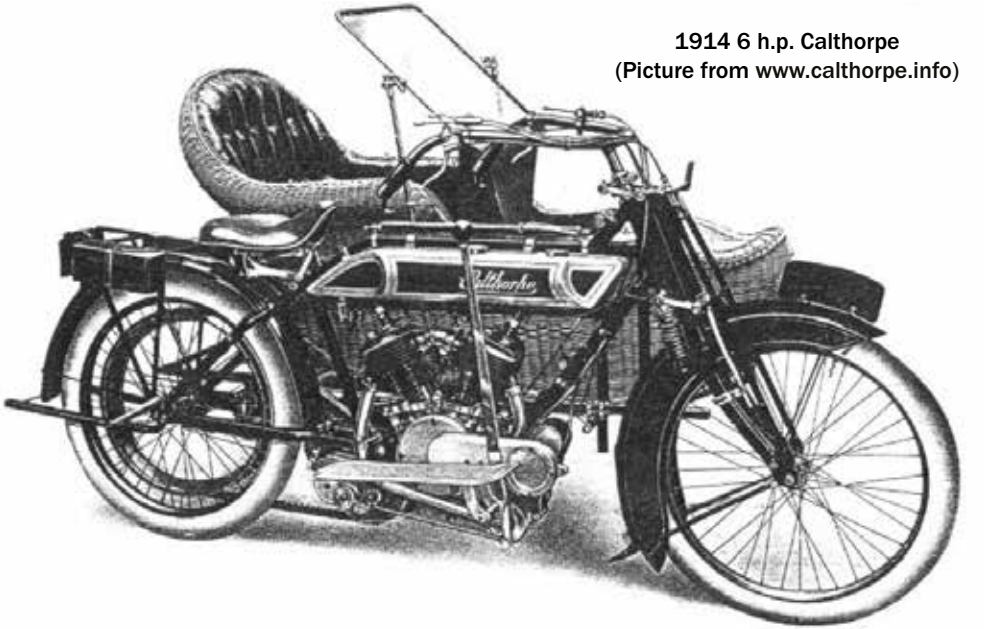
Was this an example of 'badge-engineering'? The Brown Brothers catalogues of the time offered lug-and-tube sets for what is recognisable these days as the 'Sun-Precision' frame, but is actually to be found on most bikes of the era with the 500cc Precision engine fitted. A H Haden in Birmingham made a claim to have designed that particular frame, and offered lug-sets which would go to make one up. They also owned the 'New Comet' marque, and a copy of a catalogue I have shows that it was possible to order up a machine to a given spec - a choice of forks (Druid, Saxon or Pilot), tank fittings, footrests or footboards and the like.

Were these twins assembled by one maker and then named by re-sellers, or were they 'kit-form' builds by the respective companies?

It's good form to credit picture sources - the Calthorpe image is from the excellent **www.calthorpe.info** website, which looks at the veteran and vintage output of that manufacturer.

Also attached is a colourised image from the 1914 Senior TT, showing rider G.N. (Norman) Norris on a very sporty 500cc overhead valve Dunkley-Precision - a rare engine these days (and quite possibly then). It was his first attempt at the TT, and Dunkley's only attempt. Unfortunately, he retired.

Regards, Mantissa



**1914 6 h.p. Calthorpe**
**(Picture from www.calthorpe.info)**

# Letters Continued

***Continued: Obscure Makes : Dunkley 1926***







TT Rider G.N. (Norman) Norris on a very sporty 500cc overhead valve Dunkley-Precision.

# Out and About

## Romney March Run September 2021

**Andrew Honychurch**

Some pictures from the excellent Romney Marsh Run which was held at The Romney Marsh Wartime Collection for the first time last September.




1924 Indian




1908 Triumph




1924 Morgan




1924 Dart JAP belonging to Martin Hirst, the run organiser.




1915 New Imperial

# Sunbeam Motor Cycle Club Ltd

## Annual General Meeting 15th May 2022

At Peacock Lodge, Newchapel, Surrey, RH7 6HL

## AGENDA

1. Welcome from President Baz Staple, who will decide the Chairman of the Meeting.
2. Secretary to read apologies for absence.
3. Membership Secretary to read names of Members who have passed away since the last AGM, followed by one minute silence.
4. Minutes of last AGM
5. Matters arising

To receive and consider the following Reports.

6. Acting Hon. Chairman's Report
7. Hon. Treasurers Report
8. To Appoint two Honorary Auditors
9. Hon. Membership Secretary's Report
10. Hon. Editors Report
11. Hon. Event Secretary's Report
12. Hon. Pioneer Registrar's Report
13. Report of Pinhard Prize and Trust
14. Election of Club Officers and Honorary Members
15. Presentation of Awards
16. General Discussion on any Club matters.
17. Chairman to close the meeting.

Tea/Coffee and Biscuits to be served

## SPECIAL MINUTE

### 2021 ANNUAL GENERAL MEETING
### THE SUNBEAM MOTOR CYCLE CLUB LTD

Due to the ongoing Corona Virus situation, the Club was prevented from holding a formal AGM as scheduled. Having circulated the Accounts for 2020 together with a list of proposed Club Officers and Honorary Members we informed the Membership that we will assume that the Accounts and proposed Club Officers and Honorary Members are accepted unless notice of objection was received by the Club Secretary prior to the 15th May 2021.

There were no objections to the Club AGM papers circulated with the April/May 2021 Club News. Consequently, the Accounts for 2020 will be recorded as having been accepted and the proposed Club Officers and Honorary Members recorded as elected.

We welcome Baz Staple to the post of President, Paul Gander to the post of Chairman and record our thanks to Ian McGill the retiring President and to Arnold Marshall the retiring Chairman.

P. Gander, Hon Club Chairman. 16th May 2021

## Proposals for Club Officers & Honorary Members 2022-2023

| | | | Proposed | Seconded |
|---|---|---|---|---|
| Chairman | Paul Bullock | ) | Trevor Dadswell | Arnold Marshall |
| Secretary | Peter Ashlee | ) | Paul Bullock | Trevor Dadswell |
| Treasurer | Trevor Dadswell | ) | Arnold Marshall | Paul Bullock |
| Events Secretary | Nick Goodwin | ) | " | " |
| Trials Secretary | Neil Sinclair | ) | " | " |
| Membership Secretary | Nick Hooper | ) | " | " |
| Editor | Julie Diplock | ) | " | " |
| Pioneer Registrar | John Waghorn | ) | " | " |
| Pinhard Officer | Tony Lloyd | ) | " | " |
| Archivist | Roy Plummer | ) | " | " |
| Quartermaster | Jane Anderson | ) | " | " |
| Publicity Officer | Jon Dudley | ) | " | " |

**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 | ) | " | " |

| | | | | |
|---|---|---|---|---|
| Honorary Members | Brian Bonny | ) | Arnold Marshall | Paul Bullock |
| | Dave Bettridge | ) | " | " |
| | Jim Connor | ) | " | " |
| | Trevor Dadswell | ) | " | " |
| | Margaret Donaldson | ) | " | " |
| | Lord Montagu | ) | " | " |
| | Ian Kerr | ) | " | " |
| | John Sapsard | ) | " | " |
| | Gill Tarrant | ) | " | " |
| | Katharine Hook | ) | " | " |
| | Nick Canfor | ) | " | " |
| | Annice Collett | ) | " | " |
| | Sammy Miller MBE | ) | " | " |
| | Arnold Marshall | ) | Paul Bullock | Trevor Dadswell |

**SUNBEAM MOTOR CYCLE CLUB LTD**

**Profit & Loss Accounts for the period ended 31st December 2021**

| **Income** | **Note** | **2021** | | | **2020 Year** |
|---|---|---|---|---|---|
| Members' Subscriptions | | | 16,192.45 | | 16,179.12 |
| Events Income | **1** | 23,123.22 | | 2,941.21 | |
| Events Expenditure | **1** | 20,573.45 | 2,549.77 | 4,567.53 | (1,626.32) |
| Regalia Income | | 230.90 | | 102.00 | |
| Regalia Costs | | 305.93 | (75.03) | 26.21 | 75.79 |
| Other Income | **2** | | 691.19 | | 1,116.05 |
| **Total Income** | | | 19,358.38 | | 15,744.64 |
| **Expenditure** | | | | | |
| Membership Costs | **3** | | 11,416.14 | | 10,865.17 |
| Admin Costs | **4** | | 2,586.49 | | 2,604.38 |
| Accounting Fee | | | 630.00 | | 880.00 |
| PayPal Commission | | | 57.14 | | 83.69 |
| CT Paid | **9** | | 0.00 | | 0.00 |
| Pinhard | | | 116.04 | | 194.82 |
| Insurances | | | 2,576.33 | | 2,576.33 |
| Website costs | | | 549.66 | | 285.48 |
| Depreciation | | | 0.00 | | 1,248.49 |
| Total Expenditure | | | 17,931.80 | | 18,738.36 |
| Profit/(Loss) before tax | | | 1,426.58 | | (2,993.72) |

**Sunbeam Motor Cycle Club Ltd**

**Balance Sheet as at 31st December 2021**

| | | **2021** | | **2020** | |
|---|---|---|---|---|---|
| **Fixed Assets** | | | | | |
| Tangible Assets | **5** | | 70,169.98 | | 70,169.98 |
| **Current Assets** | | | | | |
| Stocks | | 223.74 | | 1,495.34 | |
| Cash at bank and in hand | **6** | 81,585.43 | | 84,815.27 | |
| Other Debtors | **7** | 3,360.91 | | 6,538.95 | |
| | | 85,170.08 | | 92,849.56 | |
| **Creditors: amounts due < 1 year** | **8** | (11,103.24) | | (20,209.30) | |
| **Net Current Assets** | | | 74,066.84 | | 72,640.26 |
| **Net Assets** | | | 144,236.82 | | 142,810.24 |
| **Capital and Reserves** | | | | | |
| Revaluation reserve | | | 67,191.00 | | 67,191.00 |
| Profit & Loss Account | | | 77,045.82 | | 75,619.24 |
| | | | 144,236.82 | | 142,810.24 |

## Profit & Loss Accounts for the period ended 31st December 2021 Page 2

| Note 1 | Events | Income | Expenditure | P/(L) | % |
|---|---|---|---|---|---|
| | Constable Run | 435.40 | 387.20 | 48.20 | 11.1 |
| | Graham Walker Run | 1,712.00 | 1,004.35 | 707.65 | 41.3 |
| | Pioneer Run | 19,734.32 | 17,969.30 | 1,765.02 | 8.9 |
| | Romney Marsh Run | 583.00 | 579.10 | 3.90 | 0.7 |
| | Rose of the Shires | 658.50 | 633.50 | 25.00 | 3.8 |
| | | 23,123.22 | 20,573.45 | 2,549.77 | 11.0 |

| Note 2 | Other Income | 2021 | 2020 |
|---|---|---|---|
| | Pioneer Register | 22.48 | 465.00 |
| | Ads in Club News | 305.00 | 426.60 |
| | Donations | 64.00 | 0.04 |
| | Interest Received | 8.14 | 140.34 |
| | Pioneer Run Book/(Gatwick Book) | 149.29 | 18.96 |
| | Club nights | 0.00 | 0.00 |
| | ACU refunds | 0.00 | 0.00 |
| | Misc Income | 142.28 | 65.11 |
| | | 691.19 | 1,116.05 |

| Note 3 | Membership Costs | 2021 | 2020 |
|---|---|---|---|
| | Club News | 8,119.51 | 7,395.23 |
| | Sunbeam Times | 0.00 | 351.20 |
| | Postage | 2,789.44 | 2,133.07 |
| | AGM | 0.00 | 0.00 |
| | IT costs | 357.77 | 474.69 |
| | Stationery | 149.42 | 401.54 |
| | Telephone | 0.00 | 109.44 |
| | Misc | 0.00 | 0.00 |
| | | 11,416.14 | 10,865.17 |

| Note 4 | Admin Costs | 2021 | 2020 |
|---|---|---|---|
| | Advertising | 1,459.20 | 1,788.00 |
| | Awards | 0.00 | 100.00 |
| | Committee costs | 19.50 | 26.50 |
| | Engraving | 47.45 | 0.00 |
| | Repairs & Maintenance | 391.30 | 80.97 |
| | Trademarks & Registrations | 0.00 | 0.00 |
| | Postage | 3.00 | 3.25 |
| | Stationery | 161.95 | 77.90 |
| | Subscriptions | 356.91 | 372.89 |
| | Telephone | 121.19 | 121.12 |
| | Mileage | 0.00 | 0.00 |
| | Other | 25.99 | 33.75 |
| | | 2,586.49 | 2,604.38 |

**Profit & Loss Accounts for the period ended 31st December 2021 Page 3**

| | | | |
|---|---|---|---|
| **Note 5** | **Tangible Assets** | | |
| | Historical Assets | | 67,191.00 |
| | Equipment at cost | 10,132.49 | |
| | less Depreciation charged | 7,153.51 | |
| | | | 2,978.98 |
| | | | 70,169.98 |
| **Note 6** | **Cash and Bank** | | |
| | Santander Current Account | 1,671.95 | |
| | Santander No.2 account | 24.00 | |
| | Santander Business Savings | 58,145.65 | |
| | Scottish Widows Bond | 21,621.21 | |
| | PayPal | 122.62 | |
| | | 81,585.43 | |
| **Note 7** | **Other Debtors** | | |
| | 2022 events costs paid in advance: | | |
| | - Ixion | 239.58 | |
| | Pioneer Sponsorship 2021 due | 2,475.00 | |
| | IT costs 2022 | 596.33 | |
| | ACU 2022 subs in advance | 50.00 | |
| | AGM 2022 | - | |
| | | 3,360.91 | |
| **Note 8** | **Other Creditors < 1 year** | | |
| | 2022 Subs received in advance | 9,106.00 | |
| | | - | |
| | Accruals | 1,997.24 | |
| | | 11,103.24 | |
| **Note 9** | **Corporation Tax paid in Year** | | |
| | | - | |

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# Out and About

## The Dutch Round Gees Organisation Do It Again **Roel van Maarseveen**

The foundation that is responsible for the annual Round Gees rally in April for pre-1920 bikes decided it was about time now the covid restrictions were less heavy to organise a great weekend with the old bikes. Totally different from the round Gees Rally in April when mileage is down to a maximum of 45, this one was 80 miles a day!

Daughter Maud and my wife Hennie told me 'No, it's too cold in October, we are not going' but Gijs and me did enter on the 1907 Brown and the 1903 Pebok.



Baldur Klaas on his 1928 BMW R 52. It went great all the way.

About 21 Dutch and German riders came for the weekend, and we all met in Gees on the 9th October at 08.00 in the morning, starting with a breakfast and a briefing what and how and where we were going this weekend, which had been kept secret. We formed three groups of riders with a lead rider in each group from the organisers who knew the route exactly. This worked out very well, I was in a group with a 1913 Bradbury, a Terrot Motorette number 3 from 1913, an AJS from 1927, a Zundapp from 1928, a BMW R 52 from 1928 and the lead rider was Jasper Hooiveld on a Triumph model H from 1917. We agreed to start at 23 miles per hour but soon changed that to 27 and later even a bit more. The Pebok being the oldest bike is happy with 30 miles an hour.

The weather was great, full sun and about 17 degrees, and no rain got to us that weekend; how about that in nearly the middle of October!

We drove from Gees to the coffee stop, along the very small country roads with hardly any traffic, only some farmers working on the fields. The Pebok performed well and also the others in my group so we all came to the stop and soon after us the other two groups appeared, Lex Biermans was playing a bit with the clutch and brakes on his beautiful little V-twin Royal Enfield from 1912 and Fred Hesselink rode his chain driven 1913 Bradbury with a big smile. After the break we went to the village of Staphorst. Characteristic of this village are the bright green shutters and blue window sills of the windows and front doors with a kind of so-called tree of life symbol above the door. Traditional costumes are still worn by men and women. We had a lunch there and rode on to visit a water pumping station in Vollenhoven. Without the dunes and barriers more than half of the Netherlands would be under water; the many locks, dykes, pumping stations, flood barriers, canals, and ditches keep Holland habitable. Water management is very important and we were visiting a very old pumping station in Vollenhoven dating from 1919. It was great to see this still in action and to see all the old pumps working.

After this visit we went on through little villages such as Blokzijl, over bridges and along canals. All very pretty especially with the weather, what more did we want?

**The Dutch Round Gees Organisation Do It Again Continued** **Roel van Maarseveen**

All in a holiday mood we came to the Hotel in Steenwijk were we booked in for the night, where are my short trousers and where is the bar! What a great day we had and all the bikes were still going well. There was a very nice Douglas in original condition from 1917 ridden by Fred Haverkort and Peter Kuiper, one of the organisers, drove with his 1914 P & M. It was great to hear a 1929 500cc New Map and to see the 200cc Zundapp of Lian Klaas riding so well. Kees de Jong was also very happy with the belt-drive 1913 Bradbury, it never missed a beat he told me!



Fred Haverkort on the 1917 Douglas

Next morning, again breakfast at 08.00 we left the hotel at 9.30 for Wilhelmina Oord, a village in Drenthe. Here we visited the Colonies of Charity. These were formed in 1818 by General Johannes van den Bosch for poor people, beggars and drifters. They could have a little house and a piece of ground to work on and in 1884 a horticultural school was built for 500 students, with their own vegetable garden and gardens of rare plants and flowers. This was been in use until 2000, and then moved to Meppel, but the school and grounds are still there and now looked after by a group of volunteers. Fantastic to see, greenhouses of more than 100 years old and the old buildings now used for meetings, etc. We had to move on to Vledder and visited the museum of fake art, also called art with a smile! Being conned when buying art? It could happen to anyone, what is real and what is fake? The works from famous artists such as Appel, Picasso, Dali, Matisse and Rodin are more often forged than you might think, we had a great tour by a guide and were brilliantly informed.



L to R: Gijs van Maarseveen (1907 Brown), Fred Haverkort (1917 Douglas) Roel van Maarseveen (1903 Pebok)

## The Dutch Round Gees Organisation Do It Again Continued — Roel van Maarseveen

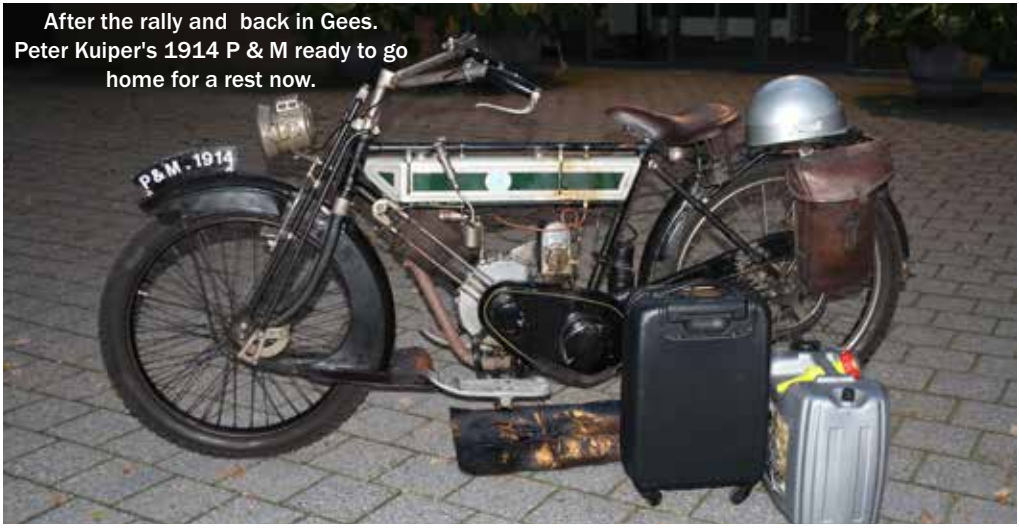
After this stop we continued towards direction Spier, there was lunch and we drove on to the last tea stop in the pretty village of Orvelte; which is a nightmare for motorcycles and their riders because the roads are made from little round stones, we call them children's heads. Four years ago, visiting this village on a rally the frame from the Brown broke and several riders lost gear like horns, lights and one rider lost his wife! One minute she was on the backseat and then she was gone! But as we say in Holland, a donkey does not hit the same stone twice, we walked in the village and managed to get to the centre ok.



Some adjustment on Detleff Eisermann's 1913 Terrot Motorette. Head organiser Peter Kuiper is helping him out.

When we left for the last bit of riding, Lian's Zundapp stopped and when we had a good look we could see the magneto was loose and also broken so the Zundapp had to go in the pickup car and Lian had to sit in a car for the last 16 miles back to Gees. The rest of us all made it ok and we had another great day, wow what a weekend! We ended with a meal and we all went home with a big smile and thanking the organisers for the brilliant routes and stops.

We hear that the next round Gees rally is planned for Saturday 16th of April 2022 and the day after is the Horsepower run in Venhuizen. Both are very suitable for veteran bikes and are quite near to each other so you can make a great weekend outing with the old bikes here. You will ride in a surrounding like Asterix and Obelic lived, hardly any cars, beautiful enclaves of farmhouses and market squares like in the 1700 and 1800 centuries and flat so great for the class one bikes!




After the rally and back in Gees. Peter Kuiper's 1914 P & M ready to go home for a rest now.

## Robert Grills: 1911 Triumph

**John Kidd**

This photo came from a recent house clearance in the County Down town of Kilkeel. It is framed and on the back is the legend "Robert Grills 1911 Triumph". I assume the year to be correct for the model, but I am sure Triumph folk will soon confirm or deny. Kilkeel is a small picturesque fishing port set in rich alluvial farmland on the Irish sea coast and that of the deep inlet of Carlingford Lough. Quite a narrow area between the sea and the Mourne Mountains but enough to support a hard-working and prosperous population.

Mr. Grills certainly looks prosperous and confident on his new looking Triumph, well dressed for the road and his machine equipped with a nice acetylene lamp, horn etc. These were expensive extras in those far off days pre WWI.

I have so far been unable to find out much about the man but the Grills family name is still to be found in the phone book for the area. I live only 17 miles from Kilkeel and can make a few enquiries, our Mountains of Mourne pre-1931 event being based there at end of July. When the locals see all the old bicycles they may be moved to reminisce. It might be wishful thinking but someone might even know where the Triumph is now!



## Kent Quadrant

**Mantissa**

I don't get out and about round Marden very often, but here's a nice postcard of Tippen and Sons Motorcycle Dealers of Marden, from just around 1914. I wonder how it looks today? Off to the left is a Quadrant with hub gear, likely from 1912 or 1913, below is a period advert.






## 1903 Clement V twin 3¼ HP

**Karl Foulkes-Halbard**

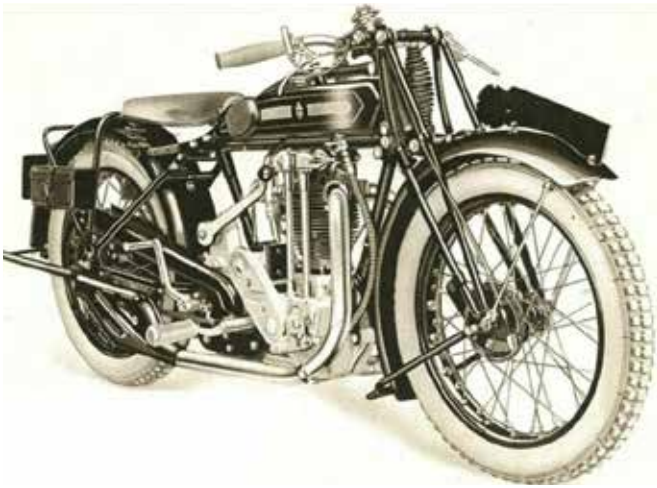
A bike that had been under long term restoration that finally got finished in lockdown. A rare machine. I think the only example in the UK of this French marque.





# I Almost Owned A Triumph

**Jon Dudley**



I'm sure that many of us have a story to tell about the discovery of an old vehicle, be it a motorcycle or a car...here's just one of mine. It may be a little discursive but I need to paint the whole picture.

Sometime around the early to mid-sixties, my Kentish aunt was innocently doing a bit of light gardening when the familiar coughing and spluttering of an early Model T Ford was heard in her quiet lane. Her father, my grandfather had owned a small country garage near Markbeech in Kent and pre-war had a franchise for selling Fords, so she was very familiar with their sounds and even some of their peculiarities. Soon, a rather flustered gentleman in a deerstalker hat leaned over the cottage gate and said "If you've got a telephone, I wonder if I might make a call – I'll pay you of course". "Certainly" replied the aunt, "trouble with the Model T?"

The man looked askance for the car wasn't immediately visible from the garden, "Yes, I knew it was a T as soon as I heard it" she said in reply to the unasked question.

"Like a fool I didn't pack any spare plugs, and one of these has had it, we're on a rally, got lost, and I'm hoping to get back to Essex tonight – not much hope of that!".

"Nil Desperandum" replied the aunt triumphantly..."follow me". She led the gentleman to the large shed adjoining her cottage. "For some reason, I kept some of the stuff from the garage after father retired...any of this of use to you?". The man's eyes lit upon a box of a dozen brand new old stock sparking plugs, Champion 'X', and made especially for the Model T.

"Corn in Egypt" he biblically declared..."may I?" "Take 'em" said the aunt, "No use to me". Within twenty minutes or so the car was running sweetly once again. "Here's my card, I can't thank you enough, if ever you're in my neck of the woods do call in and see me". The aunt told him that her brother-in-law and nephew (me) lived not far from Stow Maries, the gentleman's Essex home and were both car and motorcycle mad. "I look forward to seeing them in that case" he said and puttered off happily into the late afternoon.

A few weeks later whilst we were visiting Kent, my aunt related the story of the man with the Model T. "Here's his card, you ought to go and see him...oh, and why not take these, he may have a use for them". At this point she nipped into the sitting room and from behind an armchair produce a pair of giant Bleriot acetylene headlamps that had once adorned my grandfather's Edwardian Renault.

What with one thing and another it was a few months before dad got around to calling Reg Taverner, for that was the name of my aunt's visitor. The next weekend we arranged to drive over to Stow Maries to see him, armed with the headlamps. Mr. Taverner's garage was actually quite a small rural filling station with a workshop attached. Meeting us on the forecourt he was a very friendly man whose eyes lit up when he saw the treasure we were carrying.

"Blimey, a pair of Bleriots – just what I've been looking for, put 'em down there and I'll show you around". Reg (we were now on familiar terms) produced a huge ring of keys and we set off down the road and around the village. Every so often he would stop at a lock-up, an old garage or a shed, undo the padlock and show us what he had inside, veteran, Edwardian and vintage cars were preserved in each location and in various states from gleaming and immaculate to 'barn find' – their makes are

mostly forgotten now but I do remember those of Panhard and De Dion being amongst them.

Later, after a cup of tea, Reg asked how much we wanted for the headlamps…or maybe we could do a swap? "I've got something in mind" he said, and getting up he led us once more to yet another shed. "How about this?" Before us stood a 'Bebe' Peugeot, of an early design by Ettore Bugatti just prior to manufacturing his own cars; this was a very small car for the major French manufacturer. It was red, pretty and tiny. To my utter surprise, Dad was not impressed.

"How about a motorbike then?" said Reg. At that my dad showed a great deal more interest and we were led back to the garage and into a slightly rising meadow at the rear, around which, rather like grazing cattle, were a number of old decaying vehicles.

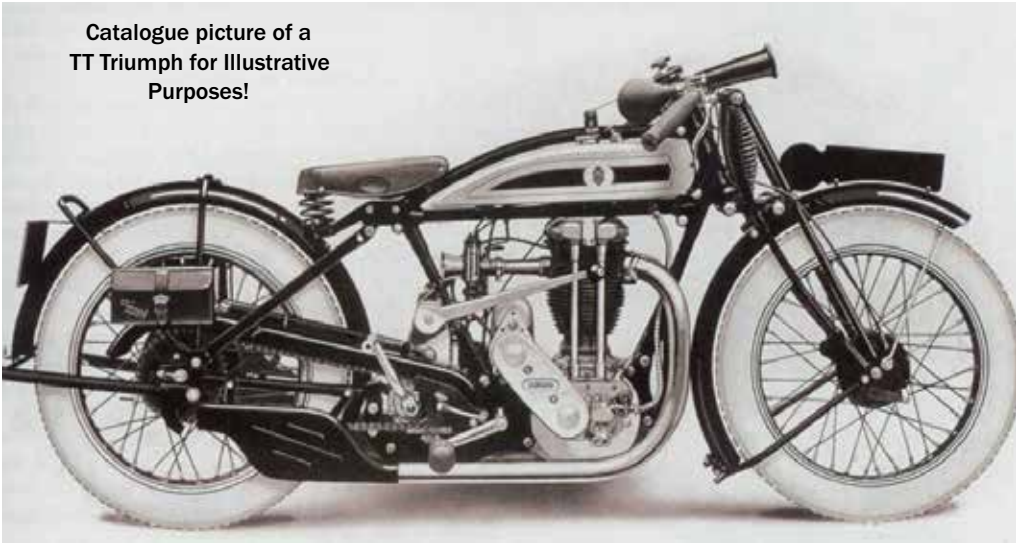
Reg strode purposefully to a rather rare commercial vehicle, an AJS van which had a Yale lock fitted to its rear doors. Again, the great bunch of keys were selected and the interior revealed. What met our eyes was a very original, very oily rag, very lovely motorcycle, a 500cc 1927 TT Triumph.

"How would that do y'e?" said Reg. "Perfect" said dad, and we arranged to collect it the following Saturday.

The next week, and not having a trailer, dad cut the rear bumper of our Borgward Isabella in two, removed a few inches and bolted in a piece of threaded steel bar the same diameter as the Triumph's front wheel spindle. By removing the front wheel of the motorcycle, we slotted in the front forks and pinched the nuts up tight either side of the bottom of the fork tubes. By this means we towed the old bike back home, some thirty miles away. Once home we unbolted our prize, inserted the front wheel and dad pushed me along on the bike, I couldn't wait to get this thing started (no chance as it happened, because the mag was dead).

Unfortunately, then events overtook us and before getting the bike running and undergoing a planned partial restoration we found ourselves moving house from Essex to Sussex as dad's work as a Flight Engineer meant that he was based out of Gatwick rather than nearby Stansted Airport.

For reasons unknown to me even today, dad decided to GIVE the Triumph to a young man down the road before we left, and that was the last I ever heard of it. We never took a picture or even made a note of the registration number, for all I know it still sits in a garden shed on Stansted Road in Bishop's Stortford…unless of course, you know differently!



**Catalogue picture of a TT Triumph for Illustrative Purposes!**

# New Onward: Nothin's up M'Sleeve…..

**John Ferguson**




Years ago, Ever Onward came into my care. A complete bitzer, it was built in 1966 by Warren Hicks when a near-new 500cc Barr and Stroud single sleeve valve motor found its way to him, still in the original packaging. Considered far too good and far too interesting a thing to remain static, Ever Onward was created as a vehicle for the engine and is all 1923/4 bits. It was pictured on page 26 of issue 910.

At the time I had a sizeable collection of New Imperials, but gradually the interest in them waned as the fascination with Barr & Stroud rose. The Imps were all sold off, bar one; the 1926 350cc dog-ear JAP engine, with gearbox and rear wheel of a New Imperial factory racer mounted in a 1929 New Imp frame of the pattern used in their 1928 TT entries. A New Imp racer – bitzer, for which the dry build was pretty well advanced.

Then I was offered what was described as a 500cc Barr & Stroud engine that had been found in a breakers yard in the USA. By my reckoning Barr & Stroud only made between 120 and 130 of these engines, so I jumped at the chance to have a spare and bought it unseen, not even a photo. It arrived in Oz soon after, fabulously well packed, but better than that, in spectacularly good condition. The inlet and exhaust manifolds were gone, but the magneto was still with it and no fins were damaged. I stripped it for a look inside. Despite having had water in it at some stage, all was good, except the large diameter roller bearing that carries the sleeve shaft gear. This was a custom bearing in the day, but I was able to get a modern sealed roller of larger ID and smaller OD which was adapted to fit.

In both the 500 and 1000cc B&S engines, the mainshaft pinion drives an identical sized idler pinion, which in turn drives the sleeve shaft gear at half crankshaft speed. That drives the sleeve. B&S made these idler gears from fibre, so they'd strip in the event of a seizure and protect everything else. Problem is that the fibre was a bit too soft. Ever Onward's had stripped and was replaced with an aluminium one long before it came to me, but the spare engine had a brand-new bronze one. Not a wear mark on it, which made me suspicious.

B&S engines don't have timing marks, so are assembled from first principles, with the timing set by the insertion of the sleeve driving gear. I reassembled the engine but could not get the timing anywhere near workable. Then I looked at Ever Onward. The exhaust exits right, but my new engine



**New Onward: Nothin's up M'Sleeve….. Continued** **John Ferguson**

had a left-exit exhaust. I lifted the cylinder, rotated it 90° to give a right-exit exhaust, and hey presto - port timing that works! I surmise that whoever went to fit the new bronze idler had the cylinder on wrongly, so could never make the engine run, hence it was discarded.

So now I had a complete, serviceable engine with vapour blasted crankcase and freshly painted barrel sitting in a stand on my bench. One rainy day I looked at the racer project, and you know what happened next.

The B&S engine fitted neatly into the Imp frame, and a spare heavyweight New Imp gearbox was squeezed behind it. I made some engine plates. New Onward was born. The dog-ear and its gearbox found a new home.

There was no primary drive, nor clutch, and a standard single plate Imp clutch would have struggled, even if I could get one. A mate suggested that such a silent engine needed a silent primary, hence a belt drive. The lights came on. My centres were so close to those of a pre-unit Triumph as does not matter, and the large New Imp mainshaft could be ground to accept the Triumph clutch centre. So it was ground, and in addition to my silent belt primary drive, I have a solid multi-plate clutch that will easily handle the torque. Not cheap, even using second-hand bits, but a very good and complete solution.

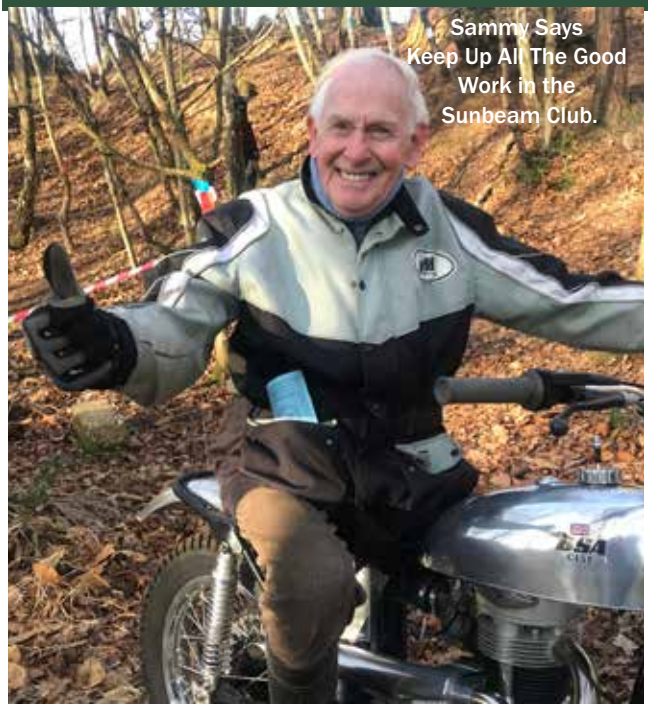
The rest of the build was straightforward, with one exception. I'd already had the tank painted, at great expense, as "New Imperial", and it would need custom work to become "New Onward". My mate of a mate sign-writer who had done the B&S logo for Ever Onward was actively not interested, but in a lovely turn of events, Ross Leopold of Pep Signs lettered the tank for me by hand, matching the New Imperial lettering style. See the result; fantastic! His father, Guy, had done Ever Onward's tank 55 years previously.

After some messing with ignition timing, New Onward fired and ran at the first attempt (but not the first kick!) on 15 April. It has a pre-war Type 76 AMAL which I'd set as for a Big Four Norton, but it needs some more tweaking before it matches Ever Onward. It is rideable now, the gears all work, the brakes are good but that carb not yet right.

That carb has been a struggle. Who knew that the 76 and 276/011 of the Norton Big Four has a unique jet block nut that's 3/16" shorter than every other pre-Monoblock AMAL carb? Who knew that the same carbs had at least three different floats? I know now!



# Off Road Sports



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## Talmag Trial

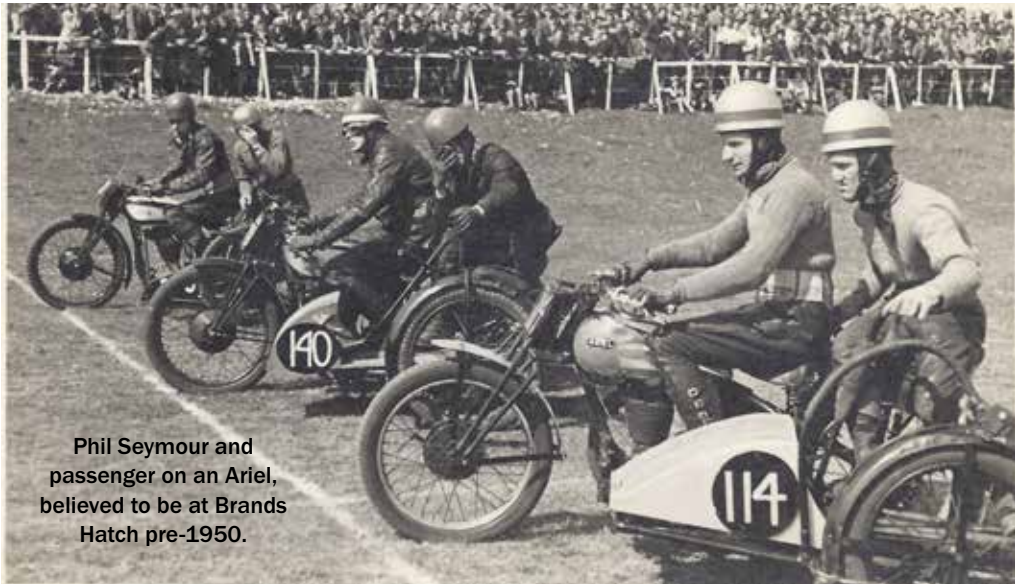
**Neil Seymour**

Neville Lewis and myself observed at the Talmag Pre65 four-stroke trial held on the 30th January at Hungry Hill, Aldershot. Approaching 190 riders rode two laps of 15 sections along with a special test. The event was held in glorious sunshine although it was cold. The "you know what" pandemic had obviously involved a number of competitors being locked away in their sheds for months on end as the standard of machine preparation was astonishing.

The quality of some of the bikes on display was excellent although one AJS that purred through our section was pretty much "as it was" when it left the factory. It was good to see club member Sammy Miller amongst the spectators, pictured.

## From the Archive:

**Julie Diplock**

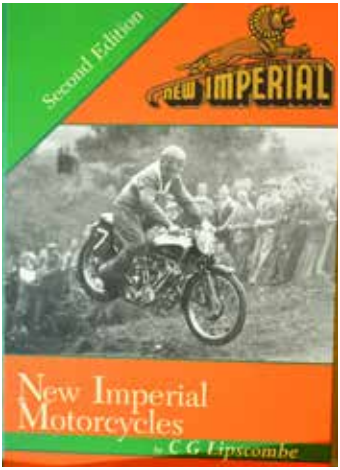



Phil Seymour and passenger on an Ariel, believed to be at Brands Hatch pre-1950.

# Book Review

## New Imperial Motorcycles: Second Edition by Chas G. Lipscombe

**Reviewed by Andy Dean**




New Imperial Owners Association honorary life member and association historian Chas Lipscombe has just finished an updated version of his New Imperial Motorcycles book. Chas wrote his original New Imperial Motorcycles the best part of twenty years ago and since then new information on the company and model history, technical details and model differences have all come to light, together with new photos and historical information. Chas has collected this all together and updated his original book to give us the best of the original book together with all the latest information combined in one handy 5lb hardback volume.

The book comprises three main sections; the first is a comprehensive chronological journey from 1901 to 1939 covering all known New Imperial models and derivatives, with clear identifying pictures and line drawings, details of model differences, numbers made, date spans for each model, technical details to help identify between years and models, sales brochure extracts and contemporaneous and recent comment.

The second section covers the history of New Imperial from its pre-Edwardian beginnings as Hearl & Tonks, through the driving leadership of Norman Downs, and the various entities of 'The Imperial Cycle & Motor Co', 'The Imperial Cycle Co', 'The New Imperial Cycle Company Ltd' to finally 'New Imperial'. Manufacturing moved from bicycles through to motorcycles and even cars, and Chas shows the history of the company through production detail and in relation to national and world history and key events. The New Imp racing history is reviewed in detail with both works riders and privateers illustrated, and their feats and records discussed at length. There are racing technical details on the Grand Prix and TT racing bikes, and a close look at the infamous V twin racers.

The third part of the book is a detailed appendix of frame, gearbox, engine and lubrication identification charts and information, together with an at-a-glance, through-the-years set of charts confirming which models were produced in which years, and to which specification.

Altogether this is a one stop shop for New Imp enthusiasts it's also a fascinating slice through history as seen through the lens of a major British Motorcycle manufacturer, cataloguing its highs and lows and its ultimate decline.

The original first edition has been a useful source of reference material for many years for association members and for those interested in biking history. So this new volume will hopefully prove very helpful to New Impers old and new.

As Chas lives in the bottom end of Australia, the books have been printed in the UK and are available through New Imp Association Chairman Andy Dean. The cost is £48.00 + £6 postage UK Mainland, ROW can be advised. A limited edition of 500 numbered and signed copies, 385 pages and far too many photos and pictures to count. Published by Two Faces Design and printed by Henry Ling Ltd. ISBN 978-1-3999-0062-1. To purchase, email **Andy AT keephatch.net** or phone 07799 848914 or by post to Andy Dean, Chairman New Imperial Owners Association, Keephatch Farmhouse, Clover Close, Wokingham, Berks RG40 5PU

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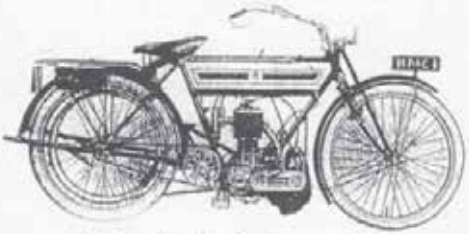
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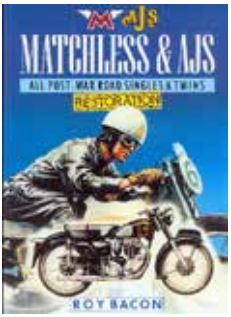

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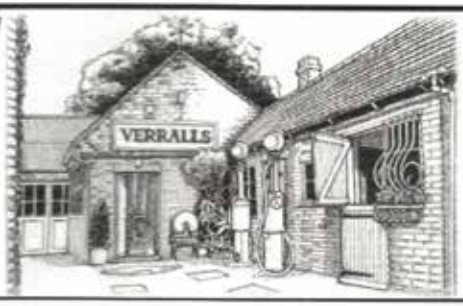
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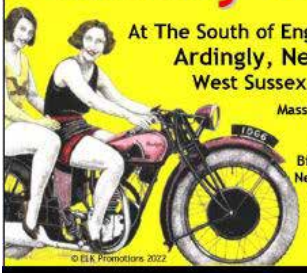



# New Wessex Club Meeting Saturday 2nd April

First Saturday of the month at 11am
At the Woodborough Inn, Winscombe, N Somerset BS25 1HD
The pub has a large car park with tables for outdoor dining.
The inaugural meeting will take place on Saturday 2nd April.
For more information contact Ray Hudson on
07384 632 627 or **raymondleohudson AT hotmail.co.uk**
Future dates are: 7th May, 4th June, 2nd July, 6th August etc.
**Look forward to seeing you there!**


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Sunday 26 June
Sunday 11 Sept
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# CLUB EVENTS

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

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

| Date | Event Venue | Contact | |
|---|---|---|---|
| 11:00 am Saturday 2 April | New Club Meet: Woodborough Inn, Winscombe North Somerset BS25 1HD | Ray Hudson 07384 632 627 raymondleohudson AT hotmail.co.uk | All welcome |
| Noon Saturday 2 April | **Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF | Frank Mace 07497 000981 **frankmace AT ymail.com** | All welcome |
| 7:30 pm Thursday 7 April | **Club Night** Six Bells, Chiddingly East Sussex BN8 6HE | Volunteer needed | All welcome |
| 8:00pm Monday 18 April | **Club Night** Broadlakes Social Club London Colney Herts AL2 1DG | Richard Martin 01727 859796 | All welcome |
| Friday 6 May - Tuesday 10 May | **Warwickshire Weekend** Kings Coughton, near Alcester B49 5QQ | Jenny Staple jennybaz.staple AT gmail.com | Closed to Club |
| 11:00 am Saturday 7 May | New Club Meet: Woodborough Inn, Winscombe North Somerset BS25 1HD | Ray Hudson 07384 632 627 raymondleohudson AT hotmail.co.uk | All welcome |
| Noon Saturday 7 May | **Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF | Frank Mace 07497 000981 **frankmace AT ymail.com** | All welcome |
| 14:30 Sunday 15 May | **AGM** - Peacock Lodge, Newchapel, W Sussex RH7 6HL | Paul Bullock 01959 562716 **secretary AT sunbeam-mcc.co.uk** | Closed to Club |
| 8:00pm Monday 16 May | **Club Night** West Kingsdown Village Hall Kent TN15 6BZ | George Smith 01474-852960 **t110george47 AT gmail.com** | All welcome |
| Sunday 5 June | **Rose of the Shires Run** Northants | Rob Bayman 07850 870094 **robertbayman AT btinternet.com** | Pre-1940 |
| Saturday 25 June | **The Second Four Dales Tour** Arkengarthdale, North Yorks. | Wallace Holmes 01325-460554 **holmeswallace80 AT gmail.com** | Pre-1940 |
| Sunday 26 June | **Third Northern Pioneer Road Test** Leyburn, North Yorks | Wallace Holmes 01325-460554 **holmeswallace80 AT gmail.com** | Pre-1915 |
| TBA June | **37th Welsh Week** Llanbister, Powys LD1 6TL | Jack Kemp 07876 597697 **office AT radnorrevivals.com** | Pre-1940 |

# CALENDAR 2022

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

| Date | Event Venue | Contact | |
|---|---|---|---|
| Saturday<br>2 July | Sunbeam MCC Test Day<br>Filching Manor Motor Museum<br>Polegate<br>East Sussex BN26 5QA | Julie Diplock<br>01797 344277<br>**editor AT sunbeam-mcc.co.uk** | New Event<br>Pre-1940 |
| Sunday<br>10 July | **Garden of England Run**<br>Headcorn, Kent | Jo and Julian Swift<br>01233-756346 / 07802 453232<br>**julian AT julianswift.com** | Pre-1940 |
| Sunday<br>14 August | **58th Graham Walker Run**<br>Beaulieu, Hampshire | New Organiser: John Tindle<br>07701 344056<br>**tindle.john0 AT gmail.com** | Pre-1940 |
| Saturday<br>20 August | **Third Bolney Vintage Run**<br>Bolney, West Sussex. | Paul Bullock 01959 562716<br>**chairman AT sunbeam-mcc.co.uk** | Post-1914 -<br>Pre-1931 |
| Sunday<br>21 August | **Fourth Summer Pioneer Run®**<br>Wings Museum, Handcross,<br>West Sussex | Paul Bullock 01959 562716<br>**chairman AT sunbeam-mcc.co.uk** | Pre-1915 |
| Sunday<br>4 September | **Fourteenth Constable Run**<br>Monks Eleigh, Suffolk | Marian Johnson 01255 470063<br>marj_35 AT btinternet.com | Pre-1940 |
| Saturday<br>10 September | **12th Sunbeam Sept Challenge**<br>North Yorkshire | Alec Thompson 01751-431478<br>**alec.thompson7 AT pobroadband.co.uk** | Pre-1931 |
| Sunday 25<br>September | **Eighth Romney Marsh Run**<br>Brenzett, Kent | Martin Hirst 01225 811036<br>**gizmomrsduck AT aol.com** | Pre-1931<br>Flat-tank only |
| Sunday<br>2 October | Volunteers needed<br>**81st + 1 Pioneer Run®**<br>Epsom to Brighton City Airport | Ian McGill<br>**pioneerorganiser AT gmail.com** | Pre-1915 |

## New Event

## Sunbeam MCC Test Day: 2nd July 2022

At Filching Manor Motor Museum, Jevington Road, Filching,
Near Polegate, Eastbourne, East Sussex BN26 5QA
Refreshments will be available from the museum.

For details see page 3. To register your interest please contact Julie Diplock by email **editor AT sunbeam-mcc.co.uk** or phone 01797 344277 before 1st June 2022.

# The Round Gees October Rally

**Roel van Maarseveen**




Wim Marsman riding his 1913 AJS V twin, found in a cellar in London and completely restored.



Helmut and Christa Lehmann with nice Sunbeam with period sidecar,