Sunbeam Motor Cycle
CLUB NEWS
Issue 918 August - September 2022

Always Ahead!



Richard Lancaster at
The Northern Pioneer Run
Photo: Paul Bullock

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Deadline for October / November: 1/11/2022

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Editorial and News

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Hello Everyone,

Apologies for the lateness of this issue, but I hope it's worth the wait.

I've had more reports of scammers contacting members regarding spares wanted adverts they have placed. If you are contacted by someone from abroad offering to break a machine to supply the part you need proceed with caution - if it looks too good to be true then it probably is. As ever, if you are unsure, then do contact a friend or family member, or myself. Meanwhile, we will not be publishing member adverts online from now on.

Please do remember to use my new email address **editor(+)sunbeam-mcc.co.uk** , as there are still some emails arriving at the former address.

All the best, Julie Diplock

Members' E-mail addresses

Nick Hooper

The club needs to make more use of email to contact you, the member. I understand that many email addresses have been gleaned from handwritten membership forms, which has resulted in incorrect email addresses being held and emails returned, address unknown.

Please would all members forward their e-mail address to the membership secretary, which would go a long way to solve the problem. It's also in the interest of improving communication and saving Club money.

My email address is **membership(+)sunbeam-mcc.co.uk**

Shropshire Mid-Week Break May 2023

Judith Coote

This long-standing and well supported event is in the final stages of planning, having secured rooms at The Valley Hotel, Ironbridge as our base from which to explore the wonderful Shropshire countryside. Next year's event will follow the usual format, providing three full riding days with refreshment stops along the way ensuring you see the best of Shropshire including many places of special interest. Dates for your diary are 8th – 11th May 2023. Arrive for evening dinner on Monday 8th, riding on Tuesday, Wednesday and Thursday; depart after breakfast on Friday 12th May.

Hotel rates are £85 per person per night, dinner, bed and breakfast based on two people sharing, and a single rate of £110 DBB.

For those wishing to research the hotel and locality, the details are The Valley Hotel Best Western at Ironbridge, Telford, TF8 7DW – **www.thevalleyhotel.co.uk**

Previous participants will be sent entry forms and regulations via email. New entrants wishing to give this excellent event a try please contact Judith Coote on 01926 497475, or email **jacoote58(+)gmail.com**

Event entry details and regulations for downloading will also be posted on the Club website calendar. Closing date for entries is 28th February 2023.

NEWSFLASH: Sunbeam MCC Fights the Rising Cost of Living!

Subscription fees for 2023 are to be held at an 'inflation busting' £24

membership(+)sunbeam-mcc.co.uk

What Are We Going to do About DES?

(Diffident Event Statistics) **Nick Goodwin**

With the majority of the riding season gone we can look back and make an assessment of our members appetite for attending events. Overall, the picture has been somewhat lacklustre with the 'Garden of England' cancelled after attracting only eight entries and the recent Bolney and Summer Pioneer Runs with just eight and twelve riders respectively. One highlight was the Graham Walker Run with a very healthy entry of 82 bikes. Sadly, this year as at writing we have only 154 bikes booked for the Pioneer Run in October. Membership levels are down from 2019 levels.

As we want to give you the members the events you want, we in turn need some feedback. As other, similar clubs are having similar problems I suspect that we are suffering the twin whammies of a Covid hangover and a general uneasiness of world events and belt tightening. So feedback and thoughts please on the health of our club in general, and our events in particular.

Let's start this debate! Thought provoking letters may end up being printed in the magazine... but don't let that put you off!

Please email:

Paul Bullock, Chairman: **chairman(+)sunbeam-mcc.co.uk**

Nick Goodwin, Events Secretary: **nick.goodwin9(+)gmail.com**

Finally I will end with the mantra: ***VOLUNTEERS NEEDED!!!!*** We always welcome new viable events in every part of the country. We always need Secretaries of Meetings (SOMS). We always need marshals and general help at events whether it is marshalling or putting up tents. Please remember we are a club run and managed by volunteer club members.

Keep it shiny side up!

Brown: New Marque Specialist

Julie Diplock

David Clark has volunteered to fill the Brown marque specialist role. He has collected a fair bit of information and knowledge over the years. You can contact David by email on **dclark997(+)yahoo.co.uk**

If you would like a copy of the marque specialist list then please email me on the usual address: **editor(+)sunbeam-mcc.co.uk**

Sammy Miller Museum: Latest Restoration 1898 Quadrant

This incredible two-speed bike is the oldest machine in our collection, dating all the way back to 1898! The intricacies of the individual parts are quite something when you consider that they would have been made by hand, 124 years ago. Here is the specification:

French Le Brutus engine
1½ hp
Auto inlet valve
Mechanical exhaust
Two-speed
Copper petrol & oil tanks
Stirrup front brake
Pedal start
Shaft drive for the pedal gear
Roller sprockets

It's quite unique!



Pinhard Trophy

Tony Lloyd

Once again we are seeking nominations for one of the UK's most prestigious awards, the Pinhard Trophy which is in the gift of Sunbeam MCC. This award has been presented since 1950 to the best Under-21 year old sporting motorcyclist competing under ACU or SACU jurisdiction.

Recently due to Covid we have accepted entrants who were under-21 during the past 2 years but this year we are reverting to the original requirements meaning they should be under-21 on 1st November 2021. Success over previous years will, of course, still be important. The judges remain interested in work done in club and community.

Last year's winner was our youngest ever, 16-year-old trials rider Harry Hemingway. Harry's response to learning that he would receive the Pinhard Trophy was "When I got the phone call after finishing school, I was initially taken back by the news of winning the Pinhard trophy and extremely pleased. This award is very significant to me as it has been in my family a few times before with the likes of Dougie Lampkin, John Lampkin, Martin Lampkin and also Arthur Lampkin.".

Previous winners are an honours roll of motorcycling greats over the last 70 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Roy Peplow, Dan Shorey, Alexz Wigg and a host of others who have gone on to be national and international household names.

The trophy is a huge three-gallon cup together with a replica tankard for retention by the winner. Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to put a candidate forward. Entries can be for active competitors or administrators. Closing date is November 1st 2022. We would welcome entries or suggestions proposed by SMCC members.

Editors of leading motorcycle periodicals are invited as judges together with the General Secretary of the ACU and three officials appointed by the Sunbeam MCC.

Entry forms, regulations and a list of previous winners are available from Sunbeam's website or Tony Lloyd, the trustee for the trophy, who can be contacted on **aj.lloyd(+)virginmedia.com** or 07751 300233

Apprentice Wanted: Pinhard Prize Officer

This will be my 14th year of organising our search for the best Under-21 sporting motorcyclist and I've enjoyed every minute.

I don't have any immediate plans to retire but it I thought I ought to prepare for passing the baton. To me there is a sort of glamour attached to the position and I hope that whoever runs it in future feels the same way. What I thought is that any interested party could shadow me for a year or so in readiness to take over.

The timetable starts in late August / early September with invitations for entries going out to the ACU Centres, previous entrants who are still eligible and various interested parties. Often, it's the Mums and Dads who are keenest to see John or Jane win the trophy.

Entries come in by early November and are made up into folders which are sent to the Judges. Usually, we have five or six entries and there are six judges. The Judges give each entrant a mark out of 10 and the winner is the one with the highest total. A press release is sent out in early January and the presentation is made at the ACU Dinner in late January or failing that a suitable event in the spring. Records for the past 20 years are very good and should make it easy for a seamless take-over. Any radical change of procedure has, of course, to be ratified by the Committee but they have always been very supportive and generally happy for me to carry on without interference.

Anyone who is interested please give me a call and I'll be pleased to give any more information. You'd be following a sound tradition in the footsteps of Club worthies such as Ralph Venables and Ian McGill.

Club Meets

New Dates: Club Meetings at The Horse and Groom, Essex

Frank Mace

The East Anglian Region Meetings of the SMCC from November 2022 will change to take place on the ***Second Saturday*** of the month, at the same venue, The Horse and Groom, Cornish Hall End, Finchingfield, Essex CM7 4HF

Therefore the dates for meetings will be : Saturday 12th November
Saturday 10th December Xmas Party
Saturday 14th January
Saturday 11th February and so on.

Also, due to Covid, the Norton Club Visit and our increase in numbers, the pub now requires us to inform them of our numbers attending and to pre-order our food. Therefore I will email menus to those attending, let me know if you wish to, please. On receipt of your food choice (five days before the date of the meet if possible please) I will email the pub with our order. Food and drink to be paid for at the bar on arrival. For more information contact 07497 000981 or email **frankmace(+)ymail.com** .

Club Meetings at London Colney, Herts

Richard Martin

Club Nights take place 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

Wessex Club Meetings at Winscombe.

Ray Hudson

There was a good turnout at the August meeting with some interesting machines veteran, vintage and up to 1953 Norton. Meetings take place on the first Saturday of the month at the Woodborough Inn, Winscombe, North Somerset BS25 1HD. Contact me on 07384 632627 or email **raymondleohudson(+)hotmail.co.uk**



Rare 1929 Sarolea
Photo: Ray Hudson

Six Bells Club Night June

Baz Staple

Whilst there have been a lack of reports in the Club News of these meetings, they have continued post Covid lockdowns. These meetings have been supported by about six individuals for a chat, plus food and drink if required. We continue to use the Bells' back room free of charge with the kind permission of the management.

This month we had our son Martin visiting us to proudly show us his recently acquired 1933 KTT Mark IV Velocette, a rare and lovely looking beast. So it was taken over to the Six Bells on Thursday, advising the usual crew plus one or two extras who attended. Once we were all gathered, we went out to the car park, unloaded the bike and Martin duly started it up having inserted some Castrol R into the cam box. Once started and warmed a little we were treated to a very attractive roar from the straight through pipe. The bike seems to have all the right KTT gear, including the extra strutted fork, plus the extra rails beneath the frame, the added oil pump at the cam box compared with the KSS version and the glorious bronze head. The petrol tank is possibly too small in depth for longer distance events.

Now here is a challenge to club members: to find someone or possibly two persons willing to produce a programme in advance for club night subjects for publication in the Club News two months in advance. Hopefully to increase the number of attendees from the current handful to a quantity of attendees, like the thirty-plus we used to have. Whilst a number of the previous club night attendees are regrettably no longer with us, surely there are plenty of members in the South East, including new members, to make up the numbers provided we could offer a variety of subjects, such as interesting visits, talks, films, slide shows etc. The more attendees we get the more ideas come to light. Just look at the subjects the West Kingsdown club nights attract. Next Six Bells club night is 6th October from 6.30. Come on members, let's see if we can make it work. You can always talk it over with Baz or Jenny, contact details inside front cover..



Club Meets

Club Night at West Kingsdown Village Hall, Kent

Rob Smith

July

It had been originally planned to have Club Member Robin Vince give a talk on gliders but he requested to delay to a future date for health reasons as the country was then in the grip of the heatwave. A social night was held instead with cold drinks on tap but turnout was understandably very low, but we had a good discussion about early machines.

August

Club member Robin Vince gave another excellent talk with photos entitled 'Silent Flight' on the history of unpowered flight and gliders. With such a complex subject, inevitably, the following is an edited 'highlights of' for reasons of space.

From the dawn of time the human race has yearned to emulate birds in flying free in the sky, probably the best-known example of this is from Greek mythology when father & son Daedalus and Icarus attempted to escape from Crete by wings constructed from feathers and wax. Despite Daedalus' warnings Icarus was to die when he flew too close to the sun and lost all his feathers; the phrase is still used as a cautionary warning in conversations today. The English inventor and engineer Sir George Cayley (1773-1857) was the first to understand the principles of flight – weight, lift, thrust and drag. He built the first man-carrying plane which first flew from Wydale Hall at Brompton by Sawdon, Yorkshire in 1853. A flying replica of this machine was constructed for the 200th anniversary of Cayley's birth and is on display at the Yorkshire Air Museum.

Percy Pilcher (1867-1899) was Britain's most important pioneer in unpowered flight at the end of the nineteenth century, he constructed several gliders, one of which, the Hawk captured a world gliding record of 250 metres at, of all places, Stanford Hall, Leicestershire. He developed a triplane powered by a 4HP engine, which was intended to be the first flight of a powered aircraft. Sadly, on the day a problem arose with the triplane. Pilcher took the Hawk aloft for the attending crowd which structurally failed in flight and crashed resulting in his death. The drawings for the triplane were later sent to the U.S.A. and formed the basis for the design of the Wright 'Flyer' which flew the world's first powered flight on December 17th, 1903.

The development of gliders continued apace with the early German flying schools established post-World War One when they were forbidden from manufacturing powered aircraft providing the stepping stone towards the Luftwaffe. Initially gliders would be launched into the air downhill but the shortcomings of this lead to them eventually being catapulted aloft, later towed into the air by winches and even later, powered aircraft which is now commonplace today. Glider use continued into World War Two for the Axis and Allied forces with much of the troops and equipment delivered to the battlefields towed there in gliders constructed by companies normally making furniture etc. and towed by a mix of bombers and transport aircraft. Robin took us through the development of gliders and the history of several of the manufacturers that constructed them such as Slingsby, Elliots of Newbury et al. A fully qualified pilot and having flown fighter jets during his R.A.F. service, Robin has flown many examples of the gliders and offered a unique insight into them. The most famous glider of all? The Space Shuttle, which, once its' mission was completed and return back to earth begun is a basically an unpowered glider.

Our grateful thanks go to Robin and to all of you for coming along on another warm evening in this long, hot summer of 2022.

For more details contact George Smith on 01474 852960 / 07929 883665 or by email on **t110george47(+)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.***

The Scourge Of Modern Fuels: Part Two

Dear Julie,

I have been advised by my local garden machinery service centre that the Anglo American Oil Company Ltd can now supply a new leaded, ethanol free fuel, called R Storage 5-Star. It is available in 10-litre containers from their network of garden machinery fuel retails, by order if necessary.

I can also report that the Ensign brand of beaded-edge 26" by 2" tyres are now back in stock from Vintage Tyre Supplies of Beaulieu.

Yours faithfully,

DH Frank

Editor's Note: *For more details about the Anglo American Oil Company Ltd checkout* ***www.aaoil.co.uk*** *or ring 01929 551 557 for stockist details.*

The Four Dales Tour and Northern Pioneer Run

Dear Julie,

I recently rode in both the Four Dales Tour and Pioneer Road Test in Yorkshire. Both events I enjoyed greatly, good routes, good company and fine motorcycles.

I can recommend them both to other Club members and will be back next year.

Best Wishes,

Paul Morley.

Veteran Ukantes Stand.

Hi Julie

I was talking to Sam Lovegrove the other day and he said I should ask if anyone knows of someone making reproductions of the veteran Ukantes stand, pictured.

My email address is **roper(+)pinchcliffe.co.uk** Regards Mark Roper



Obituaries

Frank Leonard Dolman (1939 - 2022)

Richard Rosenthal

Born in Fulham, London, Frank as a baby moved to Fulbourn, Cambridge during the early stages of WWII with his mum Win, his great-aunt and grandmother who then lived next door but one. Father Len rejoined his family after the war. Education was at Fulbourn School, then briefly Brunswick before attending Coleridge Community College by when the Dolman family moved into Cambridge, near Marshall's Airport.

Seeking work and an apprenticeship Frank found his ideal placement, aged 15, as he started work at the Cambridge University Engineering Department. After completing his training as research technician, he remained with the Engineering Department, Trumpington Street until retirement aged 65 in September 2004. Apart from day-to-day university student related tasks he worked on many research projects both for the university and industry.

That he was renowned for precise engineering accuracy is little short of amazing as he'd little vision in one eye, the result of a schoolboy incident. Frank seldom mentioned this problem but it was a lasting regret he couldn't be accepted for National Service. That he enjoyed a successful career at work and in motorcycling may be in part due to this injury, as he always took the view he wouldn't be beaten and adapted to his sight limitations.

The pivotal moment in Frank's motorcycling life occurred in 1956 when he bought Galloping Gert (so named by his Aunt Flo), a non-running 1912 340cc Douglas Ladies Model for 30 Shillings (£1.50). Gert had resided in a chicken shed across the city from Frank who promptly pushed his buy home. Dad was less than impressed, Aunt Flo rather more so. Over the next months Frank assisted by his friend Bunny Nunn tidied and returned the Douglas to running order in time to enter and complete the first of his 61 Pioneer Run finishes in 1957.



Frank Dolman as a teenager on his 1912 Ladies Model Douglas Galloping Gert.

Many consider Douggies to be frail and the Ladies Models even more so, maybe some but not Gert. She completed hers and Frank's 60th Pioneer Run in 2019, admittedly there were a few heart stopping moments, including tank leaks and blowing out a valve cap near Crawley, over more than six decades on the Brighton Road, but Gert powered into the finish every time.

Frank Leonard Dolman (1939 - 2022) Continued **Richard Rosenthal**

The teen-aged Frank rode his Douggie on the shale at an East Anglian speedway event, meeting the Hall family who were to become lifelong friends, in countless VMCC events. Aged 21 toured it to the Moselle Valley in the company of another Pioneer Run stalwart, Ron Cresswell.

Frank became a through and through Douglas enthusiast, although as an engineer he appreciated their short comings but revelled in the joy of their super smooth engines. Others including a 1929 B29 and a 1951 80 Plus joined the fold leading to him to help others for decades as Douglas Marque Specialist for his favoured organisations, the Vintage Motor Cycle Club and the London Douglas Club. He enjoyed serving as president for both clubs with his wife Margaret accompanying him in his VMCC presidential year across England, Wales, Scotland and to Northern Ireland.

During his life Frank restored a number of machines including a 1933 Zündapp K500, the B29 and a 1913 BSA on which son-in-law Ian accompanied Frank for a decade of Pioneer Runs. Although by his own admission not a great trials rider, he loved motorcycle sport on the tarmac including sprinting and racing with the VMCC. His mounts included Mitchell Fordham's Scott, TT Replica HRD and Sunbeam, Nortons courtesy of Derek Fox including a late 1930s Garden Gate Manx and his own quick 500cc ohv Douglas SW5.

Many Cambridge enthusiasts kept their veteran, vintage and classic machine running thanks to Frank's input. Sometimes with 'how to' advice or more often he'd take the errant parts away and undertake the work for us with bespoke accuracy. He loved a challenge and if an 'expert' advised one of our jobs was impossible he'd complete it in double quick time. These skills saw him welcomed as pit crew for Martin Orgee and Chris East in the IoM and elsewhere fettling many racing motorcycles including Manx Nortons, Matchless G50s and Aermacchis.

One would think all of this was enough motorcycling for one life, but a motorcycle - BSA A7 bought when six months old - became the 'courting bike.' Frank met his Warwickshire lass Margaret at a Midlands race meeting and the A7 took him regularly to Birmingham until they married and it remained a favourite through Frank's life. Later Wendy and Hazel were born and for many years the family lived until his passing at Fulbourn where gradually the garden disappeared under sheds and more workshops.

Margaret predeceased Frank who is survived by daughters Wendy and Hazel, and their families.

Photos courtesy of the family.



Frank Dolman aboard Gert on the 2007 Pioneer Run

Obituaries

Barbara McGill 1932 – 2022

Ian McGill

Through the pages of the Sunbeam Club news, I would like to pay tribute to the work that Barbara did for the Sunbeam MCC, albeit in the background.

We have been involved since 1990 in organising events. Firstly, the Graham Walker run until 2021, in between my being Club Secretary for fourteen years, plus in 2002 we took over the Pioneer Run from our great friend 'Tiny' Ayers, until 2018, but still involved as entry secretary. Sometime during that we managed to get involved in the re-start of the Conyboro Run at Chiddingly.

During all these years Barbara was by my side helping, even at some times supplying copious cups of coffee whilst I was engraving Pioneer medals or cups, plus providing lunch for the helpers during stuffing Sunday when all the Pioneer Run riders' programmes and information were packed and dispatched to all parts of the world.

Sincere and loving thanks, RIP.

Our Tribute to Barbara McGill

Baz and Jenny Staple

We would like to record that we have witnessed the huge unfailing assistance and support that Barbara has given to Ian and the Sunbeam Club over so many years of his organisation of the Graham Walker Run, the Conyboro Run and of course the Pioneer. She has always been there at his side. She has also supported his time as past Club Secretary and past Club President.

Many members will have benefited from the combined organisational skills of these two stalwarts. Barbara has been as wedded to her husband as to the club and we believe we all owe her a great debt, thanks and appreciation.

Condolences to Ian on behalf of us all.



Pictured is Barbara with Ian at Ian's birthday celebration in 2018.
Photo by Geoff Morris.

Out and About

39th Dutch Horsepower Run

Roel van Maarseveen

The 39th Horsepower Run for motorcycles up till 1920 was held on the 17th April and the weather conditions could not have been better: full sun, about 18 degrees Celsius and hardly any wind. Just the right thing for the 100+ machines and there was a great entry of pioneer machines.

The Horsepower Run was first ridden in 1981 and is the Dutch variant of the Pioneer Run but for bikes up to 1920. There are riders from Holland, Belgium, Germany, France and normally quite a few from the UK but Covid and Brexit meant there were no English or Scottish riders this time.

The start was in Veenhuizen, a little village in the north of Holland and the morning route was 43 km on mostly smooth roads and through nice little villages. Very enjoyable for rider and machine, no traffic lights, beautiful scenery and on a Sunday morning hardly any traffic. At 9.30 the first rider started and this was the beautiful 1902 Coventry Humber 300cc belonging to Wilfried Manders. This machine has been in Holland for around 45 years. It was well known in England with registration number PA 101, a very original bike that went well all day. Arend Heijs with the 1899 Dion Bouton engined Werner from 1903 was second to start, shortly followed by his son Joek on the 1902 Excelsior (*pictured below, centre*). and myself on the 1903 Excelsior (*pictured below, right*). This was the first time the two Excelsiors had ridden together, great fun for both of us! The Werner/Dion and the two Excelsiors are strongly related to each other. Count De Dion and Georges Bouton improved Daimler's combustion engine by making more revs and fitting a much safer ignition system at the end of the 19th Century in France. Soon, they became market leader and from the estimated 20,000 engines they made, only 9000 were used in their own tricycles. Most of the engines they made were sold to pushbike shops and other factories. In 1911, an 1899 engine was fitted to the 1903 Werner ridden by Arend Heijs (*pictured below, left*). At the same time, a modern magneto ignition and a spray carburettor were fitted. This bike is shown in the Pathé film of the 1950 Pioneer Run, available on YouTube.

In 1894 investor Harry Lawson (the Elon Musk of those days, and allegedly the pioneer of the English automotive industry) bought the production rights of the De Dion Bouton engines. He developed the engines in one of his many companies, the Motor Manufacturing Company (MMC) in Coventry. This company did not produce complete motorcycles, but delivered engines for Excelsior, BAT, Anglian, Morris, Riley and to the Collier brothers for their first Matchless models.







39th Dutch Horsepower Run: Continued **Roel van Maarseveen**

Joek Heijs rode an early Excelsior (1902) with the largest (482cc) MMC engine, mounted in an extended frame made by Chater-Lea with a flat Excelsior tank annex surface carburettor. For practical and safety reasons, Joek rides the bike with a spray carburettor that is hanging next to the tank.
MMC would deliver the engines on request also with the name of the motor company cast in the right crankcase-half to companies like Excelsior and BAT, so it would look like their own engines were fitted.

I ride such an engine, in a frame from Excelsior (Bayliss, Thomas & Co). This was their top-of-the-range model that was presented in November 1902 and had an engine capacity of 440cc. It has a wider petrol tank, which was in fact also a surface carburettor but with the restoration of the bike we put a home-made spray carburettor inside the newly made petrol tank, so it is much easier to ride now. We still have the old broken petrol tank and all the bits with the bike but they were too far gone to use, also the camshaft was missing from this bike so we had to make this ourselves as well.

Well enroute we met the most interesting pioneer machines like the brilliant 1904 Phoenix Trimo with the big Minerva engine piloted by Lex Biermans, a beautiful 1903 NSU, several pioneer Peugeot models, Griffons, Magnat Debon, Alcyon, Terrot bikes, there were two French riders who entered with their 1919 Cyclo Tracteurs and they performed amazingly well with only 124cc on the front wheel. I saw three of four pre-1914 Saroleas and a beautiful Ivy Precision outfit from 1912 driven by Henk van der Wal accompanied by his wife Lydia in the sidecar. There were several Triumphs as well as two Simplex motorcycles made in Amsterdam, several BSA singles and a twin plus James, Ariel, Royal Enfield, Humber, Rover, Campion etc. It was just great for the public to see this mobile museum with quite a few riders dressed in vintage clothing.

We rode from Veenhuizen to Bakkeveen and there was a stop at a very nice pub, we were treated to



1913 Dutch-made Simplex

coffee and scones – Mmmmmm. The bikes went perfectly all the way and we were back in Veenhuizen after about 42 km for lunch. After one hour the speaker called us for the afternoon run that was 45 kilometres. We went through little villages like Roderesch, Nieuw Roden and all of a sudden we heard Joek shouting “I lost my valve lifter!!!” But he was still able to make it to the tea stop in Leek, it was

now afternoon and crowded with people looking at our 'riding museum'. Questions were asked: what year is this bike? How fast can you go? What is that stuff you put in the petrol tank, is it water? No that is Aspen petrol sir, good for the bike and the environment.

We wanted to fix the valve lifter of Joek's Excelsior and needed an Imperial size screw we didn't carry with us. Scanning all over the Excelsior we discovered that one of the mounting bolts of the big old bell on the bike would fit, so the bell went into Joek's rucksack and he was able to ride again, yippee! Another bike arrived at the tea stop on the breakdown truck with a disappointed owner. We took it off the trailer to have a look and we managed to repair this bike as well so the owner could finish the rally, he was so happy he could kiss us! From the spectators watching this, a man came forward in a wheelchair, please could we have a look at his wheel chair it goes so heavy, we found out that a bearing was gone so we fixed that for him, and then more spectators came to us with electric bikes that did not work right, loose handlebars, saddles too high, electrics that did not work , so we had to get out of that parking space quickly! We are not the AA we told them and got on our bikes for the last part of the rally back to Veenhuizen. What a day but thanks to the repairs on route all riders were able to finish.



1912 Ivy-Precision
Photo : A Groenenboom

What a great day and after prize-giving and a drink we all went home. Some riders stayed with us for another day because as it was Easter we could do another rally near our house on Easter Monday - life is beautiful!!



At the finish. Left to Right: Arend Heijs, Roel Van Maarseveen and Joek Heijs.

Rose of The Shires 2022

Robert Bayman

The 5 June 2022 was the date of the Queen's Platinum Jubilee, but more importantly the Rose of the Shires Day too. At the time of organising the event, we thought it would be a great day to hold the rally as the roads would be a lot quieter, which they were. However, little did we know! Unannounced road closures due to street parties meant a number of very last-minute route change headaches. Although the initial weather reports looked dreadful for the Sunday and it was really wet during the Saturday night into Sunday morning, it soon cleared to be a fine dry day, perfect for old bikes and not too hot!

A great selection of bikes massed in Great Brington, from a really interesting one-off Shaw Special, lovely machine, to a fantastic sounding Norton International. In all, 20 bikes set of from Great Brington Reading Rooms at around 10.30am. Winding through the lanes of Northamptonshire to the lunch stop at The Stag at Maidwell. The food at The Stag was to their normal high standards and was well received by all.

Following behind with the tender vehicle we soon picked up a poorly Veteran BSA which was the first casualty of the day, but it wasn't to be the last. The front tyre on a really interesting racing Raleigh let go in the afternoon and required the assistance of the tender vehicle.

The afternoon route wound its way back from Maidwell, through Old, Cottesbrooke, missing the last-minute route alteration through Guilsborough due to the Jubilee road-closure. A great day was had by all and we've had some fantastic feedback from the riders. Please look on the Sunbeam Motor Cycle Club Facebook page at the great pictures taken by Phil Lewis.

On a final note, this wouldn't happen without the support of my family: Lyn, Lucy (apprentice photographer), Charlotte (serving tea/coffees and cakes), Mum and Rita for their help, Phil Lewis for the pictures and my right-hand man Al. The donations from the refreshments raised £70.00 for The Stroke Association so thank you all for your generosity!

SAVE THE DATE FOR YOUR DIARY Next year the Rose of the Shires Run will be held on Sunday 4th June 2023 We look forward to seeing you! Contact Rob Bayman on 07850 870094 or via e-mail **robertbayman(+)btinternet.com** for further information.



Club member Colin Gunn.
Photo: Phil Lewis



Riders on the run.
Photos: Phil Lewis

Two Days in the Dales

Paul Bullock

Earlier this year my wife and I took the opportunity to spend a long weekend in the Yorkshire Dales incorporating the SMCC Dales Weekend.

What a splendid event to see early bikes being ridden through such wonderful countryside. Arnold Marshall and Jacqui Harris, together with Wallace Holmes are to be congratulated on arranging this event and thanked for all the work they put into making this event a success.

The only downside to the run was the lack of riders, where are the Northern riders who complained that not enough events are held north of London? If Dee and Les Searle can turn up on the Sunday with two veteran machines to ride, having travelled from West Sussex, with another rider from the Isle of Man why is the entry list so low? I believe that one of the problems is caused by a knock-on effect of the pandemic, with a lot of family events which were postponed for the last couple of years taking place this year.

Enough of my complaining, the riders who took part were blessed with good weather and apart from a severe fork failure on Brian Empsall's 1928 Triumph the recovery vehicle was not used. Luckily Brian's machine was travelling very slowly at the time the problem occurred. I believe that the forks have now been repaired, ready for next years run hopefully! Many thanks to Fracks Transport who supplied the recovery vehicle.

The following award was presented at the Four Dales Tour on the Saturday:

The Four Dales Cup which was presented to the Club by non-member John Wilson was awarded to John Emanuel riding a 1914 6hp Humber outfit.

John took part on both days riding up to and past the Tan Hill Inn, (the highest pub in England), on the Saturday route which was designed for machines up to 1939 as well as the Northern Pioneer Road Test on the Sunday.

On the Sunday at the Northern Pioneer Road Test the following awards were presented:

The Jenny Holmes Memorial Trophy. Presented to the Club by Wallace Holmes.

Awarded to Dee Searle, furthest travelled, 1914 Triumph.

Best Presented Machine Cup Presented to the Club by Wallace Holmes.

Awarded to Richard Lancaster, 1914 Indian 500cc.

Maybe next year we will have a bumper number of entries, it is unfortunately becoming harder and harder to justify organising events for such a small number of riders. Next year's runs are planned for the weekend of 24th and 25th June 2023 so get your entries in early - see you there!

Northern Pioneer Run and Four Dales Tour

Lynda Lancaster

Events in 2022 are back with us after a two-year absence and the weekend runs in the beautiful Yorkshire Dales were eagerly anticipated.

The Four Dales Run for pre-war motorcycles took place on the Saturday starting from the picturesque village of Grinton and was enjoyed by all participants. On Sunday we all assembled at Tennants Car Park in Leyburn for the Northern Pioneer Run. This 50-mile run for veterans takes place around Wensleydale, passing through the popular motorcyclists' hub of Hawes and on to the Green at Bainbridge for an excellent lunch. An unscheduled detour on return took us back through Wensleydale.

We warmly welcomed our SMCC visitors from the Southern regions and thank them most sincerely for all their help with the direction signs which made for an early morning start!

Most of all our thanks and appreciation to Wallace Holmes and his great team of marshals. We all look forward to another Northern Pioneer Event in 2023.



John Emanuel and 1914 6hp Humber outfit.
Photo: Paul Bullock



Dee Searle with the furthest travelled award, 1914 Triumph.
Photo: Paul Bullock

Sunbeam MCC Test Day at Filching Manor

Carla McKenzie

Often the best days are the ones where on the spur of the moment you accept an invitation and just go with the flow. This morning at around 7am my good friend Julie Diplock suggested that we joined her and the Sunbeam MCC at Filching Manor.

The site is a petrol head's dream, but it is more than that; it is a living legacy to motoring history, the highlight of which, for me, was being able to see Malcolm Campbell's Blue Bird K3, more in a moment on that.

Julie, editor of the Sunbeam MCC club magazine, had organised a morning on the Campbell circuit, formerly a kart circuit, but today a perfect piece of track nestled just below the South Downs National Park, a completely ace place for the veteran, vintage and post vintage (pre-1940) to test their Covid lockdown restorations and fettle these fabulous machines into life.

The camaraderie in the paddock was entertaining as the riders shared a love of engineering and motorcycling history. From early Douglas's to fabulous Scotts, Triumphs and a stunning Benelli, plus many bikes I had never seen before. Every day is a school day, and today was no exception.



Ralph Brough with the 1914 AJS belonging to Geoff Morris. Photo: Carla McKenzie



Bikes on the track

I decided to walk up to the slowest part of the course and take some pictures. The views across the national park were fantastic, a great backdrop for the bikes as riders put them through their paces.

For motorcyclists who like the 'press and go' style of biking, this is definitely not for you! Our early motorcycle engineers were ingenious with their approach to reliability with hand gear changes, decompressors, hand-operated oil pumps to keep the engines lubricated and fuel typically purchased from a nearby chemist. Keeping this heritage alive is a labour of love and there was definitely plenty of paddock gossip today as the owners swapped ideas and solutions.



Judy Westacott and her Scott.
Photo: Carla McKenzie



Julie Diplock aboard
Rick Bailey's 1926 Sunbeam.
Photo: Carla McKenzie

Lunch was delivered by a wonderful lady, an expert baker who uses the opportunity to raise money for the local hospice, it was flipping marvellous food and as the owner of a catering organisation I should know!

A tour of the museum followed after lunch.

Karl Foulkes Halbard is the son of Campbell's engineer, the late Paul F H. The family own an amazing collection of memorabilia associated with this record-breaking moment in history, including the Merlin engine with which two of the speed records were won. I have to say that I never thought I would ever see the actual craft, it is incredible and, like many of the features of this museum, in working order.

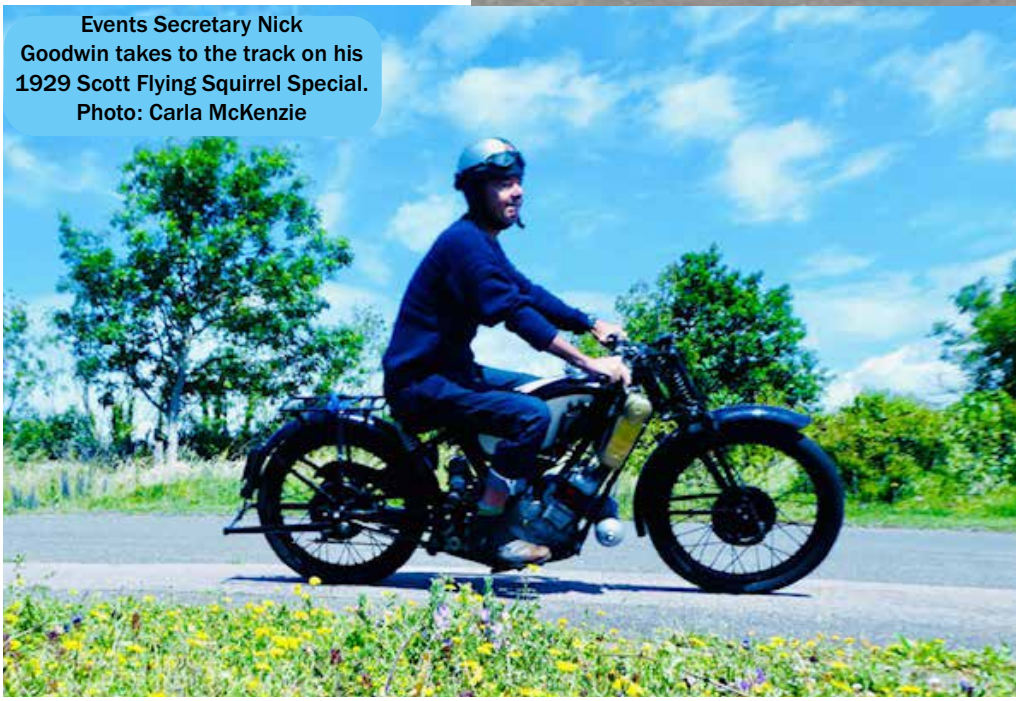
There are no dreadful rope barriers or desperate health and safety notices, this is a living space with projects at various stages, lathes, milling machines and engine lifts around the edges of the shed. I handed my camera to museum volunteer (and Sunbeam club member) Roy Bills, asking if he would take a picture of the cockpit as he climbed up a ladder to show us the inner workings. Roy said you can do it yourself and so I find that my fear of ladders was suddenly diminished. I had to get that shot, and I did. It was amazing to be able to touch history in this way and it will live long in my memory. Sadly, we could not stay longer to view the entire museum, but what a day!

The museum is not routinely open to the public, but they do open it for pre-booked groups. I heartedly recommend it if you get an opportunity.

Editor's Note: *I plan to arrange another club outing next year, subject to demand. Meanwhile, for those of us in the South East lookout for future plans for a test-run of Bluebird at Bewl Water reservoir in Sussex.*



The very dapper Ralph Brough aboard the 1914 AJS belonging to Geoff Morris. Photo: Carla McKenzie



Events Secretary Nick Goodwin takes to the track on his 1929 Scott Flying Squirrel Special. Photo: Carla McKenzie

Sunbeam Stand at West Kent Run Aylesford

Baz and Jenny Staple

We had our usual stand here thanks to John and Graham Buckingham's work. We had two eye catching machines, Richard Mummery's 1913 Wilkinson and David and Kate Baldock's 1897 Leon Bollée. Details of both machines are:

1913 Wilkinson TMC (Touring Motor Cycle) 830cc side valve, water-cooled, three-speed gearbox, cone clutch, shaft drive to rear wheel via crown wheel and pinion, gear driven Bosch magneto. No front brake but two brakes on the rear wheel: one internal expanding plus band brake. Front springing by Saxon front fork, rear springing by four quarter elliptic leaf springs. Richard says it rides like an uncontrollable jelly. Nevertheless, he has ridden it on very many Pioneer Runs. Richard started it at the stand and rode it round the extensive field and it quietly whispered back to our stand - quite an outstanding bike which created great interest.



Richard Mummery with his Wilkinson

The other outstanding machine was David and Kate's 1897 Leon Bollée tricycle which Kate pilots these days. She drove it to the stand and she and father David started it up on two to three occasions to a fascinated crowd. Also once warm it would tick over at an unbelievable 240-250 rpm.

Officially it is an 1897 Leon Bollée Voiturette of 600cc, with a stroke of 143 m/m, bore 74 m/m with three-speed forward gears only. Driven by a very wide flat belt from the massive right-hand flywheel. Ignition by hot tube. The Bollée thrilled the watching crowd and did a turn round the obstacle course with Graham Buckingham in the front passenger seat (left). Two spectators were heard to question whether it was powered by steam!



The previous day's road run attracted two veterans, thirty-six vintage and thirty-eight post vintage machines, plus many post-war bikes, making 376 machines all told. We managed one new member and it was a good day but rather hot.

60th Graham Walker Run: August 14th 2022

Jane Anderson

There was a fantastic response in the way of entries, well over 90, and even though a few did not turn up, there was still a magnificent array of different machines.

Given the lunchtime start to the run, the morning was relaxed, and that gives the opportunity to unload the bikes, deliver them to the start area and walk round to socialise. It was a great treat to see people whom we had not seen for a long while, and catch up.

There was a slightly different feel to the run this year as our new SOM, John Tindle, was organiser. He had produced a most beautiful illustrated programme for the event; something to keep.

Due to the intense heat, the riders gathered beneath one of the large nearby trees for the pre-run chat, and we held a moment of silence for Barbara McGill, who had tragically died earlier in the week. Ian and Barbara were organisers of this run for many years.

We all took to the road, waved off by Carol Bettridge and her magnificent flag. Later, an observer remarked that every machine started and left under its own steam, something he obviously regarded as pretty unusual.

It would have been nice to think that, after changing from our shorts and tee shirts into protective gear, that riding round the cool New Forest with the wind rushing past, would be refreshing. Not a bit of it. The air itself was very hot, wherever you were, and I felt the intense heat reflecting off the tarmac. The run brushes the Solent twice at Lepe, where large numbers of holiday makers were swimming and bobbing about in small boats. Made me feel even hotter and not a little envious. Again, the water buffalo were conspicuous by their absence. Oddly, I rather missed them.

The Ivy behaved impeccably, and we completed the run enjoyably, arriving back at the museum feeling, and most probably looking, like a roast chicken.

Before the prize giving, we were treated to Graham Walker's Rudge being ridden. This was entirely due to prodding from John Tindle. For a long time John, who previously raced Rudges, felt that the motorcycle should not just be a static display.

This Rudge Ulster attained a racing average of 80mph and the win at the Grand Prix at Ulster in 1929 resulted in the 'Ulster' label for that model. Undoubtedly, hearing the engine running and seeing it ridden was the highlight for many of us.

We were delighted that Lord Montagu came to award the trophies, which he did with great friendliness and humour.

Results

Best Veteran Solo Schulte Cup: Steve Nicolson
Best Veteran Three-wheeler Walker Tankard: Nigel Cornelius
Best Vintage Solo Public Schools Cup: Malcolm White
Best Vintage Three-wheeler Walker Tankard: Alan Webber
Most Technically Interesting Machine Redditch Tankard: John Chubb
Best Two-stroke Machine Kimberley Cup: Richard Miles
Best Lady Rider The Ken Blake Cup: Dee Searle
Best Post-Vintage Machine Smith Shield: James Prior
Youngest Rider Longmoor Trophy: George Eason
Best Overseas Entrant Doug Dunford Cup: Andrew Eason

After some discussion, and with tongues much in cheek, the decision was taken to award the Best Overseas Cup to a resident of the Isle of Wight! In addition, it was lovely to know that the motorcycle that George Eason rode is the same machine that his grandfather rode in the Graham Walker Run in 1960.

Grateful thanks go to the many folk who have made this event happen, only due to a generous number of voluntary hours beforehand and on the day:- the Southampton and District MCC and their families, Dave and Carol Bettridge, Gill Tarrant, and last and not least Carol and John Tindle who brought it all together.

60th Graham Walker Run: Prizegiving

Gill Tarrant



Lord Montagu presents the Best Veteran Solo Schulte Cup to Steve Nicolson, 1901 Dart.



Lord Montagu presents the Best Vintage Solo Public Schools Cup to Malcolm White (left).

Some Notes on the Bradbury Co. Ltd. of Oldham Lancashire 1852 – 1924: Part Two 1906 - 1915.

by R T Dent, January 1959.

I re-typed these notes from an almost unreadable typescript by R T Dent in the Ayers Collection. I've typed it word for word, all the capitalisation is as used by him. All I've done, is added the odd comma here and there. *J D Waghorn 2021*

The machines for 1906 were of both 3 & 3½hp with automatic inlet valves and coil ignition, with Simms or Bosch high-tension magnetos as an optional extra for £5.

Two three wheelers were included in this catalogue, a 4½hp water cooled fore-car and a 4½hp commercial tri-car with a box type body.

Several of the box type tri-cars were bought and operated by the "Westminster Gazette" under the management of Mr J W MILLIGAN who, incidentally, ended his direct connection with the Bradbury concern to take on this job with the newspaper proprietors.

In 1908 only two motor bicycles were listed which would point to an early failure with the three wheeled models.

Of 3 & 3½hp, respectively, these two models were equipped with automatic inlet valves, coil ignition, and a spray carburettor, and a "spring fork attachment" could be had as an extra for another thirty bob.

The design of a "new" engine was also completed by the drawing office during this year to be in time for inclusion on the Show model for 1909 for exhibition at the Stanley Show to be held in the Agricultural Hall, Upper Street, Islington, London, N1.

This hall incidentally still stands and is now used by the GPO authorities.

This model had ball bearings for the main bearings (this was the first time that anything other than plain bushes had been used) as standard, as were mechanically operated valves, high-tension magneto of either Simms or Bosch manufacture and the bore and stroke at an advertised 87 x 87mm.

The crankcase of this re-designed engine assembly was still to be fitted as an integral part of the main frame component, in keeping with earlier designs.

Incidentally, this layout for the 1909 model, was used as the basis for all 4½hp models up to and including 1915, but the bore and stroke sizes were "officially" increased to 89 x 89mm in the catalogue of 1910 (see later paragraph on this subject) which gave a cubic capacity of 554cc.

All in all, this 554cc side valve engine was of extremely sturdy construction (actually, it closely resembled the current Triumph design of that period) and was successfully used until after the Kaiser War.

Some of the design details of this 1907 – 08 period included the use of a bicycle type frame, unsprung forks, a bicycle saddle, and stirrup type brakes to both wheels.

The bottom of the deep petrol tank was roughly level with the top run of the chain wheel, and the carburettor and magneto were controlled by tank mounted levers.

The high-class finish was all black with a silver tank relieved with black panels.

The 2¾hp machine was listed at £24 complete.

Three engine sizes were available for 1908, 2¾, 3 & 3½hp, priced at £25, £32, and £40 respectively with specifications generally as above.

The 3½hp model for 1908 was the first attempt at a more "conventional" design of a motor bicycle and a fairly low seating arrangement was obtained by the use of a heavily curved "swan necked" type saddle pillar which in turn was located rearwards from the rear of the top tube bringing the saddle position well over the rear wheel.

Some Notes on the Bradbury Co. Ltd. of Oldham Lancashire 1852 – 1924

Part Two 1906 - 1915 Continued. by R T Dent, January 1959.

Long rearwards sweeping handlebars were also used to suit the saddle position, but tank mounted lever controls were still fitted for the spark and carburettor.

The engine had an automatic inlet valve and the exhaust discharged in a downward direction through a cylindrical expansion chamber which was bracketed to the offside front of the crankcase cover.

The Bradbury "Patent Spring Fork Attachment" made its appearance for this year, which was constructed as a "U" shaped main frame with drilled sliding members in which the front wheel was located. This in turn, was mounted between two sets of coiled compression springs, those at the top being for 'shock' whilst the bottom set looked after the rebound.

This model had rear wheel braking only, and the pedalling gear was still located in a conventional type bottom bracket assembly which was located to the rear of the integral crankcase assembly.

The 1909 model, "the first with the ball bearing engine", was ridden with much success by, among others, one E E STANTON (real name STEINBURG) who was the London sales representative for Bradbury at that time.

As in 1909, there was only one model listed for 1910 which was a 554cc, 4hp single speed side valve which design, and general layout, followed closely to the lines of the best sellers of the day.

Among other innovations to be adopted as "standard for the year", was the DRUID front fork, made at the Wellington Street Works by the Bradbury Co. under licence from the DREW concern, whilst the pedalling gear was now to be located in its own cast aluminium bracket clasped to the chain stays to the rear of the integral crankcase assembly. The original ball-bearing bracket assembly of the conventional bicycle pattern having been dispensed with.

As mentioned earlier, the engine was of now 89 x 89mm dimensions for the bore and stroke and had mechanically operated valves with non-adjustable tappets, a BROWN & BARLOW spray type carburettor and a front platform mounted magneto of either SIMMS or BOSCH make.

The expansion chamber for the exhaust system was mounted transversely beneath the magneto platform which in turn had a steadying stay to the down tube and discharged to the nearside through a perforated end plate which was fitted with a foot operated cut-out.

The front brake was of the bicycle type stirrup variety, whilst the rear brake was a foot operated block type operating on the inside diameter of the belt rim.

From information that has been made available to the writer, it would appear that the Bradbury Co. adopted a short-sighted policy, as far at least the motor bicycle side was concerned, by neglecting to employ a sound design and development engineer, with the unhappy result that they were more or less forced to copy other successful designs of the day, which state of affairs could account for the close resemblance of the specification to those of the Triumph and AJS models current at the time.

Up to and including this time (1910), Bradbury machines had enjoyed much success in nationally organised hill climbs and reliability trials of the day and the factory output for the year was roughly 900 complete motor bicycles.

The engine catalogued for 1909 was advertised as being 87 x 87mm (517cc) for the bore and stroke whereas in actual fact, it was 89 x 89mm (554cc, 4½ hp) and was so able to win many hill climbs and similar events against machines with a lower engine capacity.

The deception was discovered at the Oxford Motor Club's Easter Hill Climb meeting at KOP HILL, near Princes Risborough, Bucks, in 1911 which led to a mild scandal and subsequent suspension by the ACU.

It is reported however, that instead of this having an adverse effect on retail trade, Messrs. Bradbury experienced a minor boom when details of the more powerful engine came to light and, for a while, the Works were inundated with customer requests to bore cylinders out to 89mm which already had that dimension.

Some Notes on the Bradbury Co. Ltd. of Oldham Lancashire 1852 – 1924

Part Two 1906 - 1915 Continued. by R T Dent, January 1959.

A further disqualification took place at a later date which was the result of unauthorised repairs that were carried out by factory personnel to a damaged sidecar chassis during the course of an ACU Six Day event which was routed in the vicinity of Oldham.

The unfortunate outcome of this, led to the non-appearance of the Bradbury Co. at the Trials and Tests organised by the ACU at the request of the War Office when the latter were seeking to select motor bicycles for use in the Armed Forces.

It was during the 1911 season that the great HUGH GIBSON broke the "End-to-End" sidecar record with the indomitable GEORGE WRAY in the sidecar, beating the previous record by over two hours.

In August of the same year, HUGH GIBSON also created the Irish End-to-End record with Mr JAMES EASTWOOD, the then Works Manager, in the sidecar.

It is of particular interest that these records still stand.

In 1911, the manufacturing rights of the NSU Two Speed Gear Pulley were obtained and many of these were made through the years until 1920, when the chain finally ousted the belt for final drive in the Bradbury range.

Experiments also took place during this 1910 - 1912 period with countershaft gears, but the NSU Pulley or the Sturmey Archer or Armstrong Hub were to be catalogued as standard fitments up until about 1915.

To be continued.

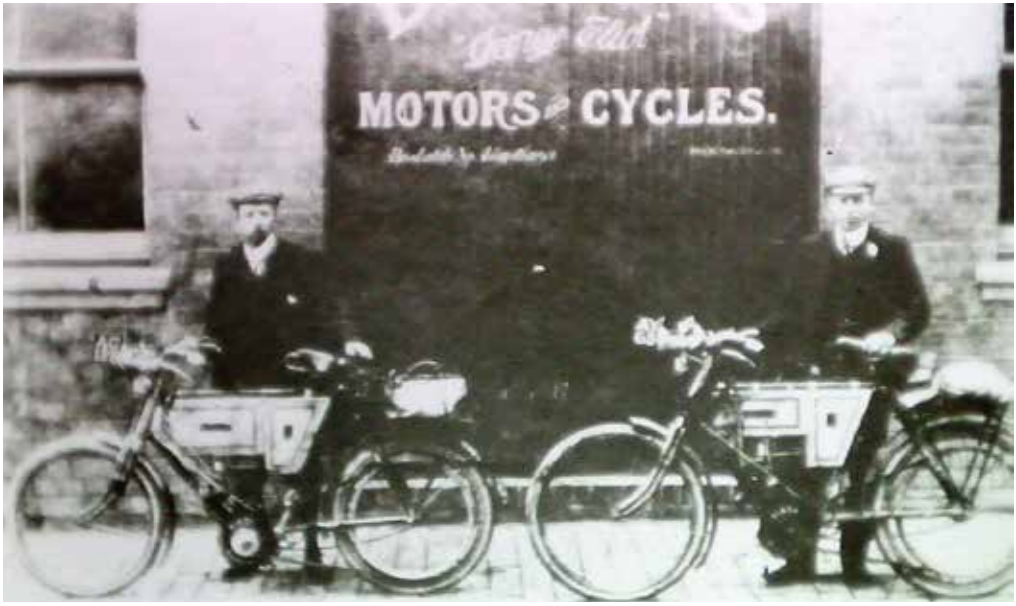
A Correction to the Bradbury Notes

Mike Wills

I read with interest the Bradbury notes that John Waghorn has reproduced from Dickie Dent's original text.

One minor point, J N Birch was from Nuneaton, not Nottingham, and was one of five brothers initially making bicycles and then a motor cycle, The George Elliot, with the crankcase brazed into the frame in 1902, pictured below. The author George Elliot was from Nuneaton.

It was one of JN Birch's brothers who was involved with the Perks and Birch motor wheel.



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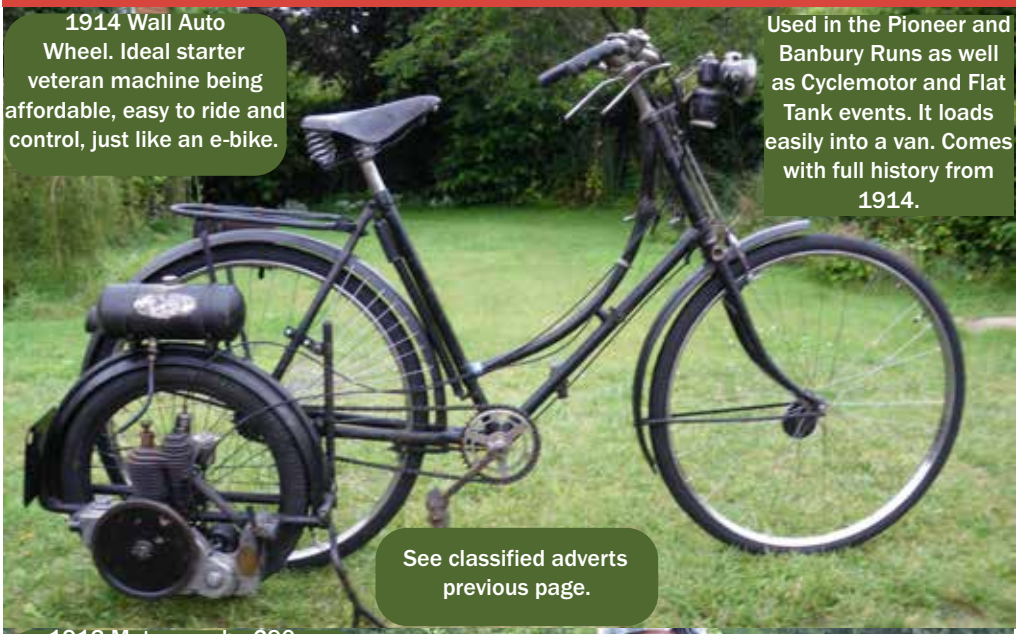
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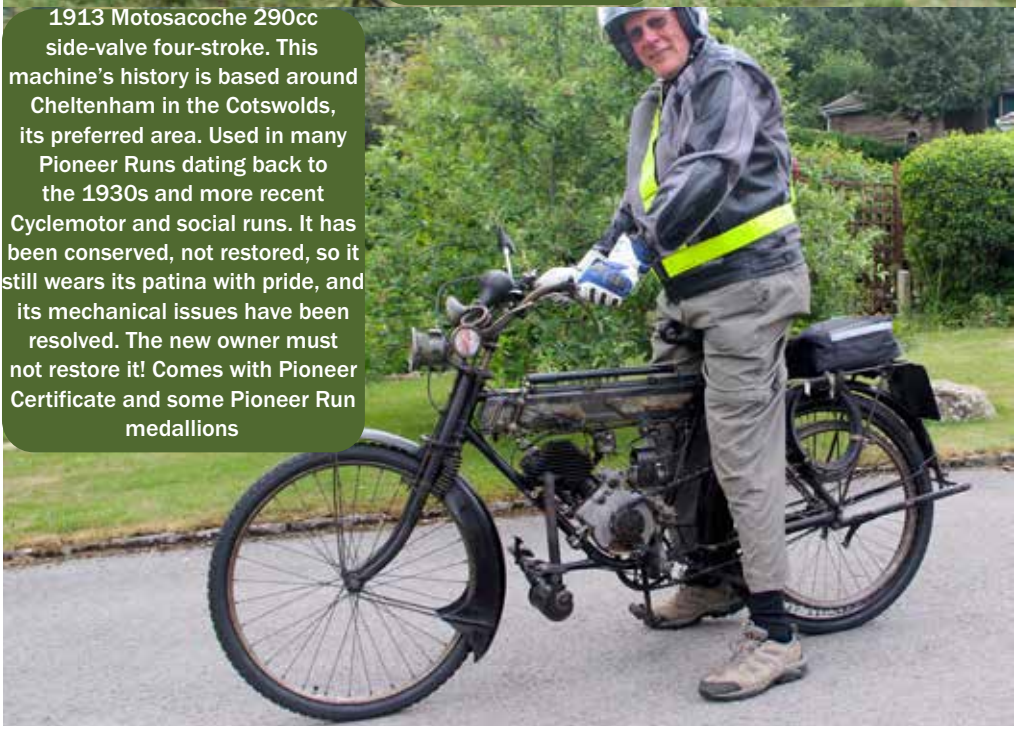
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See classified adverts previous page.

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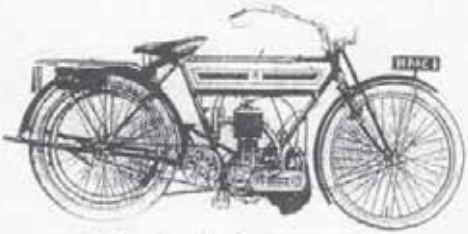
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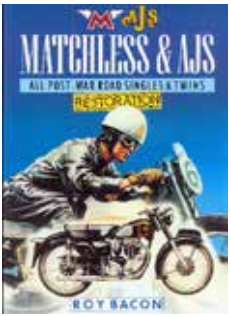
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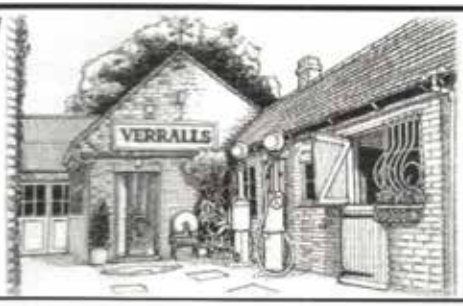
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New Wessex Club Meeting

Saturday 1st Oct & 5th November

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(+)hotmail.co.uk**
Future dates are: 1st October, 5th November, 3rd December etc.
Look forward to seeing you there!

ELK Promotions All-Motorcycle Events in the South East!

South of England Classic Show & BikeJumble

Sunday 30 October

At The South of England Showground, Ardingly, Near Gatwick RH17 6TL

Norton Extravaganza: With Special Guest Mike Jackson: My Time at NVT

Q&A Session hosted by former Classic Bike Editor Brian Crichton

Inside All-motorcycle Show & Traders: Visit our website for Show Entry Details

Huge Inside & Outside All-motorcycle Autojumble.

Workshop clearout stalls available - Team up With a Friend!

10am Entry: £7; 07:30 Earlybird Entry £10. Kids Free. Pay on the Day with Cash or Card or Book Online



2023 Dates

South of England Classic: Sunday 26 March
Ardingly, near Gatwick, RH17 6TL
Ashford Easter Bank Holiday Monday 11 April
at Ashford Livestock Market, Kent TN24 0HB
Romney Marsh Classic Events: dates to follow.
Summer Classic: Sunday 30 July, Ardingly
South of England Classic Show & Bikejumble
Sunday 29 October 2023, Ardingly RH17 6TL



Check **www.elk-promotions.co.uk** BEFORE Travelling!

ELK Promotions, PO Box 85 New Romney Kent TN28 9BE 01797 344277

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(+)sunbeam-mcc.co.uk**

Date	Event Venue	Contact	
11:00 am Saturday 1 October	**Club Meet:** Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudson(+) hotmail.co.uk	All welcome
Noon Saturday 1 October	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace(+)ymail.com**	All welcome
Sunday 2 October	Volunteers needed **82nd Pioneer Run®** Epsom to Brighton City Airport	Ian McGill **pioneerorganiser(+)gmail.com**	Pre-1915
7:30 pm Thursday 6 October	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
8:00pm Monday 17 October	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47(+)gmail.com**	All welcome
8:00pm Monday 17 October	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	All welcome
7:30 pm Thursday 3 November	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
11:00 am Saturday 5 November	Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudson(+) hotmail.co.uk	All welcome
Noon Saturday 12 November	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace(+)ymail.com** Now on the second Saturday.	All welcome
8:00pm Monday 21 November	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47(+)gmail.com**	All welcome
8:00pm Monday 21 November	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	All welcome
8 – 11 May 2023	Shropshire Mid-Week Break. Ironbridge, Telford, TF8 7DW	Judith Coote 01926 497475 **jacoote58(+)gmail.com**	Closed to Club



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Entries Invited

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The Autumn Stafford Sale | 14 - 15 October 2023

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Sunbeam MCC Test Day at Filching Manor

Carla McKenzie



Gareth Willis, 1926 Triumph model SD.



Rick Bailey on his 1926 Sunbeam.