Sunbeam Motor Cycle
CLUB NEWS
Issue 920 December 2022 - January 2023

Always Ahead!



Welsh Week: Colin Bentham Aboard His Indian
Photo: Tim Kemp

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 February / March: 1/2/2023

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Editorial and News

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Hello Everyone,

My New Years Resolution: Attend as many club events as possible, see Paul Morley's feature on page 16 for inspiration. *All the best for 2023 , Julie Diplock*

Chairman's Chatter

Paul Bullock

The Sunbeam Motor Cycle Club will be 100 years old in 2024 and although that seems a long way in the future we would like to celebrate this milestone in some way. If you have any ideas for a suitable event to take place in 2024 please let any Committee Member know, the contact details are in the front of the Club News.



We hope to have a full calendar of events this year with the return of several of the runs which have been missing from our events list for a few years. However, we need help and support in running these events together, most importantly, with riders to take part. The last few years have been difficult but maybe this year we can have good turnout at events as the same amount of help and assistance is required on a run whether there are 10 or 50 riders, without members riding in events the organisers and helpers will lose interest and the events will cease to be held.

It is good to see that some runs which have missed one or two years are going to be resurrected, these are the Ixion Run and the Conyboro, the Club should be delighted that new organisers have been found so we must try to encourage entrants, otherwise these events will disappear from our calendar once again.

Email Addresses

Can all members please ensure that the Club has your up to date email addresses as in future the Club may have to consider the use of emails to contact Members due to the ever increasing cost of postage.

Notice of the Annual General Meeting: Sunday 21st May 2023

Peter Ashlee

The Annual General Meeting of The Sunbeam Motor Cycle Club Ltd will be held on Sunday 21st May 2023 at The Peacock Lodge, Eastbourne Road, Felbridge, Newchapel, Surrey, RH7 6HL. Food and refreshments will be available to purchase in the restaurant prior to the meeting which will commence at 2.30pm. There will be tea, coffee and biscuits available as usual following the meeting.

Any Member may propose a resolution for consideration at the AGM but all proposals must be made in writing, duly signed by the proposer and seconder and sent to the Hon. Secretary by the15th March 2023. Please note that any Member proposing a resolution for consideration must attend the AGM in person. Proposers and seconders are required for all existing Members who wish to stand for election to the Committee, plus nominations for any of these posts. The nominated person will need to submit in writing their willingness to stand.

All the above to the Hon. Secretary in writing by the 15th March please. The 2022 accounts and agenda will be enclosed in the April Club News. Members are advised that postal votes on proposals can now be registered with the Hon. Secretary, contact details inside the front cover of this Club News.

Shropshire Mid-Week Break: Final Chance To Enter

Judith Coote

We would love you to join us in Shropshire in May 2023 but time is running out. The closing date for entries is 28th February.

Details can be found on the club website or contact Judith Coote on 01926 497475, or email **jacoote58Zgmail.com** for entry forms and regulations.

Welsh Week 16 - 23 June 2023

Tim Kemp

It is time again to invite you to join us for another Welsh Week based from Radnor Revivals Lodges at Llanbister.

The basic format will be the same as previous years with some new routes suitable for pre-1940 machines. Those who have joined us before will know that generally we have had Wednesday as a rest day or 'free style' day, taking in some more challenging routes.

If there is enough interest from participants we could arrange a day suitable for belt-drive and veteran machines. Please let me know as soon as possible if this interests you.

My good friend Peter Quinton has again volunteered to follow up the runs in our ancient Toyota van to recover those who fall by the wayside!!! Again, workshop facilities and secure bike garaging will be available. And at the end of the day's run, Bev will feed us well. Don't forget as well as accommodation in lodges we have camping and caravan / motorhome pitches with power hook-ups, showers etc.

Many of you have already reserved your entries, so please contact as soon as possible if you wish to join in.

I think the cover picture sums up the spirit of Welsh Week: proper motorcycles, good company, empty roads and great scenery. Oh, and did I mention the good food! We look forward to welcoming you. Tim, Bev and Jack

Conyboro Run Goes Ahead in 2023

Andy Belenkin

Good news - the Conyboro Run is going to be held again in 2023. The venue (start & finish) will be the Six Bells PH, Chiddingly, East Sussex, BN8 6BT and this year will take place on Sunday 16 July. This is because the new SOM has prior commitments in May and June this year. Camping will be available from Saturday 15 July in the field adjacent to the pub.

As before, the event will be open all classes of pre-1940 machinery, solos, sidecars and three-wheelers :- Veteran pre -1915, Vintage pre-1931 and Post Vintage pre-1940, structurally unmodified. There will be a choice of both short, circa 28 mile, and long, circa 45 miles routes. Regulations and an entry sheet will be available in the next few months and be accessible via the club website. For more information contact the SOM, Andy Belenkin on 07703 192921 or email **andy.belenkinZgmail.com** .

THE SMCC DALES WEEKEND
24th/25th JUNE, 2023









Come and enjoy a weekend of riding your motorcycles at the one or both of the following Club Events arranged to cater for all Club eligible machines set in the North Yorkshire Dales.

Saturday 24th June, provides the opportunity to exercise all pre 1940 machines on the ***Second Four Dales Tour*** comprising a run of approximately 80 miles through stunning scenery, involving some very steep and challenging hills, as you would expect in this unique part of the country. The Run starts and finishes in Arkengarthdale.

Sunday 25wth June, sees the ***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 52 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

2023 Membership Renewal

Nick Hooper

Membership renewal was due on 1st January, we have held rates at the same level again, being £24 for UK, £30 for non-UK and £5 for family members.

If your contact details have not changed within the last year then a bank transfer, cheque or paypal payment including a note of your name and initials is sufficient. The club bank account details are on the membership renewal form printed opposite. If you do need to complete a form, feel free to email an image of that instead of posting, if that is easier.

Call or email Nick Hooper, contact details inside front page, if you have any membership related questions.

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

Ken	Bromley	David	Bewley
Paul	Stirling	Geoff	Cornes
Nicholas	Bayman	John	Hood
Ewart	Baldwin	Chris	Stevens
Royden	Jones	Geoff	Nuttall
Merlin	McCormack	Nicholas	Hale
Algy	McCormack	Phil	Meggett
	Liam Maggs		

Chiddingly Club Meets at The Six Bells

Baz Staple

The small number of members who attend this meet nowadays have agreed we should make the meeting a lunch time date, say 12.30pm, but leave the actual date the same i.e. first Thursday of each month. This change will help those who no longer like driving in the dark, whereas once the light nights come again people can arrive on any age two or four wheel transport and maybe go out for an impromptu run.

We are hoping this change will encourage more people to attend, so please put it in your diaries and we look forward to an increase in numbers attending. The Six Bells continue to offer the use of their back room.

The Sunbeam Gordon Jackson Trial

Baz Staple

After the sad and untimely demise of Neil Sinclair, our previous trials secretary, there has been no one in our club available or prepared to organise this long-standing event, named after Gordon Jackson who of course was the Sunbeam member who famously won the Scottish Six Day Trial in 1961 with the loss of one mark over the whole week, an amazing achievement.

The Hookwood Trials Club, under their chairman Jim Connor, have taken up the task of organising this event as The Sunbeam Gordon Jackson Trial, as likewise they do for the Sunbeam Southern Experts Trial later in the year.

The trial will take place on Sunday 12th February 2023 at the Hookwood Trials centre, KT24 6EA and will start at 10.00am. There will be a sign on the A246 at West Horsley, between Leatherhead and Guildford. Sunbeam members will be very welcome to marshal, just give Jim a ring on 01483 285727.

The event will be titled to run with their TVTC combine event. The Sunbeam Gordon Jackson will be combined and open to all Star Group members. Riders entered from the Star Group clubs will receive points for their championship and this has been arranged with Star Group Secretary John Sapsard and he's pleased with these arrangements.

It would be good if some Sunbeam members could attend, offering our support and hopefully offering to do marshal duties. I intend to be there and hope to see some SMCC members too.



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British Motorcycle Charitable Trust Introduction. **Andy Bufton**

We are frequently asked how the BMCT came into being, and how it is funded. The British Motorcycle Charitable Trust was originally formed in 1979 to establish the National Motorcycle Museum at Bickenhill, near Solihull. This was opened in 1984 and became the world's premier motorcycle museum through the efforts of its founder, Mr Roy Richards. Some years after the opening of the museum the conference and banqueting facilities were providing the lion's share of the income and it was decided that the museum should relinquish its charitable status.

At this point, the money raised by public subscription to start the museum was returned to the Trust, which then split from the museum and a new board of directors was formed. The motorcycles owned by the Trust (as distinct from those owned personally by Mr Richards) were subsequently sold back to the museum, leaving the Trust with a significant amount of capital to invest, the income from these investments then being available to enable us to offer support to a growing number of transport and local interest museums.

Since then, the Trust has assisted projects with grant aid totalling over £¾m. The Trust has embarked on a programme of locating, restoring, and preserving rare and significant British motorcycles with the aim of keeping them in the public domain and preserving them for the nation. Recent placements include two WW1 despatch riders' bikes at the Sammy Miller Museum in Hampshire, and a 1914 Blackburne at the Royal Engineers Museum in Kent.

Our collection of machines now comprises 47 motorcycles exhibited in eighteen museums throughout England, Wales, Scotland and the Isle of Man. We also maintain the 43-machine British Motor Scooter Collection, currently housed in the Isle of Man Motor Museum.

In pursuit of their aim to make these rare machines more accessible, the Trust has established a membership scheme to allow our associates exclusive entry concessions to some of the best museums in the country. Our website **www.bmct.org** gives details and guides enthusiasts in the direction of the bikes that interest them.

The BMCT encourages enquiries from prospective members, and donations from benefactors who would like to leave a legacy to be used for the promotion of a glorious British engineering heritage. If you would like to make a bequest, or to leave a collection or individual machine to an organisation that will not allow it to be broken up for profit, please contact Andy Bufton at BMCT, Holly Cottage, Main Street, Bishampton, Pershore WR10 2NH, e-mail him at **infoZbmct.org** or telephone 01386 462524.

Filching Manor: Two 2023 Sunbeam MCC Test Days **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 Sunday 16th April and Saturday 1st July 2023. 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 **editorZsunbeam-mcc.co.uk** or phone 01797 344277 before 1st April / 16th June 2022.

Club Meets

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

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

Please remember to pre-book your food and drinks with me, to be paid for at the bar on arrival. For more information contact 07497 000981 or email **frankmaceZymail.com** .

Date of next meeting: Saturday 11th February

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

Date of next meeting: Monday 20th February

Wessex Club Meetings at Winscombe. — Ray Hudson

Meetings take place on the first Saturday of the month at 12 noon the Woodborough Inn, Winscombe, North Somerset BS25 1HD. Contact me on 07384 632 627 or **raymondleohudsonZhotmail.co.uk**

Date of next meeting: Saturday 4th February

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

These are currently held at 12:30pm 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.

Date of next meeting: Thursday 2 February

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

Afternoon meetings take place on the usual third Monday in the month from 2-4pm. They will still feature the round robin email reminder, tea/coffee and biscuits and will be run as social meetings. You are very welcome and encouraged to bring any items of interest of motorcycling or anything you wish along. Please support the meetings if you are able to – it pays for the room hire and ensures their continuation. We revert to evening meetings on Monday 17th April.

Date of next meeting: Monday 20th February

December

As usual this was the Christmas Party with some festive nibbles available. There was also an option of a table-top sale of motorcycling, festive or anything else for anyone interested. Katharine Hook brought along good stocks of her sloe gin chocolates from her business Sloe Seduction **www.sloeseduction.co.uk** and Marion Tompkins various festive decorations. I'm told both did good trade. George, Jane, Nick and I would like to wish you all a happy, healthy 2023 and remind you that the meetings will move back to Club Nights from 8pm for six months from the Monday 17th April date. There are a couple of ideas for talks in the pipeline, but, as always if anyone has any ideas or suggestions for talks please contact George Smith on 01474 854239 / 07929 883665 or email **t110george47Zgmail.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.***

Club Runs: The Way Forward?

Good morning, Julie

I've been interested in the comments over the past two editions of the Club News pertaining to the runs organised by the Sunbeam MCC. I'm surprised at the apathy of reply so here's my controversial two pennyworth.

I don't have a Pioneer bike so am not entitled to comment on the current or past route. All I would say is that something needed to be done.

As a general guide I will ride a run three times in succession before moving on to find something more interesting. Likewise, I won't bother getting out of bed for a run that's less than 30 miles and takes longer to get there than to actually ride. That should give you a massive clue!

With the exception of the Constable run I've now completed most of the runs at least three times, not including the multi-day events. The new routes for the Rose of the Shires and the Romney Marsh Runs have been a revelation and brought a fresh outlook to the events.

When Ian first floated the idea that he wanted to step down from the Graham Walker I had a conversation with him discussing the prospect of taking it on. I stated that I would want to revise the route. Although Ian was too polite to say, it became obvious that I'd committed some dastardly sin and should be drummed out of the club for even thinking of changing the route!

In 2022 Andrew Forward and I rode the Constable for the first time. The route card contained a few glaring errors resulting in us going off route for some miles. When we mentioned this at the signing off, we were told "Oh yes we all know about that, it's been that way for years"! Not exactly the way to encourage future participation.

Some years ago, I devised a run with the working title of "Surrey and Hampshire 100". The run loosely followed the concept of the Sunbeam MCC's Hampshire 100 event of the past but totally on sealed surfaces, although some in bad weather become more akin to off-road though. The event required a route card, it was totally self-sufficient and covered 100 miles.

I submitted the idea, along with detailed regulations that complied totally with the requirements of the ACU, at the time the club ran all their runs under the ACU permit scheme. I received a less than encouraging reply from a senior member of the club informing me the regulations would need to be "Sunbeamised" and I would need to include a coffee stop morning and afternoon and a lunch stop. I canned the idea as it was clear the concept was far and away above the comprehension of the "Top table".

In conclusion:

The present committee would do well to open themselves up to new concepts. The runs in general need refreshing. Doing the same thing year in year out only serves to reduce participation. Being locally insular is not the answer to promoting the club or participation in club events.

It's been commented before but if our hobby wants to survive it's important that the machines are made available for new interest to try. The club should be looking into providing a scheme, backed by insurance, whereby members who no longer feel they can ride the bikes can, in the certain knowledge that all will be well, make a pool of bike available for rides. Controversial? Yes of course but is there an alternative?

Yours sincerely,

Gavin Shaw

Letters

Best and Lloyd Oil Pumps

Hello Julie,

Happy new year. It may be of interest to members that new sight glasses for Best and Lloyd oil pumps and drippers and similar items are available from a very helpful man called Rod Lloyd who trades as Lloydhansa Ltd and can be contacted on 07973 259319 or on email at **lloydhansaZgmail.com**

I have had some of his products and they are first class

Regards Paul Rogers,M911

Veteran Douglas's

Hi Julie,

Further to our conversation at Kempton Park, I found the picture of my father Tony on one of his Douglas motorcycles. He told me he bought two bikes, one a 1910 and the other 1912. They were purchased for five shillings (25p) and the money came from saving up jam jars and cashing them in. The picture was taken around 1930, so he was about thirteen years old and used to ride them around private woods.

As an aside, he started an apprenticeship with Vickers at Weybridge in 1934 and was a member of Windlesham and District MCC where pre-war he competed in hill climbs, trials and the odd scramble, all on WD land.

Pop died in 2019 aged 101. He was still riding a Matchless G80 CS when he was 92.

Happy New Year, Russell Webb



Letters

Eee Aye Up! The Slinger

Dear Julie,

It wer reet grand to see't pictures of the 1902 Slinger ridden by Shaun Crofton (last issue, 919, pages 22 and 23). I remember this three-wheeled motorcycle being ridden in the early fifties. Then, the owner / rider / constructor was a Mr James P Smith of Keighley, West Yorkshire. ***The*** Mr Smith, of the hallowed machine tool manufacturers DSG founded in 1865, any machinist or tool-maker will remember that company, hitherto Dean Smith & Grace and now DSG.

Back to the events... The Hull Auto Cycle and Light Car Club (established 1903) held a run from Hull to Bridlington, a popular jaunt to the East with a programme 'The Old Crocks Run to Brid', a civic send-off, prize presentations and lots of speeches. At 11 years old I, together with my family were spectators. With the Slinger being a three-wheeler it also qualified for the Veteran Car Club Hull to Scarborough Run. Again, a civic send-off and reception, and at the finish a high tea, for both events.

The Hull Auto Cycle and Light Car Club event was strictly pre-1930, with the emphasis being veteran machines. If you rode a 1928 Rudge, BSA etc. you were considered an 'also-ran', a 'pie-filling capacity'. The breakdown vehicle was a 1924 Rolls-Royce, converted to a truck. Regarding the Slinger, this would have been in the sixties.

The fellow enthusiasts of that time in my vicinity, no doubt friends of JP Smith, were Oliver and Eric Langton - Yorkshire TT, speedway and trials riders; Benjamin and William Jowett; a Mr Royston of the H & G concern (Hepworth & Grandage Ltd, the piston ring manufacturers); and not forgetting Capt. Tom Moore. Oliver Langton loaned him the 1919 Scott to ride.

Later, Oliver L helped my late father and I a lot. He saw to it to have sets of H & G piston rings made for Dad's beloved 2¾ Douglas's. Oliver had two replacement CI pistons made for his 1915 498cc HO twin Brough; the one later stolen from Mrs Joyce Cobbing. Another set of pistons was made for father's 1904 twin cylinder Argyll car. Oliver also gave me my 1907 2HP twin Moto-Rêve. He later took pity on me, dragged off my Rudge-Multi on Sutton Bank, to quote "Do you want another one of those to keep it company Young Frank?" Yes please, says I, to a 1922 TT Roadster.

Happy Halcyon Days

Yours, DH Frank



Pictured is Mr JP Smith on his 499cc Slinger. Classed as a tricycle, it was the creation of a Yorkshire engineer with novel ideas. It has a De Dion engine and radiator mounted in a bogie frame with compensated steering to the leading wheel.

Upper Cylinder Lubricant

Dear Julie,

Having a look through a 1927 Sunbeam handbook it states :- General instruction for side valve Sunbeams.

1. Fill the tank with petrol and with the syringe from the tool kit add a syringe full of oil or upper cylinder lubricant. (Not Castrol R as this insoluble in petrol).

Repeat this every time when refilling the tank.

We have been adding two-stroke oil to the petrol to keep an oily film on the inside of the tank and lubricate the inlet valves for years. Does everybody do this on side-valve motorcycles?

We also drain the tanks of any bike that is not be used regularly. I would think ethanol would attack a soldered tank; it attacks most other things.

Yours,

George Smith.

Norton Information: OX 8827

Good Morning Julie,

I am interested to know if this Norton is still around, registration; OX 8827. It belonged to my Father's Uncle and his name was Mr Lewis Wynne and he lived in Rugeley in Staffordshire.

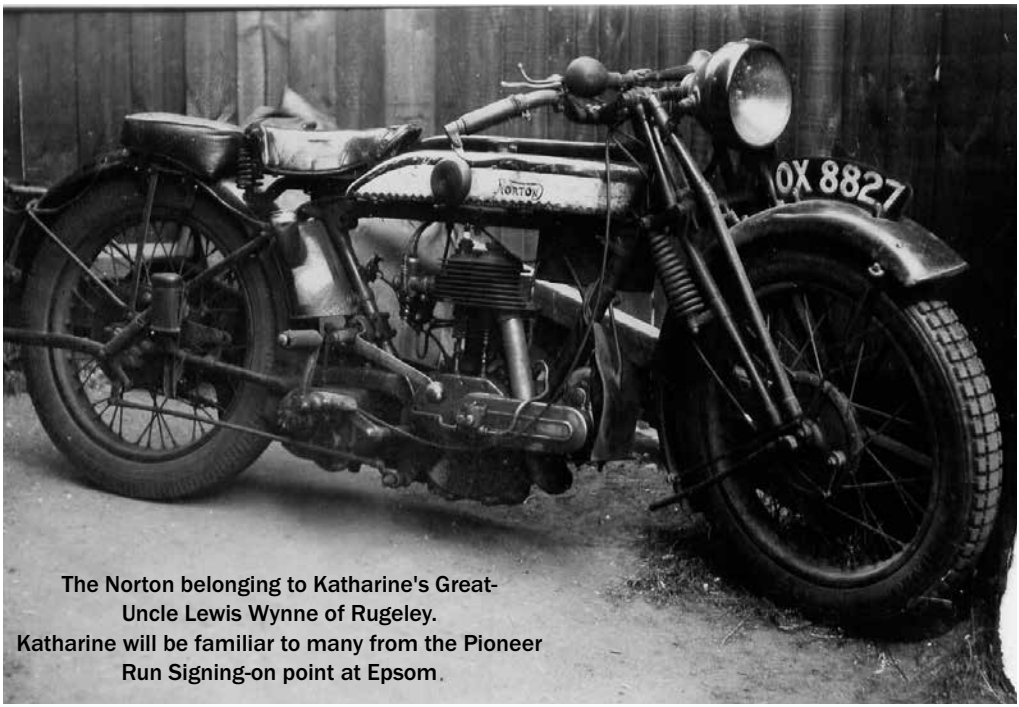
This photo was taken in 1936 by his sister, my Grand Mother but we believe the Norton to be earlier either a 1927 or 1928 because of its OX registration.

If anyone knows of its whereabouts I would be very interested as it is part of a historic project I am working on.

Please email **katharine67Zbtinternet.com**

Thank you

Kind regards, Katharine Hook



The Norton belonging to Katharine's Great-Uncle Lewis Wynne of Rugeley. Katharine will be familiar to many from the Pioneer Run Signing-on point at Epsom.

Obituaries

Ted Waterhouse

Baz Staple



This long standing club member has passed away after a challenging health issue, leaving his partner Freda who is now in a home and his son Simon to whom we extend our sympathies.

He had three machines, 1925 New Hudson, a 1928 Humber and a 1927 Sun, all beautifully restored. He used these in Warwickshire and I believe Shropshire where they gave good service. Freda used to help Jenny with route finding in the car in Warwickshire.

Both Ted and Freda were popular at these events and joined in happily with the gang taking part in the event and the company over meal times. They are pictured at the Warwickshire evening meal.

John Fuller 1943 - 2022

Baz and Jenny Staple

We learned from Jane Fuller that John had unexpectedly died in hospital on 5th August, which was a great shock.

John was a loyal supporter of the Sunbeam Club, the London Douglas Club and Brooklands. John would reliably turn up at the Six Bells monthly club night and nearly all shows that the club arranged or supported with his beautifully prepared machines, particularly his Replica TT 1926 AJS or his Douglas. Apparently the AJS was a pukka racing machine, but John in his honesty designated it a replica because it was road registered. He and Jane regularly turned up at Kop Hill, both at the Sunbeam stand and John enthusiastically went up the hill in a very spirited fashion and I understand regularly tackled the test hill at Brooklands in a similar way.

He was a great engineer and would arrange any exposed pipework on his bikes in such a neat and practical way, which to me was an outstanding feature.

John was a quietish, modest man but had a fund of knowledge of old machines and motorcycling, once you could get him talking. Jenny and I will miss him greatly as a very pleasant and knowledgeable man. We are sure Jane and son Harvey will also be lost without him, and we extend our sincere condolences to them.



John Fuller and his AJS at Kop Hill Climb. Photo: Richard Duffin

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Out and About

2023 Romney Marsh Run

Martin Hirst

We were again, for a second year welcomed to the brilliant Romney Marsh Wartime Collection Museum at Brenzett for the 2022 Romney Marsh pre-1931 run which is hoped will now be a permanent home for the run with its excellent cafe.



Rob Smith's 1914 Dayton was the only recovery of the day, with a puncture.

On my arrival at the site on the Saturday morning the weather was less than promising and as we set up and made sure all was in place for the Sunday event I was concerned that there may be a repeat of the downpour for the run as had been experienced in 2019 as the grey clouds filled the sky.

This years 25 and 50 mile routes, expertly laid out and marked up by new Clerk of the Course George Smith, were a slight revision from mine of last year to take riders even further away from main roads and incorporate more of the quiet lanes beautiful scenery across Romney Marsh.

As those marshals who were camping on the site overnight started to arrive and erected their tents it started to feel that the atmosphere of the event was beginning to build. As ever I'm extremely grateful for both road and static marshals from two Moto Guzzi clubs: Malpas from Epsom and this year from my own part of the country Bristol/Bath section. The event does not run without you so thanks for all you do for me as volunteers.


George Smith still got time to ride his 1914 Veteran Triumph after laying out the route.

As I discussed with the marshals the various duties for event day I detected a distinct improvement in the weather with the cloud now breaking up and as I travelled the long route to check the markers and double check George's tulip maps I kept my fingers crossed for the following day.

On arrival at the site on Sunday I was greeted with beautiful weather and as the signing on tent was erected, I

was sure we were in for a great event. Thanks also to Julie Diplock for providing the recovery service as usual, I believe we only had one casualty this year which was a puncture.

At the riders briefing we made a slight change to the short route to remove the one hill for some of the Veterans, taking out about three miles from the route which proved a popular change so will be incorporated next year as an option.

We were a bit down on pre-entry numbers this year from last year's 36, which was a slight concern but as entrants signed on I had several on the day entries including some from local VMCC sections with a final total of 25 entries for 2022 comprising 12 Veteran machines (pre-1915) and 13 Vintage machines (1915 – 1930).

The riders were flagged off by starter Heidi Newton-Edwards promptly at 11:00. It was good to see the wide selection of bikes and ages of riders taking part away successfully and in a fairly organised manner. Sadly, my own 1918 Dart-JAP didn't join them this year and was a static display only this year with engine troubles. However, my great friend Steve Nicholson brought the 1901 Dart so there was a showing for the mark.

I was pleased and relieved to see riders back from all routes without cause for any concern, and they were fairly soon tucking into the hearty ploughman's lunches pre-ordered from the cafe. The ranks were swelled by the usual large groups of spectators bringing quite a selection of interesting bikes to add to the event atmosphere. Following considerable discussion trophies were awarded shortly after all riders were home as follows :-



Martin Hirst's 1918 Dart -JAP had to sit this one out..

The Len Heath Trophy - Most Original Unrestored machine
Number 41 Mark Roper: 1929 Terrot
The Daily Express Trophy - Most Admired Veteran.
Number 58 Kate Baldock: 1897 Leon Bollee Voiturette
The Graham Walker Memorial Trophy - Furthest travelled. (Argyll)
Number 56 Paul Morley: 1914 James
The Sunbeam 200 Mile Trophy - Most Admired Vintage
Number 62 Malcolm Cooper: 1928 Triumph

My final thanks again to all who supported me with running this event and of course the entrants for bringing out their machines to make the 2022 Romney Marsh pre-1931 run such a success.

A Note For Your Diaries: we return by popular request next year on Sunday 10 September 2023.

Random Thoughts from a Two-wheeled Curmudgeon Nick Goodwin


Romney Marsh Organiser Martin Hirst

Previous attendances for the Romney Marsh Run have reduced from a high point of 55 just a few years ago to 25 for 2022. Without a marketing focus group we are left scratching our chins wondering why. There is a choice of easy routes through beautiful undulating countryside on quiet roads and a lovely venue. Whilst some may suggest clashes with other events the cause (difficult to avoid), I am going to point to an accusing bony finger at a general malaise started by Covid. I had been speaking to a friend who hadn't entered the Pioneer because there were a few things he had to sort on his bike and had run out of time. I wonder how many times this sort of story is repeated? We have a choice, 'use it or lose it', so if you want to see this event in the calendar next year please book early! It is after all the best fun you can have with your boots on!

Please remember that SOMs and their helpers are unpaid volunteers. If you enjoy the event let them know.

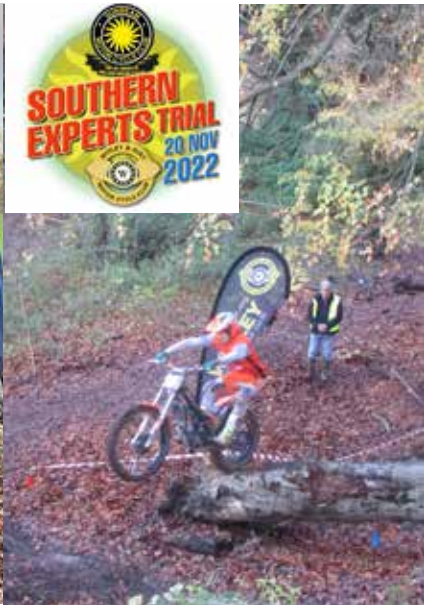
Southern Experts Trial Tony Lloyd

The Southern Experts Trial was held at The Rookery near Basingstoke on 20th November.

It was excellently organized by Witley MCC's Clerk of the Course Tristan Robinson. The Rookery is a testing course which was quite slippery at first but the going got firmer when the first layer was removed. The entry list included three Pinhard Prize winners:- Sam Connor (Jim's son), Alexz Wigg and Alicia Robinson (no relation to Tristan).

Jim Connor of Hookwood Club arranged for Witley to run the trial but ensured that Sunbeam's name was retained. Our logo was prominent on advance publicity and on the plaques presented as prizes. There were several classes including Veterans and Youth but the Experts winner was Billy Green who was presented with the Southern Experts Cup, which is still retained by Sunbeam MCC.


Southern Experts winner Billy Green was presented with the Southern Experts Cup by Tony Lloyd, with Tristan Robinson to his left.



• • • BREAKING NEWS • • •
• • • A New Deal For 83 Year Olds • • •
YES, this year's Romney Marsh Run on 10 September 2023 is now open to any bike registered before 1940.
Bring along your owners.

Sunbeam Stand at the South of England Show

Graham Buckingham



Thank you to all that supported the Sunbeam MCC club stand in 2022 and hope to see you all again in 2023.
Editors Note: See advert on page 38. The theme for the next event on Sunday 26th March is The Roaring Twenties and Thirties. Lookout for our kind of bikes!

There is no increase to club subscription fees for 2023; UK Subscription fees for 2023 are to be held at an inflation busting £24.
Renewals are due on 1st January 2023
Help us keep costs down by renewing promptly.

A Sunbeam Season.

Paul Morley

6th - 9th May. The season started with my first participation at the Warwickshire Weekend. The Kings Court Hotel was a good venue and the private dining room worked well for socializing. A friendly crowd, some old friends and some new acquaintances.

I was riding my 1932 James C12 with 197cc Villiers engine, a small comfortable machine for which I have a soft spot. It will pop pop away all day at 30 mph. The first days riding was warm and sunny and a very scenic route of 90 miles round Stratford upon Avon, coffee stop in the morning, good pub lunch and coffee stop in the afternoon. Country lanes and pretty villages. Just managed the run on a tankful.

The second day was cool and overcast as we set off south east into the Cotswolds, golden stone houses, thatched roofs and topiary. England's wonderful in the spring. Coffee stop, and a pleasant lunch at the George at Lower Brailes. Refill with petrol to be on the safe side as its 100 miles today.

Third day. The run goes south west into Gloucestershire, 90 miles, two coffee stops and a lunch stop all at old country pubs. I cut down on the food, as I'm eating too much, a sign I am enjoying myself. Great route again, the two stroke James is going well, only a small bolt falls out of the clutch lever. Next morning it's an early start for the drive back to Scotland.

19th - 27th June. Attend the VMCC Banbury Run as a spectator which is quieter than when I last attended six years ago. View the fine array of motorcycles, and a good search through the autojumble.

The next day is my first visit to Coventry Transport Museum before cutting across country the following day to Wales in very warm weather to ride in the Welsh Week at Llanbister, 16 riders and also supporters. Good venue and atmosphere. Again, I am riding my 1932 Villiers powered James. Spectacular roads over the mountains, narrow and steep, wild and open scenery. A very sociable and enjoyable event. The James copes well, I just take my time on the steep hills.

Leave Wales on Friday 24th and drive to Reeth in Yorkshire for the following day's Sunbeam Four Dales Tour. About 12 motorcycles including two fine sidecar outfits. Great route of 80 miles over moorland roads with steep hills which are a challenge for the little Villiers powered James. Past Tan Hill, the highest pub in England. Stop at Hawes, very busy and wall-to-wall with motorcycles.

Next day I ride my 1914 James 500cc v-twin in the nearby Third Pioneer Road Test at Leyburn, only 16 entries, which is a pity. It's a pleasant 50-mile scenic route well suited to veteran machines. The V-twin runs well, but I must improve the back brake. Next day is the journey back to Scotland.



1914 James 500cc V-Twin

A Sunbeam Season Continued **Paul Morley**

9th - 11th September. I travel to Yorkshire and ride in the Sunbeam Club's September Challenge near Pickering. It is always an excellent day's motorcycling. About 20 riders, again I am riding the 1932 James two-stroke. The route is good and about 60 miles. A friendly group of riders, and a good venue at a farm shop.

Head off north afterwards to Northumberland and stay overnight. Ride in the VMCC Tiddlers Run next day. About 20 low-powered machines. Great fun on a route of 45 miles and quite a challenge for my 1940 James 98cc autocycle, but I do not have to apply Light Pedal Assistance too often! Then an evening drive back into Scotland.

25th September - 3rd October. I travel from Scotland to Ashford, Kent for the Romney Marsh Run on Sunday 25th. Kent countryside always reminds me of the Garden of England, stone Norman churches, oast houses and the Battle of Britain. My first time at this event and it's very good. The venue is a perfect location at the Romney Marsh Wartime Collection at Brenzett. I am riding my 1914 James Pineapple two stroke that was ridden by Nora Everett in the first Pioneer Run in 1930. It runs beautifully and the route is perfect for it. Again, a friendly group of riders, the route card is very clear and all turns are signposted. After the run is a great opportunity to take a good look around the museum.



1914 James 'Pineapple' Two-Stroke Ridden by Norah Everitt in the 1930 Pioneer Run.

The following week gives the opportunity to visit places of interest, Canterbury Cathedral, Battle of Britain Memorial, Romney, Hythe and Dymchurch Railway, the town of Rye, the Booth's Morgan Museum, Bluebell Railway and Brooklands on my way to Epsom.

The 82nd Pioneer Run. 2nd October. I have ridden in, and successfully completed 31 previous Pioneer Runs on both the original route taking in Pyecombe and the later route taking in country roads to avoid the busy A23, and including a welcome coffee stop and have enjoyed everyone. So I was looking forward to the new format of the date change, and the finish at Shoreham Aerodrome instead of Madeira Drive. A shock was the entry of 154 machines, half the normal number. This makes the start at Tattenham Corner look fairly threadbare. I am riding my 1914 James Pineapple, it's a privilege to ride it with its history. It runs beautifully through the heavy rain. I get soaked, but am not bothered. I arrive at Shoreham Aerodrome and it stops raining. It was a smoother, easier ride than going into Brighton, but something big is missing. Sadly, I think it no longer justifies the long journey from Scotland. I would like to thank all organizers, marshals and helpers of the events who enabled me to have a great Sunbeam Season.

Oude Klepper Parade 2022

Chris J Wright



Chris aboard his Douglas

The highlight of my annual old bike runs programme was The Oude Klepper Parade, held for many years in the lovely seaside town of De Haan in North Belgium. The 30th Run in 2019 was announced to be the last and was extra special. It was not surprising that within a few weeks of saying goodbye it became clear that it was not going to be allowed to die. It was perceived to be a valuable resource for the tourism industry, well supported by sponsors and popular with entrants from the UK, The Netherlands, Germany, France and Belgium. A new board was formed with the support of Ronald Florens the previous Honorary Chairman and founder of the event whose motto was "The Klepper is Class and Quality over Quantity". The event, limited to 60 motorcycles up to the age of 1920, typically commenced with a social run on the Saturday afternoon followed in the evening by a wine and nibbles reception in the Town Hall when a video of the previous year was shown. Early on Sunday morning the motorcycles were on display to huge crowds of holiday makers and residents in a secure area outside the town hall. Local roads were closed to house the event. Entrants collected their envelopes with programme, meal tickets, route details and identity lanyards. Croissants and coffee were served. At 11.00am the motorcycles were individually launched in age order from a special podium after details had been given to spectators of the rider's name, nationality, machine make etc. The route was fully signed by OKP arrows and signs and the first stop was for lunch at Stene Dorp near Ostend. A proper sit- down meal and choice of drink. Next stop was for an ice cream. Third stop was at the neighbouring seaside town of Wenduine where again a secure parking area was surrounded by tourists and admirers of the machines. A tabled area provided cake and coffee or a beer for the entrants. The final stop was back at De Haan outside the town hall where again the general public often cheer the riders as they park up. The event is completed when the bikes have been packed away and the entrants and support staff gathered in the Annex to the town hall for the end of run dinner and prize giving ceremony.

So, back to the beginning. After much hard work and sleepless nights the new honorary chairman, Danny Velle and his board arranged for the 31st OKP to take place in August 2020. The pandemic put paid to that and attempts to hold it in 2021 also had to be abandoned. For 2022, the initial response was quite good with about 40 entrants signed up. Sadly, by August 2022 the number had dropped to only 26 but it was considered that this was sufficient for the event to go ahead. When I knew that it was going to be held and really missing my OKP fix I informed Ronald that I hoped to come out to De Haan just to meet old friends. He made me very welcome, cleared it with Danny and suggested that I join them for the social run and the evening reception on Saturday. We met outside the "For Freedom" museum at Knokke - Heist on the Dutch border about 13 miles by road from De Haan. The museum was started by the sons of a corporal Dennis Jones of the British army who married a local lass and set up home there. There are Incredible dioramas covering all aspects of the second world war with an amazing collection of uniforms and weapons of all combatants. An electronic video guide was provided in various languages. At the evening reception we were introduced to the new board and were very pleased to meet friends from France and The Netherlands. On Sunday morning we were able to catch up with many others familiar from previous years. My wife and I followed the route by car enjoying the ideal route for old bikes with no hills and attractive scenery alongside canals and through small villages. The ice cream stop was at a new location in a restored old railway station. The evening barbeque dinner was also a great success with two major awards being gained by UK entrants. In our opinion "Klepper" is again alive and kicking and if you have a qualifying machine well worth taking part in for the future. The 32nd Oude Klepper Parade is planned for Sunday 20th August 2023.

Kop Remains On Top: Hill Climb Festival 2022

Barry Brown

Early arrivals on the first day of the event saw the famous hill blanketed in a dense hill fog. However the sun appeared well before the earliest Veteran and Edwardian vehicles were due to make the first ascents of the hill. The outcome for the entire weekend was perfect weather: dry, cool and sunny which attracted the largest ever Sunday attendance of enthusiastic spectators.

A tribute was paid to Paddy Hopkirk, the famous Monte Carlo winner, who passed away earlier this year. He was a prominent and very active patron of the event. The main concourse leading to the hill from the paddock along which all participants travelled was renamed "Paddy Hopkirk Way".

This year notable car anniversaries with cavalcades of vehicles, 75years of Ferrari, 70 of Lotus and most of all 100 years of the much loved Austin 7, the first British peoples car. A wonderful sight to see 19 various models in convoy with earlier fabric seemingly so tiny and fragile yet capable of ascending almost any hill in the UK. The motoring part of the event was rounded off with a head to head featuring two of the world's fastest road going cars the Ferrari SF90 Fiorano and the Mclaren Speedtail.

The motorcycle fraternity was, as always, well represented with many single marque clubs displaying their machines, including Velocette, AJS, Panther, Brough Superior (including cars) and Kawasaki as well as the ever-present all-makes Sunbeam MCC. The earliest bike present was a 1914 269cc Sun Villiers owned by Alan Hummerstone. Over 80 bikes tackled the hill each session, finishing off with a number of invited superbikes.

This year's Mortons Media Group award for the best pre-war bike was awarded to Bob Woodman for his beautifully restored 1929 Scott Super Squirrel. The post war cup was given to Steve Bastin for his 1980 Laverda Jota 1000cc machine in concours condition.

It was a particular pleasure to give the award to Bob Woodman who is very much "Mr Motorcycle" at the event having had the onerous task of selecting entrants from the very start of the revival in 2009. The presentation of the cups was made by Baz Staple, President of the Sunbeam MCC who was one of the judging team along with Richard Duffin and yours truly.

The Kop hill Climb has raised £870K for local charities since the 2009 revival, up to last year. The record attendance this year could well bring the total up to the magic million. Kop Hill Climb continues to go from strength, for those who have not yet tried it bookings will be accepted on the web site from mid-April 2023.



Winner of the Best pre-war bike Bob Woodman and 1929 Scott Super Squirrel. Photo:Dan Towers

Some Notes on the Bradbury Co. Ltd. of Oldham Lancashire

Part Four: Some Personalities of the Bradbury Co. 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*

Mr JAMES HAWORTH

A loyal servant of the company for over 40 years, during which time he held appointments ranging from Secretary, Manager and later Official Receiver. He was instrumental in salvaging the company from at least one financial crisis. He was the Owner and Managing Director of the "JH" Motor Cycle Works, Castle Mill Street, Oldham, (1914 – 1918) which concern made and marketed the "JH" motor bicycle, details of which, unfortunately are not available to the writer.

Mr JIM HALL

Foreman of the Bicycle Dept. under whose care the Motor Bicycle Dept. was first placed at the beginning of the Century. A rider of some note in the early 1900s and was responsible for many of the successes in road trials etc. that were enjoyed by the Company.

Mr J W MILLIGAN

Head Tester of the Motor Bicycle Dept., who rode Bradbury "PEERLESS" machines from the very commencement of their manufacture. This experienced rider was instrumental in winning many of the Premier awards of those early motor bicycling days on products from the Wellington Street Works. These successes included winning the 1000 Miles Reliability Trial organised by the ACU in 1903 which was completed without stopping the engine – a most valiant effort taking into consideration the unknown engineering qualities of those times. (This was a Six Day Trial, so, "not stopping engine" incorrect – JDW 2021) Also, the winner of the coveted S F EDGE CUP, this rider was one of the pioneers of the trailer passenger attachment. MR MILLIGAN left the employ of the Bradbury concern in the early part of 1905 for an appointment as Maintenance Engineer with the Westminster Gazette, who were operating a number of the Commercial Model of the Bradbury water cooled Forecar. He in turn, joined the Phoenix Co., London, as Head Tester at the introduction of the Phoenix Quad.

Mr E LEES

Another long-term employee of the Bradbury Co. Ltd., who commenced with the firm before the turn of the Century in the Stores Dept. and graduated through the years, to the position of General Manager in which capacity he was to share in all the triumphs and bitter disappointments through the manufacturing life of the factory. Mr LEES showed much interest in the series of articles that were published in the Oldham Evening Chronical at the instigation of the writer in 1957, but sadly passed-on without correspondence changing hands. His daughter, however, has supplied much information and many photographs together with much information which has been embodied in the main parts of this short history.

Mr JAMES EASTWOOD

A well-known Foreman employee of the Bradbury Co. and sometimes with the JH motor bicycle concern. Accompanied HUGH GIBSON as sidecar on many record-breaking rides.

Mr L HARVEY

As a draughtsman, Mr HARVEY served the Bradbury Co. from about 1900 when he was employed on machine tool design in the Drawing Office. This department, incidentally, had no part in the design of the Bradbury motor bicycle in the early period (1900 – 1906). Mr HARVEY most generously supplied much of the information contained in these notes, and without whose invaluable help it would have been difficult to have included the main parts of this story.

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

Part Four: Some Personalities Continued . by R T Dent, January 1959.

It was from Mr HARVEY that the writer procured, as a gift, a complete set of Bradbury catalogues and handbooks together with many drawings etc., for the period 1903 - 1924 which included a "blue print" drawing of the "first Ball Bearing Engine" which was designed in 1908 for a 1909 model. Mr HARVEY is, among others, joint holder of the following patents:

7949/1911 Friction Clutch Mechanisms for Motor Bicycles.
21306/1913 Improvements for Detachable Wheels for Motor Bicycles.
18349/1914 Front Wheel Brakes for Motor Bicycles.
138555/1920 Timing Gear Improvements for I.C. Engines.

Mr F McDERMOTT

Another Oldham engineer of the old school who had much to do with the early development of the Bradbury Co., and who carried out the first experiments with the Bradbury variable speed gears which were catalogued for the first time in 1911. Although well into his seventies, Mr McDermott is still actively engaged in the motor industry.

Mr A SHAW

Mr SHAW started with the Bradbury Co. in about 1909 as an Improver in the assembly shops and subsequently worked in all departments concerned with the manufacture of the Bradbury motor bicycle. This he continued to do prior to the commencement of the Kaiser War when he was employed as a mechanic to that famous Lancastrian motor engineer and motor cyclist Mr PERCY PLATT of Oldham who had previously left the employ of the Bradbury Co. and had commenced trading on his own account. It was during this period that Mr SHAW had the opportunity of working on all models of the Bradbury range and was an acknowledged expert on this make in those parts.

As an example of the working conditions prevailing at the Wellington Street Works in those far-off days, extracts from some of the letters that Mr SHAW has so kindly sent are quoted hereunder and will make for interesting comparison with similar work commitments today.

He writes:- "the assembly and fitting together was accomplished under a piece-work system and individual attention and inspection was given to each machine - the skeleton machine of frame, wheels, engine, and handlebars was completed with serviceable parts and handed over to the testers - we had nine who were employed solely to take the bikes out over the Moors, a part of the Pennine Range at the foot of which stands the town of Oldham. It was the task of these drivers to 'nurse the engine' through its preliminary running-in before they 'hammered the guts out of them – and there were no half measures' - I have mentioned piece-work and perhaps in these days of wealth, a few prices of work done might interest you. I myself, for several months, screwed the thread on spokes, and for this task, a threading machine which was worked by hand, was fixed to the end of the bench. Each spoke was fitted in and by turning the hand wheel 4½ turns enough thread was screwed on - we worked for 10½ hours each day and my 'price' was 1¼d per gross! I later transferred to the brake assembly and for completely fitting both front and rear brakes, and everything was to be screwed to length etc., each hole had to be tapped and lugs etc., filed to fit the frame we got, to be divided between the Fitter, Improver and ME was 1/7d : 1/- to the Fitter, Improver 5d, and Me 2d. Frame assembly consisted of fitting forks, mudguards, wheels, and handlebars for which we shared a 1/-. Wheel assembly was worth 1½d, truing the wheel 2d and fitting tyre and tube ½d!! This information may give the impression that we were slaves, and that work was Hell - far from it, for when those works closed and were sold piece-meal in 1923 (1924 – R T Dent), it was a tragedy that should never have occurred."

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

Part Four: Some Personalities Continued . by R T Dent, January 1959.

Mr RH PLATT

Well known Head Tester and Trade Rider for the Bradbury Co. and for his prowess as a rider of this make, Mr PLATT features frequently in pre-Kaiser War catalogues as the perpetrator of many publicity stunts in advertising the outstanding hill climbing qualities of the Wellington Works products. He left the employ of the Company somewhere around the 1913 period and set himself up in his own right in the Oldham area as a dealer and service agent for, amongst others, the Bradbury Motor Bicycle. After being connected with the retail aspect of the motor bicycle trade between the Wars, he took a Wall of Death troupe to the Continent and was in Germany at the outbreak of the Hitler War. He was interned and unfortunately passed-away during the War years.

Mr HUGH GIBSON

An outstanding sporting rider of the very highest plane, Mr GIBSON joined the Bradbury Company from the Triumph concern, somewhere around the 1911 period and enjoyed outstanding success on machines of this make. It was in this year, that Mr GIBSON together with MR GEORGE WRAY as sidecar passenger, created a new record for the End-to-End Run, John o'Groats to Land's End, and in August of the same year, broke the Irish End-to-End record with Mr JAMES EASTWOOD in the sidecar. At the time of writing, Mr GIBSON still enjoys good health, and the writer has had the honour of being entertained by him when many trophies were inspected, and many tales re-told of the good old days.

On leaving the Bradbury Co., Mr GIBSON joined the CLYNO concern where he was to assist in the design and marketing of these famous models for that period.

He later transferred to the Raleigh Cycle Co., and was responsible for, among other things, many National advertising campaigns for this make, the most famous of which was the epic Round-the Coast Ride in 1924 on a Raleigh Twin Combination. Miss MARJORIE COTTLE on a similar make of machine but of 2¾hp made the trip in the reverse direction and the two passed in the HULL area. Mr HUGH GIBSON was also responsible for the organisation of the historic End-to-End ride of Mr ROSSITER who also used a Raleigh product --- but this time on a pedal bicycle. Mr GIBSON was afterwards actively engaged in the retail side of the Motor and Bicycle Trade and now lives in retirement in Middlesex. He has lately been elected President of the Association of Pioneer Motor Cyclists.

To be concluded next issue: Dating Information – Engine and Frame Numbers.



Mr HUGH Gibson (with Mr James Eastwood passenger), who on August 31st 1911 created the Irish end-to-end record on a 3½ HP Bradbury chain-drive motor cycle and sidecar, completing the journey of 390 miles in 14 hours 9½ minutes.

Blockley Beaded Edge 26 x 2½ Tyres

Rob Smith



In case anyone doesn't already know, Blockley Tyres of Gloucester **www.blockleytyre.com** have just begun production of this very popular size of beaded edge tyre for many of our kind of machines in-house thanks to an approach by the VMCC.

They are manufactured to Dunlop standards and specifications using original, unused Dunlop Cord tyres and Dunlop data for reference. We have just fitted a pair on the 1921 PV under restoration, they went on easily by hand (no levers needed, a bit of tyre soap helped but probably wasn't essential) and we're very happy with them. The only extra work needed was to make a notch in the inner tyre flaps to accommodate the valve core. In our case a Dremel sanding drum (a small mandrel with an abrasive paper sleeve) was used to avoid any sharp cuts that might risk any splitting or punctures. The carcass of the tyre is thick around the bead area so it's not just a case of clipping the ends back a bit to have the valve fit. Blockley also offer an inner tube made to their specifications for this tyre.

Ploughing a Lonely Furrow - the S.M.S.

Mantissa

Anyone in or around Birmingham who wanted a two-stroke lightweight didn't have to look much further than Levis in Stechford, their 211cc 'Baby' and 'Popular' models already being a much-copied industry standard. Mr S M Swingler of Aston Cross had other ideas however.

He kept the bore and stroke - and little else. His machine had the carburettor (of his own design - rather than a local offering from AMAC, who were also in Aston, or Brown and Barlow in Witton) feeding directly into the crankcase, with an auxiliary air inlet and disc valve on the barrel where the carburettor would normally be located.

An intermediate gear for the magneto also had the final (chain drive) on the nearside and a kickstarter on the offside. Enclosed final chain drive was unusual on lightweight machines in 1914, as was a handlebar-operated cone clutch.

An example surfaced a few years ago, with a more conventional carburettor setup. What has become of it? The picture below shows the machine that was featured in the press coverage around January 1914.

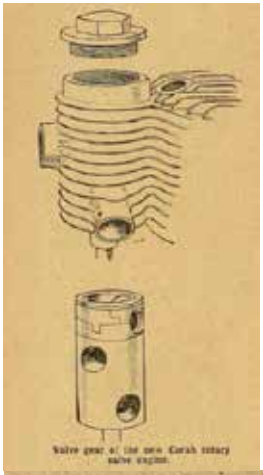


All Together Now?

Mantissa

To the casual observer, the origins of the unit-construction design (engine and gearbox in a common casting) might be attributable to Triumph, with their introduction of a range of models in the 1950s. That's not the case however - the story starts decades earlier. But was it just a case of 'gluing' the engine and gearbox together, fitting a primary chain and calling that 'it'? Not necessarily. Here's a look at a few attempts to depart from what everyone else was making.

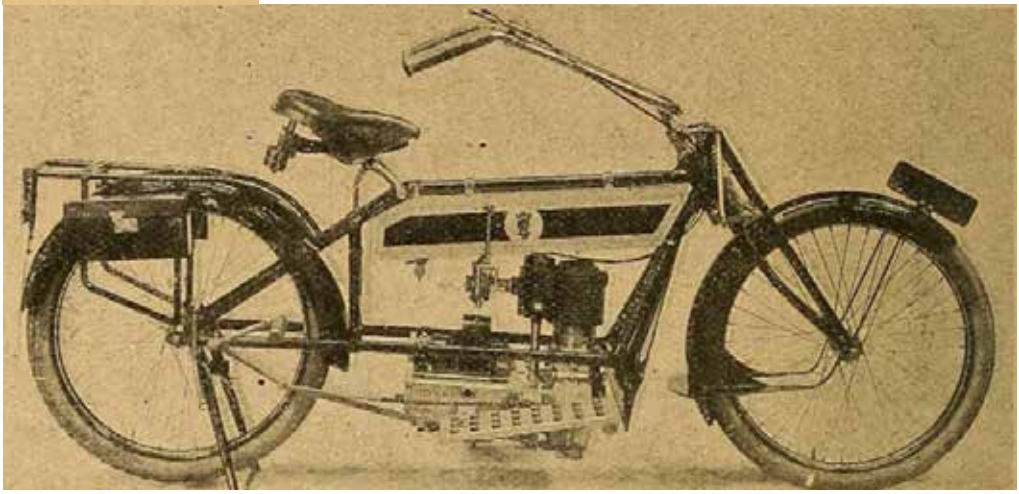
Corah



Most of this Kings Norton company's production was on conventional lines, pre WWI. However, show previews at the end of 1910 indicate that they were keen to introduce a multitude of their own designs, from sidecar attachments to their own spring forks, a two-speed gear and a sleeve-valve engine, the last three of these being incorporated into a very distinctive machine, pictured below.

The 3½ HP engine was mounted transversely in the frame, and an extension to the back of the cylinder carried a rotary valve of 57mm diameter, rotated at half engine speed by bevel gears. Ball bearings throughout internally were lubricated by mechanical oil pumps. Bronze clutches engaged either of the two speeds, and a shaft drive and worm gear connected the unit to the rear wheel. A foot-starter was fitted.

Despite eager press anticipation of this model, it's unclear whether it ever came to market. The example brought to the 1911 Olympia Show was noted to be in 'an incomplete state'. Maybe the time and effort required to bring so many new designs to fruition was beyond the resources of Corah?

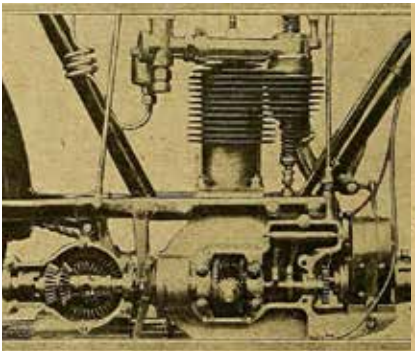


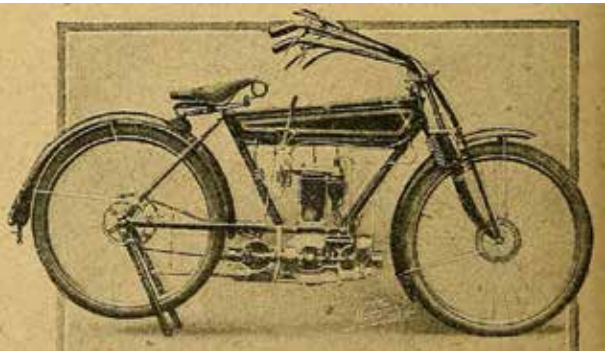
Diamond

Quite a departure from what else was on offer in late 1912, this Wolverhampton offering made much use of bevel gears to drive the camshaft, a forward-facing magneto and a two-speed gear behind the engine, with chain final drive. The cylinder has both valves in front of the barrel. The wedge-tank frame design is redolent of early 20s lightweights.

The amount of engineering needed to achieve the same results as you would have achieved with a modest JAP single, a small countershaft two-speed gear (those were emerging on the market around this time) and a length of Renold's to join the two must have made this prohibitively expensive. Did it ever reach the market?

Diamond pictured below, captioned "A new model of neat design. This 3½ HP machine, as will be seen, has a two-speed gear, overhead mechanically-operated inlet valve and chain transmission. To the left, the power plant, showing bevel gear drive and method of operation.



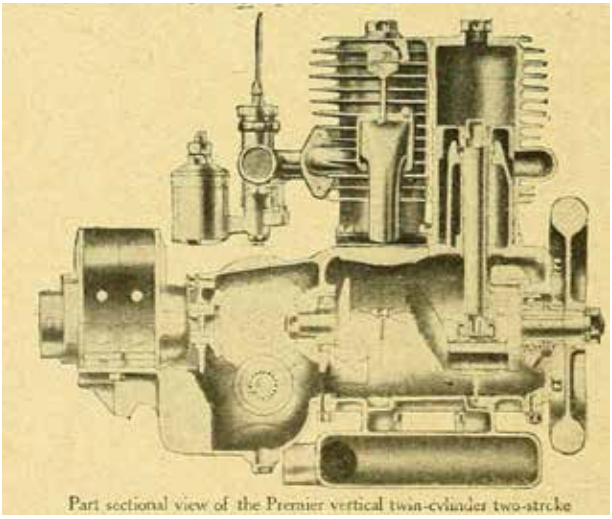


Premier 'Little Grey Pony'

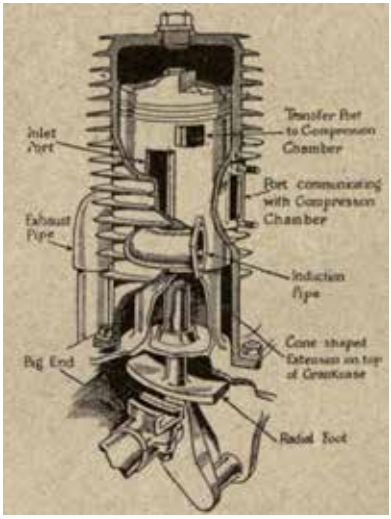
A model announced in December 1914 to effusive praise from the press of the day on account of its originality. The duplex frame with integral top-tube tank was a departure from the norm of the time, and the engine (built to the patented designs of Charles Henry Thomas Alston) went further into left-field.

It was a parallel two-stroke twin, the crankshaft being in line with the frame and having an external flywheel at the front, and the magneto driven at the rear. The con-rods ran through baffle plates at the bottom of the bores, and rather than having the time-served big end bearing on a rotating pin, had 'slipper' feet on the bottom, which engaged in a guide clamped to the crank-pin - this arrangement keeping the rods upright in travel. A mechanically-driven plunger-pump forced lubrication, which wouldn't become the norm for a number of years.

The engine was rated at 322cc, and had a three-speed gearbox. Conventional belt-drive transmitted the power to the rear wheel. Subsequent mentions appear to be in the context of Premier's diversion into munitions production which made supply of new machines very patchy, and probably ruled out volume production of this model. I wonder if any survive?



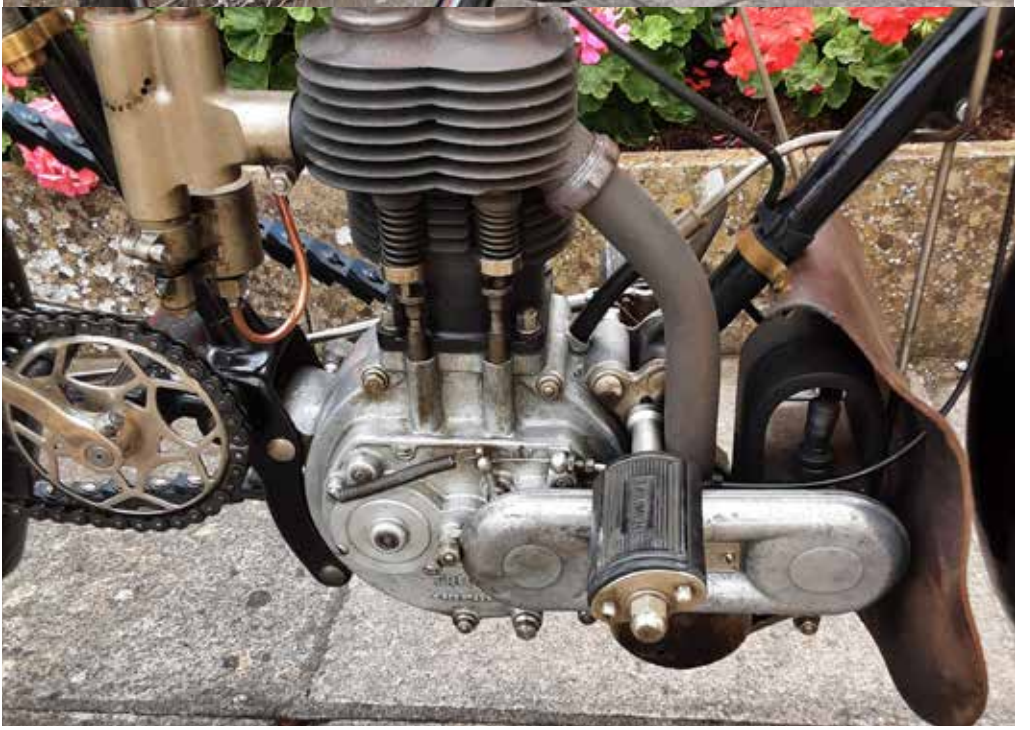
Part sectional view of the Premier vertical twin-cylinder two-stroke



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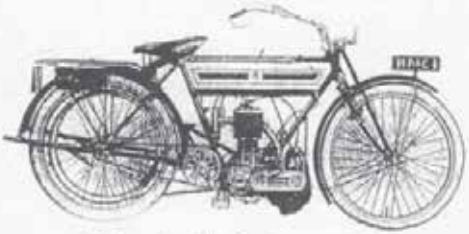
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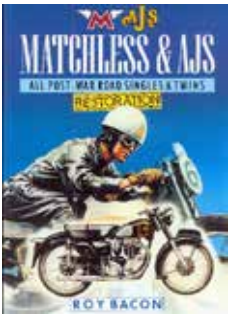
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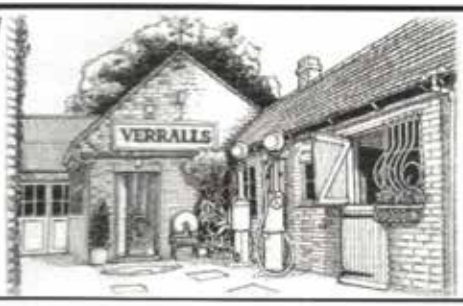
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CLUB EVENTS 2023

Date	Event Venue	Contact	
12:30 pm Thursday 2 February	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Note New time. **Volunteer needed**	First Thursday All welcome
12 noon Saturday 4 February	**Club Meet:** Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudsonZhotmail.co.uk	First Saturday All welcome
Noon Saturday 11 February	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmaceZymail.com** Now on the second Saturday.	Second Saturday All welcome
10 am Sunday 12 February	**Gordon Jackson Trial** Hookwood Trials Centre KT24 6EA	Jim Connor 01483 285727	All welcome.
2:00pm Monday 20 February	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47Zgmail.com**	Third Monday All welcome
8:00pm Monday 20 February	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	Third Monday All welcome
12:30 pm Thursday 2 March	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Note New time. **Volunteer needed**	First Thursday All welcome
Sunday 16 April	**Sunbeam MCC Test Day** Filching Manor Motor Museum Polegate East Sussex BN26 5QA	Julie Diplock 01797 344277 **editorZsunbeam-mcc.co.uk**	Additional Date Pre-1940
Monday 8 - Thursday 11 May	**Shropshire Mid-Week Break.** Ironbridge, Telford, TF8 7DW	Judith Coote 01926 497475 **jacoote58Zgmail.com**	Closed to Club
Sunday 14 May	**Ixion Cavalcade** St Barnabas Church Bexhill-on-Sea East Sussex	Dan Towers **DanMotoZmail.com**	Pre-1940
14:30 Sunday 21 May	**Club AGM** The Peacock Lodge, Newchapel, Surrey, RH7 6HL	Peter Ashlee 07951 996313 **secretaryZsunbeam-mcc.co.uk**	All welcome
Sunday 4 June	**Rose of the Shires Run** Northants	Rob Bayman 07850 870094 **robertbaymanZbtinternet.com**	Pre-1940

CLUB EVENTS 2023

Date	Event Venue	Contact	
Friday 16 June to Friday 23 June	**Welsh Week** Radnor Revivals Llanbister	Tim Kemp **tjskempZbtinternet.com** 07876 597697	All welcome
Saturday 24 June	**The Third Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **holmeswallace80Zgmail.com**	Pre-1940
Sunday 25 June	**Fourth Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **holmeswallace80Zgmail.com**	Pre-1915
Saturday 1 July	**Sunbeam MCC Test Day** Filching Manor Motor Museum Polegate East Sussex BN26 5QA	Julie Diplock 01797 344277 **editorZsunbeam-mcc.co.uk**	Pre-1940
Sunday 16 July (Camping Saturday)	**Conyboro Run** Six Bells Chiddingly East Sussex BN8 6HE	New Organiser: Andy Belenkin 07703 192921 **andy.belenkinZgmail.com**	Pre-1940
Saturday 5 August	**Fourth Bolney Vintage and PVT Run** The Motorcycle Workshop, Bolney, West Sussex RH17 5PY	Paul Bullock 01959 562716 **chairmanZsunbeam-mcc.co.uk**	Pre-1940
Sunday 6 August	**Fifth Summer Pioneer Run** The Motorcycle Workshop, Bolney, West Sussex RH17 5PY	Paul Bullock 01959 562716 **chairmanZsunbeam-mcc.co.uk**	Pre-1915
Sunday 20 August	**59th Graham Walker Run** Beaulieu, Hampshire	John Tindle 07701 344056 **tindle.john0Zgmail.com**	Pre-1940
Sunday 3 September	**Fifteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35Zbtinternet.com**	Pre-1940
Saturday 9 September	**13th Sunbeam Sept Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7Zpobroadband.co.uk**	Pre-1931
Sunday 10 September	**Ninth Romney Marsh Run** Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduckZaol.com**	Pre-1940
Sunday 1 October	Volunteers needed **83rd Pioneer Run®** Epsom to Brighton City Airport	Ian McGill **pioneerorganiserZgmail.com**	Pre-1915

2022 Romney Marsh Run

Julie Diplock



David Moyse on his 1923 Zenith and Chris Boakes on his v-twin AJS at the start.

Rick Pelham on his 1912 Triumph



Rick Bailey is flagged-off on his wife's 1926 Triumph model Q outfit.

