Sunbeam Motor Cycle CLUB NEWS

Issue 908 February - March 2021

Always Ahead!

Frank Dolman Receives a Little Assistance to Start his 60th Pioneer Run® in 2019
Photo: Rob Smith



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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Editorial and News

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Hello Everyone,

Well it seems impossible, but nearly a year on and we are still in the throes of this dreadful virus, with very few of us unaffected.

Latest news is that Epsom Racecourse is in use as a mass vaccination hub. It seems strange to think of our hallowed ground being commandeered in this manner, but if it means we can get back to Tattenham Corner for our The Pioneer Run® in October that will be fantastic

If you've submitted something for the Club News by email and not had a response from me then do please get in touch - it's come to light that I'm not receiving all emails.

Meanwhile, if you've been having a clear-out in your garage or workshop or bookshelves then don't forget you can place an advert for free in the For Sale section, just drop me an email.

Here's hoping the vaccination programme ensures we can all get back to some normality this summer, I think we're all chomping at the bit!

All the Best, Julie Diplock

Acting President's Message

Baz Staple

At our last committee meeting, a virtual one, I was delighted and honoured to be elected as the Club's Acting President for ratification at our AGM, which may also be a virtual meeting.

I would like to thank the retiring President Ian McGill who has held the post for the past four years and has done a splendid job and I will do my best to uphold his standard.

As you will have seen in the previous Club News members are encouraged to take out their veterans in small groups locally on 21st March 2021 to mark the occasion of the previous date for the Pioneer Run®. However, it is important that such rides are carried out independently of the Club and done under the current government guidelines. The Pioneer Run® has been put back to 3rd October. In the autumn we hope to have more reliable weather than we have experienced in March over the past few years.

Personally, I intend to give my veteran an airing, provided it's back in one piece! If you haven't got a pre-1915 bike, any club eligible one would be better than nothing at all.

May I make a plea to our membership to stay patient and continue to support the club with your membership, we need you all and trust we can return to normal operations as soon as conditions permit. I trust meanwhile our superb Club News will keep you in touch.

Although the news of an increased threat from Covid19 is concerning, there is better news that two vaccines are just around the corner giving hope of a smoother and safer road ahead. So, let's keep positive and trust we can return to normality sometime in this New Year.

These are challenging times but we all like a challenge don't we? That's what old bike restoration and riding is all about.

I wish you all a good and safe 2021 and hope we can all get together again soon.

Deadline for April / May Issue: 15th March 2021

Message from the Acting Chairman

Paul Gander

2021 Pioneer Run®

We are all fed up with Covid and how it is impacting our lives and the Club Committee has decided that we should look to find ways to run events even if Covid rules prevent large gatherings. We are not proposing breaking any rules or laws but instead taking a fresh look at how events can be run.

So, we will plan the Pioneer Run® in October so that it can be run almost whatever the prevailing Covid conditions. We will plan for a traditional Pioneer Run with hundreds of people starting at Epsom and heading south and gathering at the finish. We will also plan so that if large gatherings are prohibited the event will be run as a solo/local event with each participant staying home (not going to Epsom) and taking their ancient wonder out for a 45-mile scamper from their home out in a loop and back. All entrants would feature in the programme and if they complete their ride they will receive the usual badge or medal. Anyone taking the solo/local option could send us a picture and words about their ride and we would trust people to be honest in that they completed their route. At all times we would comply with the prevailing rules and all participants would also have to comply with all regional variations in force. The Club would have to make a decision a few weeks prior to the event as to whether or not a traditional Epsom start event could go ahead. If we do run a traditional Epsom start event entrants could still do their own solo/local ride if preferred.

So, whilst a solo/local PR is not the ideal, it does still allow everyone to have a date to aim for completing a project and to have a ride.

The upside is that for the first and perhaps only time anyone in the world with an eligible machine can take part in the Pioneer Run®, get in the programme and get a finishers' award.

Hopefully you will all agree that this is an appropriate approach to take, but to enable this and future Pioneer Runs we are going to need a couple of you to help.

Ask not what your Club can do for you, but what you can do for your Club.

For as long as I can remember the Pioneer Run® has been run by Ian McGill and his team. As a club we have been incredibly fortunate that Ian has given his time so that we can run this event. Thousands of people have been able to enjoy taking part and hundreds of thousands have either watched it or read about it worldwide. I suspect almost every classic bike enthusiast on the planet has heard of the Pioneer Run and that is down to Ian and his team. Ian has decided to hang up his Pioneer Run organising hat for a very well-deserved rest and so we need to find someone to take over Ian's role.

The rest of the team that are involved such as creating the programme and organising marshals are still onboard.

Ian has written an article about running the Pioneer Run® and being the Secretary of the Meeting (SOM) to help explain what is involved and encourage a few people to step forward.

We thought that to future-proof the running of the Pioneer Run, the ideal would be to find a small group of say three to four people that can all work together on the Pioneer Run and take it in turns to be the SOM. The existing wider team looking after marshalling, programmes etc would stay the same and would continue to provide support. People may be happy to join the SOM team for a few years and as they drop off we could add new people to always have a pool of people with the experience to organise the Pioneer Run. We have one volunteer and are looking for another three or so.

Feel free to give Nick Goodwin or myself a call if you would like to help; if you have questions our contact details can be found at the front of the magazine.

Finally, we have moved this year's Pioneer Run® to Sunday October 3rd to give us a better chance of being able to run the traditional event. As the Pioneer Run's normal date would be Sunday March 21st it has been suggested that people might like to take their bike out for a ride on Sunday 21st March anyway. The idea is just a solo ride out from your home and back and is dependent upon whatever rules prevail wherever you are. The club isn't able to organise an event at such short notice, but it seems like a nice idea and rules permitting I shall pop out and let my Triumph take the air.

Pioneer Run® Secretary of the Meeting

Ian D McGill

We are given to understand that all of our members enjoy attending club events, to this end we need members to run these events.

Being a Secretary of the Meeting (SOM) is not difficult or very time consuming and can be very rewarding when you have a good entry and everybody enjoys themselves.

The Club is in serious need for a member or members to run the Pioneer Run®, especially to accept entries and pass on details of fees paid to our Treasurer. If this task is done on a daily basis it is not very time consuming, probably an hour or so each day until entries close. All help will be given, and there is even a club computer available if you do not have same.

Please give this some thought, and contact our Chairman Paul Gander ASAP.

If you don't want to help running SMCC events, then ***Do Not Complain.***

Secretary's Scribblings

Paul Bullock

Notice of the Annual General Meeting: Sunday 16th May 2021

The Annual General Meeting of The Sunbeam Motor Cycle Club Ltd will be held on Sunday 16th May 2021 at The Llama Park, Wych Cross, East Sussex, RH18 5JN. Food and refreshments will be available to purchase in the on-site restaurant prior to the meeting. There will be tea, coffee and cake as usual following the meeting and prior to any general discussion after the AGM.

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 the 10th March. 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 10th March please. The 2020 accounts, agenda and a note regarding the cancellation of the 2020 AGM will be enclosed with your April Club News.

Members are advised that postal votes on proposals can now be registered with the Hon. Secretary, contact detail inside the front cover of this Club News.

Please note that the date for the 2021 AGM may be subject to change due to the ongoing pandemic.

Research in Lockdown

Baz Staple

In my President's message I omitted to give more information of some of the club's Benefits to members. I would now like to list some further advantages on offer.

Firstly, we now have a much improved website **www.sunbeam-mcc.co.uk** thanks to the considerable efforts of Richard Rosenthal and his team. The site has various facets and has a Latest News sector with up-to-date info. We also have a thriving Facebook page **www.facebook.com/SunbeamMotorCycleClub** with a growing number of friends.

Other available facilities especially suited to these lockdown times are a List of Recommended Services and Repairers as advised from members' experiences. This last item has appeared in the Club News but is available on request from the Club Editor.

There is also the considerable collection of original sales brochures and information issued by the past British motorcycle companies. A copy of the full list is available from John Waghorn who can also photocopy any original that you may select for a small fee. John Waghorn's contact details will be found on the inside cover of the Club News.

Other sources of information is the comprehensive list of Marque Specialists and the Club Magazine index, which are also available from our Editor Julie Diplock.

Good research reading, keep safe and well.

Missing Trophies:

Jane Anderson

Commerford and Kennard Cups

These two lovely trophies have gone missing. They were last presented, probably 2016, at the Rose of the Shires event, and for some reason were not handed back. The Comerfords Cup was awarded for best veteran, and the Kennard for the best vintage.

In addition, the paper trail has been interrupted since that event was not written up in the magazine, and the records I have are, unfortunately, rather scant.

If you entered the event that year and won something, or remember anything about someone else who won something, PLEASE could you look in your loft, trophy room or wherever it could be lurking, and contact me directly. My details are at the front of the magazine.

The trophies were both first awarded in the sixties, and are of historic significance to the Club.





Pictured above is the Kennard Cup, and to the left the Commerfords Cup. Have you seen them?



Motor Cycle Weekly July 1980, featuring long-standing club member Geoff Morris. Thanks to Rick Parkington for the clipping.

One owner and 40 years young!

GEOFF Morris was getting bored being just another commuter on his ride-to-work Honda, he bought a 250 with a difference.

No, it's not one of the latest crop of Japanese quarter-litre singles, but a 'new' 40-year-old Model 22 248cc AJS, costing £700.

The bike has a genuine 116 miles recorded on the speedometer and is so 'new' that the factory inspector's ticket is still attached and the toolroll is complete.

What's more, the machine, which hadn't been fired up for 35 years, started second kick even though the original spark plug was later found to be slightly loose.

Highways engineer Geoff, of Wallington, Surrey, bought the machine at the Historic Transport Spectacular auction at Ardingly, Sussex, last week, along with a rare 1914 JAP-engined unbeam with Gloria No. 5 sidecar costing £1,200.

The AJS is in excellent original condition apart from a little rust and now Vintage Motor Cycle Club member Geoff will give the machine a moderate clean-up before it becomes daily transport commuting between home and Croydon.

The bike was originally bought by a wealthy Mr Stevens as an economical transport alternative in case petrol became scarce during the last war. It cost a grand £53 19s and was registered on September 28 1939 and amazingly the bike had only been used twice before it went to auction.

Lord Astor, a friend of Mr Stevens, who ran Dedworth Manor country club in Windsor, borrowed the bike for a weekend during the last war and clocked up most of its 116 miles.

Then in 1946 Mr Stevens' son rode the machine for a mile, didn't like it, and the AJS stood in the hallway of his business premises in Wimbledon for 24 years until going to auction.

Pinhard Trophy 2020 Winner: Alicia Robinson

Tony Lloyd

This year's winner is 19-year-old Trials Rider Alicia Robinson.

The Pinhard is one of the UK's most prestigious awards, the giant three-gallon cup having been presented since 1950 to the best Under-21-year-old sporting motorcyclist competing under ACU or SACU jurisdiction.

In a difficult and truncated season Alicia competed in France, Spain and Andorra (where she picked up a puncture). Despite this she claimed Runner-Up position in the Trial2 Women's World Championship. The Judges were particularly impressed by her efforts to help out in the community. She has a part-time job at her local Tesco store and throughout lockdown she kept working, keeping the shelves stocked and providing essential items to those in need.

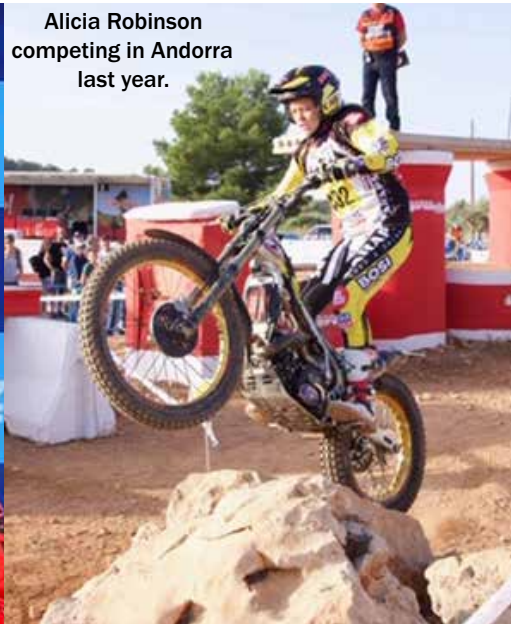
Alicia's response to learning that she will receive the Pinhard Trophy this year was "Thank you so much for selecting me to receive the Pinhard Prize. It was such a lovely surprise to find out I have won particularly with my Birthday and Christmas coming up. I felt like I have worked extremely hard over the past year, both in the gym and on the bike, so to be awarded this prize makes me feel like the hard work is starting to pay off. Best wishes to the Judges and Sunbeam MCC. I'd like to say a massive thank you to all my sponsors and family for their support to help me achieve my dreams especially during this global pandemic."

Alicia faced stiff competition and voting was extremely close. Normally presentation is at the ACU Awards Dinner in January but this year it will be at an event venue in the early spring. Hopefully, we can circulate an E-Letter when the date is fixed. It would be good to see Sunbeam members at the event in support.

Previous winners are a list of motorcycling greats over the last 68 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Bill Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names. Last year's winner was Trials rider Toby Martyn.

Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club. Judges were editors of leading motorcycle periodicals, General Secretary of the ACU, the President of Sunbeam MCC and two officials appointed by Sunbeam MCC.





Alicia Robinson competing in Andorra last year.

Rose Of The Shires: Sunday 6th June 2021

Rob Bayman



Covid permitting we are once again excited to announce that we will be looking to host the Rose of the Shires veteran and vintage motorcycle run with a brand-new venue and new route. The start will be in the quiet village of Great Brington, situated close to the Spencer family home Althorp. The run will start and finish at The Reading Rooms in the village. The route will meander through the Northern part of Northamptonshire travelling through beautiful villages with some amazing countryside too. The morning route will be around 40 miles, stopping for lunch at The Stag at Maidwell which is optional but must be pre-booked, with a further 30 miles after lunch making your way back to the Start/Finish at The Reading Rooms, Great Brington. It would be appreciated for early entry to help with the administration.

All entries received with an e-mail address supplied will be sent entry confirmation.

For more details contact Rob Bayman 07850 870094 **robertbayman(-a-)btinternet.com**

Picture by Richard Jones of the 2017 Rose of the Shires Run.

Ixion Cavalcade

Dave Masters

Sadly, no Cavalcade 2020 for obvious reasons, it would have been Ian Cockshull's fifth and last year as SOM which he gallantly took on after I stepped down in 2014. All us Ixion devotees are grateful to Ian for continuing what has become a popular annual event in Bexhill on Sea. Ian needed to search high and low last year to find a new Cavalcade venue after the clergy at St Barnabas decided the event could no longer be held at the church, much to our disappointment.

Unfortunately, the best choice of venue for 2020 was over seven miles inland from Bexhill, but it did allow the event to continue and was not far off the regular route. Then fate took a hand leaving the 10th running of the event void (co-void). In the meantime, after talking with Ian and considering 2021 I wrote to the clergy to ask for a re-negotiation for the use of the church under acceptable conditions for both parties. Sadly in the weeks since I sent the letter I have received no reply, but have now heard (second-hand) that there will be a significant change of clergy before Christmas. This may give us the chance to re-negotiate the Ixion Cavalcade at St Barnabas as the venue.

Looking at the 2021 unratified SMCC calendar, when we might hope for the usual May date, it is not secure enough to make it worthwhile for me to plan for, and the only other dates I might choose are in August 2021 which is very booked with other events.

If we can get agreement with the church we could see the Ixion Cavalcade on the weekend of 21st – 22nd August or 18th – 19th September 2021, Saturdays being a possibility to avoid clashing with church services. Another possibility is that the Cavalcade could move to another of Basil Davis's churches, choices include St Mary's, Newington, South London; Holy Sepulchre, Northampton; St Wenn, Cornwall or St Peter's, Lodsworth, West Sussex. Let us know if you are motivated enough to re-site the Cavalcade near you and we will give you support and advice if needed.

From The Membership Secretary

Sue Wells

This is my first write up for the Club news and first of all I would like to thank Brian Empsall for the hard work he did when he was membership secretary and I would also like to thank all the members who have sent me their good wishes for my new role.

If you would like to get in touch with me, you can do so by phoning me on 07555 290536 or emailing **membership(-a-)sunbeam-mcc.co.uk** .

Please give the following new members to the Club a warm welcome:

Colin Chambers	Dorset	John Frith	Swansea
	Howard Wilcox Bedfordshie		

We were sorry to hear of the deaths of Barry Somerville and Alex Thomas and have passed on our condolences to the familes.

2021 Subscriptions

Thank you to those of you that have paid for your 2021 subscriptions, on the back of your address label you will find your membership details.

If you have not paid, on the back of your address label you will find details for your membership subscription for 2021. You might have paid recently, in which case, apologies, you will get your membership details in the next edition of the Club News.

The rates set for 2021 are:

Full UK Member £24

Full Overseas Member £30

Family Members (UK or Overseas) £5.

Payment can now be made by cheque, PayPal or internet banking as follows:-

Cheque

If paying by cheque please send your cheque payable to Sunbeam MCC and send to SMCC, 31 Ashington Gardens, Peacehaven, BN10 8UB, please write you membership number on the back of your cheque.

Bank Transfer

If paying by internet or telephone banking please make payment to: Sunbeam Motorcycle Club Ltd No 2 a/c, (Sort code) 09-01-53, (Account Number) 39197706 with your membership number and your name as Payment Reference.

PayPal

If paying by PayPal please send your payment via the [Pay or send money] > [Pay for goods or services] feature in PayPal to:- membership(-a-)sunbeam-mcc.co.uk with your membership number and your name as a note.

Regalia News

Rob Smith

Thank you to everyone that assisted in purchasing some more of the dwindling stocks of the old Club clothing etc.

Magazine Binders

I am pleased to say a few members have declared an interest in ordering some. I would like to ask again if there is any further interest before we commit as a few extra will likely be ordered, but not in huge quantities to avoid problems of storage plus getting a return on the money invested by the Club. As always, my contact details are inside the front cover.



Website News: Richard Rosenthal

Member's Activities

A new page has been uploaded onto our website for all Sunbeam Motor Cycle Club Ltd members to announce, publicise and invite like-minded enthusiasts to their private events, start-up days and social gatherings they are organising and which comply with current Government advice for such gatherings. The Sunbeam Motor Cycle Club Ltd has no part in the organisation of such but welcomes you to promote what you are doing in your locale and invite others to join in.

For details visit the website at **www.sunbeam-mcc.co.uk** , navigate to Events and then Members Activities or the direct link is **http://sunbeam-mcc.co.uk/members-activities**

2021 Pioneer Run®

A new e-mail address has been set up for the 'secretary of the meeting (SOM)' for the annual Pioneer Run® **som-pioneerrun(-a-)sunbeam-mcc.co.uk** . At present this e-mail address is set to an automatic reply reading 'Due to the Covid 19 situation detailed plans for the 2021 Pioneer Run®, re-scheduled for Sunday 3 October 2021 are on hold. For up to date information please check the club website **www.sunbeam-mcc.co.uk** in the coming months. If you want to enter the event for the first time, or return to the run after and absence please leave your details at **contact(-a-)sunbeam-mcc.co.uk** '

Once the Run steering group are able to release more information the **som-pioneerrun(-a-)sunbeam-mcc.co.uk** e-mail address will be opened to enable contact directly with the SOM.

Those who entered in 2019 and /or 2020 will automatically be sent entry forms when they become available later in the year. As in previous years entry to the event is open to all riders and drivers of pre-1915 motorcycles, tricycles, sidecar outfits and SMCC permitted quadricycles recorded on the SMCC Pioneer Register®.

Club Meets

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

Club Nights at West Kingsdown Village Hall, Kent Rob Smith

These are held on the third Monday of the month from 8pm to 10:30pm at West Kingsdown Village Hall, London Road, West Kingsdown, Kent TN15 6BZ. (Behind The Gamecock Pub) OS grid reference O/S 188 574 629. Tea or coffee and biscuits provided, for more details contact George Smith on 01474 852960 / 07929 883665 or **t110george47(-a-)gmail.com**

Club Nights at Six Bells, Chiddingly, East Sussex Vacant

These are held at 7:30pm on the first Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, telephone 01825 872227, OS grid ref. TQ 543142. Food is available from 6pm.

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

Club Meetings at London Colney, Herts Vacant

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

Club Meetings at The Horse and Groom, Essex Frank Mace

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

Bumper Christmas Quiz: Answers

Ian Young

1) An AJS radiogram
2) The Plumbers Nightmare
3) Sunbeam
4) Blackburne, Douglas and Moto Guzzi
5) Brough Superior
6) Harley Davidson
7) Coventry Eagle Flying Eight
8) USA
9) Radial design
10) Vincent Sprinter
11) Packman and Poppe
12) James
13) Autocycles
14) The Panther
15) Triumph
16) North London Garages
17) The Triumph Riccardo
18) The OK Supreme
19) The AJW
20) The Scott and The AC Sociable
21) Newcastle on Tyne.
22) DKW
23) Beardmore
24) DOT Bradshaw Toreador
25) Veteran Triumph rider who undertook a 2000 mile run.
26) Highlands Hill used in the Scottish Six Day Trial.
27) Gloucester.
28) Croydon 1930.
29) Nottingham
30) Zundapp, Germany.
31) Water-cooled.
32) HRD and Rudge.
33) First UK Speedway event.
34) Ariel
35) Martinsyde
36) Cyclemaster Cyclemotor
37) Alfred Angas Scott
38) Brooklands Circuit.
39) Rudge Motorcycles
40) Yes
41) Francis-Barnett and Moto Guzzi
42) Martinsyde and BMW
43) German World Sidecar Champion.
44) World War II was declared.
45) Prams and sewing machines.
46) Aeroplanes
47) Mike Hailwood's father, Stan Hailwood.
48) Harold Daniell
49) Matchless
50) All British Company
51) Royal Enfield
52) Sammy Miller
53) The German Victoria
54) Moto Guzzi
55) Enclosed hydraulic brakes.
56) Devoid of Trouble
57) Electric start and lights.
58) Killed a pedestrian driving whilst drunk.
59) Ariel
60) 125cc two-stroke.

Kop Hill Climb Revises 2021 Event Dates

Julie Diplock

The Kop Hill Climb Organising Committee has announced a change of dates for the 2021 Festival weekend, the 110th Anniversary year of the first- ever climb in 1910. The event will now be held on September 25th and 26th, and not September 18/19.

The Kop Hill Climb raises thousands of pounds for local charities, and due to the cancellation of the 2020 event donations are invited. If you have not already made a donation, you can do so by going to the KHC website, **www.kophillclimb.org.uk**

National Transport Trust 2021 Awards

Julie Diplock

Previously known as The Transport Trust, amongst other activities the NTH alocate Red Wheel plaques on significant historic transport locations, such as The Ace Cafe, London.

The Trust are currently compiling a list of preservationist and restoration awards for 2021, and lack motorcycle entries. They invite nominations of suitable candidates, for more details visit **www.nationaltransporttrust.org.uk/awards/about-our-awards**

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.***

Anyone Recognise These Awards?

Dear Julie,

Many years ago I was clearing our stall at the Beaulieu autojumble and was standing by a skip when another stall holder was about to throw a box of awards away. He asked if I would like them and rather than see them thrown away, I said yes please.

I am now wondering if any Club member recognises the names engraved on them. There are two names: G W Fisher and A V Johnson, the dates on the awards are between 1929 and 1934 and they were presented by the North West London MC, for the London to Gloucester Trial, the Team Award presented by the Western Section ACU and tankard presented by the G.M.C. & CC, this one for the 1934 Harper Trial along with several others. If anyone knows who these riders were or have any knowledge of the events I would be delighted to know.

Regards,

Paul Bullock

Does Anyone Know This Sunbeam?

Dear Sir,

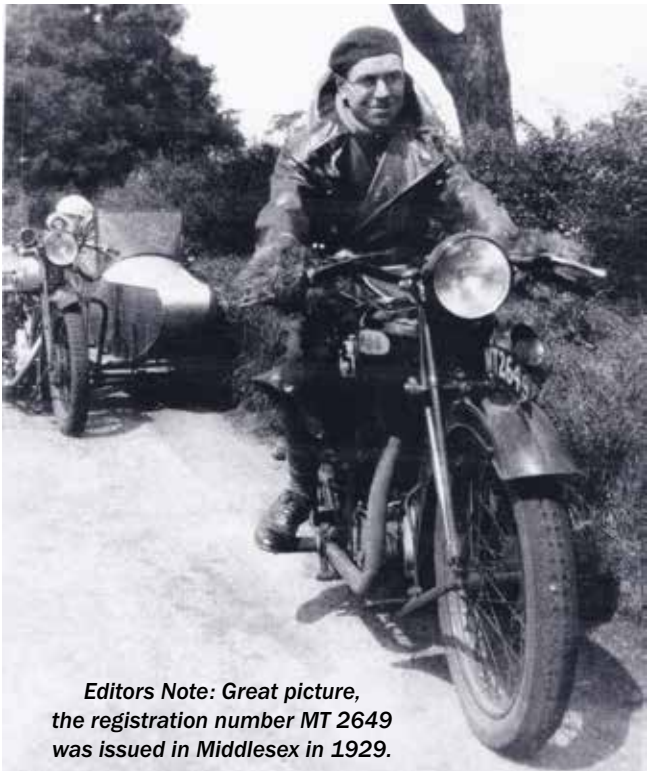
I came across your facebook page and wondered if you could provide any information regarding the photo attached. It is my late Father on his Sunbeam motor cycle taken at Leek Wootton, Warwickshire in the late thirties. It would be nice to know if the motor cycle is still around or if any of your members could provide any further information.

Kind regards, John Morley

Editors Note: The registration number ANG 183 was issued in Norfolk in 1935.



Buster Kitchen - A Club Man



Editors Note: Great picture, the registration number MT 2649 was issued in Middlesex in 1929.

Dear Julie

This is a photo of my father Buster Kitchen in about 1931 out for a ride on an AJS. He was a member of The Enfield & District Motor Cycle & Car Club, The Mercury Motor Club London and The Southgate Cycling Club from 1929 to 2003.

I also have a machine badge for The Mercury Motor Club.

Keep your heads down and keep taking the pills!

All the very best,

Rob Kitchen



Early Photographs

Dear Julie,

Yet again, what interesting and superb period photos grace the pages of the magazine. I am always fascinated by the quality of most early photography. Once, I had a large photo of the engine of a 1904 P&M which clearly showed the engine number and the number of fins on the cylinder barrel.

As an aside, it is also interesting to note the clothing of motorcyclists and other groups in these early photos. Everybody, both male and female, wore a hat which continued right up to the late thirties. The huge hat industry was centred on Bedford and it was little wonder that the local football team was knowns at The Hatters. Perhaps even more amazingly, as shown in the photo on page 40 of the last issue of the line-up of 1912 riders, all were wearing stiff collars and ties.

Early motorcyclists must have been reasonably well-off if you consider bikes cost around £50 and petrol was 1/3 per gallon in 1904. Consider that the wages of workers in that era would have been around £2 per week.

Finally, from about 1905 onwards an explosion of motor cycle clubs formed, some of which already staged some demanding events, which were graced with some female competitors.

It also suggests that even in that early period there was an interesting variety of bikes, obviously quite reliable to undertake such challenges.

In closing, it is marvellous that so many early machines have survived with many in the hands of Sunbeam MCC members who are still prepared to use them.

Regards,

Ian Young

Dayton AP 3266

Dear Julie

I am delighted to say that we have discovered some more photos of the Dayton.

We also found a copy of The Sunbeam Club's Supplementary Regulations for the event at California-in-England on July 25th 1954, which showed it was called Commemoration Rally, in celebration of the 30th anniversary of the club. The event was open to solo motorcycles, sidecars, tricycles and cars manufactured no later than 31st December 1930.

When we discovered the image of the Dayton competing in the Sunbeam MCC Commemoration Rally, printed in issue 906, the family here commented on the wish for a facing image. I wonder how many magnetos emerged still providing a spark! From a comment on the rear of the photo and visible rain drops on water, the weather on the day was not kind. I hope this provides further interest.

Yours sincerely, David French



The Dayton in Robert Fry's garden



My wife's two sisters with the machine in 1962.



The Dayton at the 1954 Commemoration Rally



My late father-in-law Cecil Fry with the Dayton, photo dated 1955. It would appear that the tank has received a change of colour

1911 Clyno Sidecar

Hi Julie,

I have recently purchased a 1911 Clyno sidecar outfit, registration number XP 21. I was hoping you could put my letter in the club journal as I am trying to trace any early history of the machine. I know it was used and owned by the late Brian Graggs in the 1970s to the early 1980s but before this I have no idea. I am hoping that a club member might know some history of my machine.

I could be contacted by telephone on 01257 271005 or email **andrew185(-a-)btinternet.com**

Any information will be greatly appreciated. Kind Regards, Andy Tyldesley.



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Features and Articles

New Location for the Seventh Romney Marsh Pre-1931 Run

26th September 2021 **Martin Hirst**

With much gloom and uncertainty in the news in relation to COVID 19 and lockdown I thought I would pen a few words on the clubs plans for later on in the year to give members something to look forward to when we are all able to get out again and socially run our pre-war bikes in the sunshine together.

As the new secretary of the Romney Marsh Flat Tank pre-1931 run and a previous enthusiastic helper and competitor for the last four years on my 1918 Dart-JAP I was asked to look for alternative and hopefully better facilities for the 2021 run.

With a little assistance from our club editor, I have identified a new start finish location at the Romney Marsh Wartime Collection at Brenzett, TN29 0EE, which offers a bit more space, better facilities and interest for competitors and supporters alike. It is close to The Star Inn at St Mary in the Marsh, used in previous years.

The intent is to not change the successful formula of previous years with a choice of short (30mile) and long (50 mile) routes which will still offer the same meandering flat country lanes of past events that have attracted a good number of entries in previous years. The route will be signposted, and Tulip maps will be provided for competitors as usual. There will be the usual help number and recovery service as with previous years.

The event will be held on the 26th September 2021 and is aimed to encourage entries of older machines with a course sympathetically devised with two classes one for pre-1915 machines and a second for machines built prior to 1931.

The awards entrants will be competing for will be as follows:-

The Len Heath Trophy – Most original unrestored Machine.
The Daily Express Pioneer Run Trophy – Most Admired veteran.
The Sunbeam 200 Mile Trial Trophy – Most Admired vintage
Graham Walker Memorial (Tom Lightfoot Trophy) – Furthest travelled competitor
Sponsors award – To Be Announced



Tea, coffee and other refreshments will be available on arrival at the onsite tea room and if enough interest hot food after the run, all of which will be enhanced by using the museum site which has a number of interesting exhibits which it is hoped entrants will stay and enjoy.

So, what can I expect to see at this new museum venue?

The Romney Marsh Wartime Collection, incorporating the Brenzett Aeronautical Museum Trust, at Brenzett, is a unique collection of wartime equipment with historic remains recovered from aircraft

New Location for the Seventh Romney Marsh Pre-1931 Run Continued Martin Hirst

crash sites and other related memorabilia collected and donated to the Museum since its formation in 1972. The site was used as an Advanced Landing Ground during WW2, situated within a 300-acre site of flat marshland which opened in 1943 as RAF Brenzett as part of RAF Fighter Command.

Amongst other exhibits the Museum has a Bomb Disposal equipment display which I am informed is the largest and most complete collection in the UK and a Barnes Wallis Dambuster Bomb on permanent display outside.

The buildings now occupied by the museum were also used as a hostel of the Brenzett Women's Land Army. After the war these were abandoned and eventually used as a potato store until the Museum was started by a group of enthusiasts who excavated some local crash sites in 1973.

The collection has grown considerably since then, and continues to grow thanks to a number of dedicated volunteers. Displays are divided into sections which continue to be refined and improved as time and money permit.

Various sections are the Advanced Landing Grounds display, of which Brenzett was a Battle of Britain section, WW1, engines, Canberra PR9 cockpit, Land Army and the Bomber command room including their latest exhibit, a Lancaster mid upper turret which has been mounted in a replica fuselage section. Alongside are other Lancaster, Wellington, Halifax, Mosquito and Blenheim artefacts.

Other sections are a link trainer the WW2 flight simulator, the Ghurkha room, a DC3 cockpit (which crashed at the local Lydd Airport) and outside a radio tower that used to be part of Lydd Airport comms system with the radar from the top of the control tower.

Sections of planes are also on display with a Canberra B2 bomber cockpit, Percival Prentice and DH Vampire T11 trainer although this is awaiting better weather for static restoration.

Once I have a better picture of the timeframes for returning to normality, I intend to finalise more details but I hope you will join me to make this new venue and the continuance of the Romney March pre-1931 run a success.

More details on the museum can be found here: **www.rmwcollection.co.uk**



A Day At The Palace

Rick Parkington

No, not that Palace…I don't think I'm down for a knighthood yet-awhile; I mean Crystal Palace, London, which from the late 'twenties until 1974 was the Metropolitan race circuit.

What I'm talking about is 'Motorsport at the Palace' an event that spanned the 26th and 27th May 2019. See, back in the old days there weren't too many race tracks around. Brooklands was the first purpose built motor racing circuit in the world, but for a long time it was also the only one. Pre-Brooklands there was a fair bit of racing at Canning Town in London's East End, but it was really a bicycle track, unsuitable for cars.

Only the straw bales and a crash helmet irreverently placed on a statue reveal that this pleasant parkland is a race track. The original circuit was pretty big, covering a couple of miles and more or less following the park perimeter.

Crystal Palace circuit opened in May 1927 with a motor cycle race. The racing was organised by Messrs Mockford and Smith who, according to the writings of pre-war trials and track rider Karl Pugh in the 1980s, were owners of a motorcycle business in Maidstone, Kent but unfortunately he doesn't say which one. The only one I know of was BSA dealer Ansteys in Lower Stone Street. The building still stands, I'm not sure it wasn't the same shop that housed the Sanglas motor cycle importer in the 1970s. Anyway, I'm digressing.

We were at the event this year thanks to our friend Dennis Grech. Dennis was due to display one of his bikes there but a change of date meant the event clashed with his wedding anniversary, so he suggested we take his place. We asked if instead of being a static display we could join the riders on the circuit and were lucky enough to be accepted – despite most of the others being actual racers. Maybe it was because our two bikes were the oldest there, earning them special privileges…

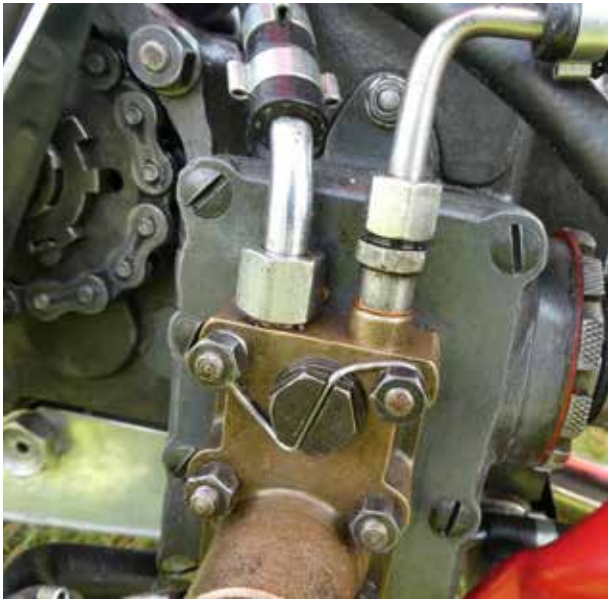
Judy took her 1928 Scott (see picture on back cover) and I took the '28 Model 9 Sunbeam, so we weren't far off the date of the circuit's origin. 1928 has another significance in motor cycle terms, being the year that Speedway hit Britain, having been imported from Australia. Crystal Palace ran a speedway team for many years. But today wasn't about speedway. The lovely Sheelagh Neale's methanol-burning Triumph 6T was there, pictured on the back cover.



Rather smaller was the little Maserati/ Itom special brought by Steve Bedford, on the left. Steve's dad Geoff fitted the Itom engine into the Maserati Tipo in 1960 and raced it with some success.

50cc racers have always appealed to me – the bike shop I used to work at in Maidstone had been Chisholms before it became Paul Smart's and the Chisholm brothers, Bill and Don had some success with racing Itoms – converting the three speeders to six gears using a derrailleur system.

The Shutterstock website has several old Crystal Palace photos including a lovely shot of Don Chisholm on his KTT Velo in 1956. Chisholms were Bill Ivy's employers and sponsors in his early days and when I worked at the shop (by then Paul Smart's) we had the 'Chis Honda' CR93 that Bill raced up on the wall. I was lucky enough to know Don and Bill, they often called in when I worked at the shop. In retirement they remained 'proper enthusiasts' who visited the Isle of Man TT every year in their camper van. It's nice to think that I've ridden at Crystal Palace, maybe in Don Chis' tyre tracks.



This ex Arthur Wheeler Guzzi was a lovely thing too. Look at the neat lock-wiring job on the oil pump.

I should explain that Motorsport at the Palace is NOT a motorcycle event. It is primarily for cars; bikes have only been welcomed in recent years. Initially motor cycles were invited as a static display and it has taken a while to get us out on the track. Even now, while the cars were actually competing, doing timed sprints, when the bikes took to the track it was for 'parade laps', following a pace car. And we were asked not even to do the dropping back and then opening the taps to catch up again trick. But the good news after the event was that apparently the crowd really enjoyed the bike demo so maybe it's a case of motor cycles earning their place. Motorsport Day has been run since 1997 by the Sevenoaks and District Motor Club (est.1954), not some airy-fairy promotions company, and I suspect more than anything they are bound by their insurance cover so, for now at least, we just have to enjoy the privilege of riding on an historic circuit at modest speed, and I still managed to have a bit of a tear up with Max Aldous on his speedy Lambretta.

"You were desperate to get past me!" he laughed. I explained it was nothing personal, I was desperate to get past anybody and I was very chuffed when he added, 'Goes well, eh, that old Sunbeam.'

Having squeezed past Max I actually had my sights on my old mate Ray Palmer, who was on his smashing little Triumph JAP but I didn't manage to catch him before the two laps were over. "Where did you get it, Ray?"

"Scrapyard." he answered.

"Cor, amazing what you could pick up in the old days, I guess..."

"No, this was only a few years ago. A friend saw it there and tipped me off, I only just got there in time – whatever frame it had been in had already been crushed."

Beggars belief doesn't it? I'd guess it was an old grass bike, from the anti-clockwise days at Brands. I always reason that one of the positives about the huge prices of classics is that now everybody knows they're worth money, they no longer get sent for scrap...but apparently not.



Ray Palmer built this 1934 250cc JAP fitted in a Triumph single frame, with bronze head, track carb and jetted for dope.

A Day At The Palace Continued **Rick Parkington**

On the ride back to the van Judy yelled "Jesus, that's really smoky!" as she overtook my Sunbeam, and she's riding a Scott, bear in mind. Admittedly I'd wound the oil pump up a bit for the track session -.but blimey, she was right. The Sunbeam was belching an enormous amount of smoke. So much in fact that some twerp in a blacked-out windows gangsta-mobile, while anxious to broadcast his taste in high volume rap to the world, couldn't hit the window wind-up button fast enough!

Ironic that we'd had to ride the bikes into town because our van is too old to be 'LEZ compliant'! Surplus oil had also kept the rear tyre cool and spewed forth onto the highway.

But as usual the last laugh turned out to be on me. When I got home, I discovered that it wasn't the pump setting after all, on examination I found that the tank has sprung an internal leak between the petrol and oil compartments – and unlike 'common or garden' BSAs of the period, Sunbeam had not been considerate enough to fit a double wall between the two to prevent this. All that flannel about tin-smithing and BSA got the drop on them....

I'm not keen on using gloopy tank sealers – especially since it's hard to predict their reaction to future Ethanol percentages. But re-soldering the join was particularly difficult on this tank because of its needlessly complicated design. On most you pop the front off and the seam is before you but this one has a box inside so short of dismantling the whole thing you can't get to all sides. I managed it but had to work on the wrong side of the seam, through the oil pump hole.

Still, I have a plan to fit a recirculating oil engine – and a separate oil tank. Another lockdown task beckons...



Rick's 1928 Sunbeam

Visit our website: www.sunbeam-mcc.co.uk
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Barr & Stroud Sleeve Engines Part Two

John Ferguson

What the numbers reveal.

From the sales orders, a reasonable picture of the engine sales can be drawn. There is a full numerical sequence of sales orders, but they cover all sales from binocular spares and metal scrap from the workshops as well as engines so it isn't perfect. While most engine sales orders have the engine numbers recorded, there's a lot that don't. Looking at the number sequence, there are more gaps there than there are orders without numbers, so somehow engine numbers are missing. Were they despatched outside the sales order record? There is no way to know. Some were, I suspect, scrapped without ever being sold.

Engine sales began in August 1921, and the last sale was recorded on 25 October, 1926. The lowest number found is 23, which was returned for repair by Walter Stich, of Paisley, in December 1923. There is no record of the initial sale of this engine. Engines were often returned, described as "for repair and bring up to date" or similar, repairs that were paid for in virtually all cases.

The highest number found is 252044, number 2044 in the general sequence. Numbers ran sequentially up to around 550, in October 1922, when a year prefix was introduced. Engines were not sold in anything like sequence, however. The "22" prefix continued until April 1924, and 221448, but the first of the "23" series is 231270. Engine No. 144, recorded as 21144, is the only number found with a "21" prefix, but it was sold in 1924.

There are a few conspicuous gaps in what is generally a fairly complete record. That completeness contrasts the omissions, such that I speculate that the numbers in the 1600, 1800, and 1900 range were not used at all. 183 engine sales are documented without an engine number recorded. 1402 sales have the engine number documented, a total of 1585 records to cover the numbers up to 2044. From the information available, I conclude that around 1700 motorcycle engines were made; roughly 1,500 of the 350cc WA6, 110 of the 500cc WA7, and only 80 of the 1,000cc V twins designated WA9.

The sales orders reveal other interesting details. Barr & Stroud did some jobbing foundry work, mostly for ship builders, but it shows that they maintained their own foundry. Certainly, aluminium and bronze were cast on site. There is no evidence either way of iron founding. Machine shop scrap in aluminium, bronze and iron was sold at various stages, allowing the conclusion that all machining was in house.

Who Bought Them?

FE Baker's Precision Works, then part of Beardmore Engineering, was the clear champion of the Barr & Stroud engine, taking 172 of the 350's. Packmann & Poppe took 120, and Sparkbrook 96. Coventry Bicycles, De Luxe, DF&M (Diamond), Grindlay's and Mascot all bought between 50 and 80 engines. RF Reggel in Germany bought at least 79; some of these at least went into "Renner Original" motorcycles. Renner Original advertised both 350cc and 500cc B&S engined models. Tozer, Kemsley and Milbourn were sales and shipping agents who sent 66 engines to Australia, of which more later. Single engines or trial numbers were sold to George Brough, Rudge, JA Prestwich, BSA, Cotton, Rover, New Imperial, AJ Stevens, and many private individuals. Two 1,000cc Barr & Stroud V-twin Brough Superiors were built and sold. Both engines returned for overhaul at different times, and so their then owners were identified.



Barr & Stroud always described their engines on sales orders as "motorcycle engine", and most of their customers were motorcycle factors, but not all. Ransome's bought a few for use in lawn mowers, Wallace Agricultural Engineering bought at least ten which presumably went into agricultural products. Wallace's best known product was the three-wheeled "Glasgow" tractor powered by a four-cylinder single sleeve valve engine.

Barr & Stroud Sleeve Engines Part Two

John Ferguson

Were they any good?

Tozer, Kemsley and Milbourn sent 66 engines to Australia. 49 of these, 350cc WA6A, went to the Western Australian Government Railways (WAGR) where they were used to power fettler's trolleys. This gives us a good look at how they performed as a fleet. Fortunately, the WAGR Historical society has the archives. We know that selection of the engine was based on a trial where the trolley had to carry two fettlers up a specific grade at 15MPH. We also know that in March 1939, 46 of these engines were still in service. In 1951, a significant proportion, although the exact number is not recorded, remained in service, now 25 years old. Eventually all were replaced with JAP engines by around 1956.

Tozer and Co. made several orders of spares. The first of these was very much a preventative maintenance spares order; three sleeves, three pistons, three gudgeon pins, a dozen sets of piston rings, junk rings and gasket sets. Over another dozen orders, the following were shipped: 36 sleeves, 6 spherical couplings, 17 pistons, 64 sets piston rings, 51 sets junk rings, 33 gudgeons, 6 conrods, two crankshafts and flywheels, 9 cylinder heads, two sets magneto drive gears, 5 sumps, 14 carbs, two timing covers, 14 engine body/crankcase, 5 exhaust flanges, 15 magneto brackets and 18 relief valve assemblies (decompressors). There's nothing abnormal, given that some were in service for more than 30 years.

Back at Anniesland, early in the production phase there were a few engines repaired or replaced without charge, although not many. The only real clue to reliability issues is a note on a stock transfer returning a quantity of new and as yet unsold 350cc engines from the Coventry warehouse to the Anniesland factory "to fit stronger sleeves". Through examining the orders there are a few that are for spares, but they are too few to provide a reliable indication.

So, were they any good? The WAGR experience shows that they weren't bad. They were, however, very different, and many would have been exchanged for poppet valve engines if and when they gave trouble. We know that this happened with one of the two Brough Superiors. Best and Lloyd oil pumps were fitted. These were a simple single pump that injected oil onto the back of the sleeve, which spread it about, ultimately burning some, spitting some out unburnt, and accumulating some in the sump. The original B&L pumps delivered 500cc per hour, far too much oil for any vintage engine, and even set as near to "off" as you'd dare, they still over-oiled. Later B&L pumps were much smaller and pumped 200cc per hour. These are recorded as fitted to some engines from mid-1925.



If you have any further information then please contact me by email: **johnferguson(-a-)iinet.net.au**

Pictured Left: The 500cc Barr & Stroud engine fitted to 'Ever Onward', built by the late Warren Hicks of South Australia in the sixties.

To be continued.

Ladies Model Douglas

Nick Smith / Julie Diplock

Nick sent in this charming studio portrait of a couple aboard a Ladies' Model Douglas, with a note that FH 52 was registered by the Country Borough Council of Gloucester but no other information.

This got me thinking, and I remembered that I had featured a book review about Gloucestershire registration numbers. 'Conspicuously Marked' covers vehicle registrations from 1903 to 1913, prefix 'FH' and 'AD', and is published by The Bristol and Gloucestershire Archaeological Society. The review appeared in the Club News issue 901, December 2019 – January 2020. The ISBN number is 978 0 900197 970, and it can be purchased for £30 plus postage from **secretary(-a-)bgas.org.uk** or you can buy online from **www.bgas.org.uk**

On checking my copy, FH 52 was allocated to a 2¾ HP Douglas of 100lb, first registered to a Mrs Bertha Bartlett, of Barton Street, Gloucester in August 1911. Then in November 1913 it was registered by a Mr John Smyth, an electrician, of Hinton Road, Gloucester. So, it could be Mrs Bartlett or Mrs Smyth in the photo, or it may have been in use as a portrait studio prop.

I imagined Mrs Bartlett as somewhat matronly, and also the wear on the paint and dirt on the tyres indicate it's not a brand-new machine so maybe it's young Mrs Smyth relegated to the pillion? I'm sure some knowledgeable person could put a date to the clothes, the skirt length looks quite short.

I've contacted the book editors who were very pleased to see the picture, and they hope it will feature in a later edition of the book.

Sadly FH 52 does not appear on the DVLA computer, I wonder what happened to this machine? Hopefully it survived and was re-registered with a different registration number.

It's just amazing what information is out there, and even more amazing to feature Frank Dolman and his 1912 Ladies Model Douglas on this issue's front cover over 100 years later.



John O'Groats to Land's End on an 1896 Leon Bollee Part 5

From The Photo Album: Day 4 To Cumbernauld **Charlie Jenner and Dave Pittuck**



The A822 dips down by Sma Glen. Later we met very heavy traffic when approaching Cumbernauld on the A80. We encountered potholes in Airdrie and Lanark. We climbed the hill up into Lanark like a train, and entertained the school children who were waiting for their afternoon school buses. Evening found us at Abington for B&B.

On the 4th day, Charlie approached Shap with, we must admit, a degree of intrepidation as we thought of the climb up Shap Fell.



John O'Groats to Land's End on an 1896 Leon Bollee Part 5

From The Photo Album: Day 4 Shap Fell **Charlie Jenner and Dave Pittuck**



Shap proved no match for the Bollee, it sailed up in 2nd gear and amazed us with the ease with which it climbed. Charlie sped downhill in the afternoon sunshine. By 6.30 we had arrived at Garstang where we found B&B on the A6

We were allowed to garage the Bollee in a substantially built barn for the night.

After the familiar early morning Bollee 'service', we made our way to Wigan College of Technology where we had kindly been offered full workshop facilities if the need for such arose en route - thence on to Telford for B&B at the end of the 5th day.



John O'Groats to Land's End on an 1896 Leon Bollee Part 5

From The Photo Album: Day 5 Worcester **Charlie Jenner and Dave Pittuck**



To this day we cannot fathom how Dave, on the Bollee, became separated from Charlie, driving the Rover - both parties took the correct road (A38) out of Worcester. As previously agreed, if such occurred, the Bollee driver would press on, provided he was certain that he was on the right road. This Dave did, and it was not until the approach to Gloucester that we met up again.

Bristol, we encountered, complete with heavy traffic, difficult to follow road signs and awkward traffic lights which changed to red as the Bollee approached up the very steep incline. This was the only time on the journey when we would have welcomed use of the aforementioned block of wood, but theory did not mature into practice, since, in the event, Charlie would have needed an extra pair of hands to unwind the block from the front seat before chocking the wheel - let's just say he managed admirably!

The sharp pull out of Bristol enabled us to enjoy a panoramic view over the Severn Valley.



John O'Groats to Land's End on an 1896 Leon Bollee Part 5

From The Photo Album: Days 6 and 7 To Bodmin **Charlie Jenner and Dave Pittuck**



Towards the end of the 6th day we made for the Quantocks - as usual, being overtaken by all and sundry! We found farmhouse B&B on the A38 near Highbridge.

On the 7th day, having negotiated Exeter traffic and Okehampton traffic jams, we headed for Bodmin for our overnight stop. We left the Bollee on the trailer in the local police station carpark. Bodmin is an excellent example of the new road (bypass) having very gentle gradients, whilst the old road through the town is more akin to a switchback at a fairground.



Pioneer Pictures From Dad's Album

Sue Wells

I am going through my parent's photos and I found these photos that my Dad took at Brighton before he met my Mum, so pre-1961.

Just after the photos in the book is a photo of the cups, and we think the cup is dated 1954. We wondered if there are records from the 1950's to say who rode in the run, as Dad was into motorcycles and might have ridden in the run. The original photos are tiny, how they could make them that small I do not know.



AC Sociable at the finish.




16



Finds and Discoveries

1924 AJS Model B

Charles Dixon-Payne

The motorcycle was found when the previous owner was working in Sri Lanka in 1981. A friend of his had seen it at the back of an antique shop and tipped him off. When he pulled away the bedsteads etc. that were covering it, the first thing he saw was the tax disc (like the UK ones) showing 1935. This made him think that the motorcycle had not been used since then. There was also a reminder sent to the owner to re-tax for 1936. I purchased the AJS in July 2014 and this is the story so far.

The original owner was T U de Silva, a lecturer at the Government Training College, who, apparently, wore the national dress. He was a well-known Buddhist activist born in 1892 and who died in 1965.

You will see the original number plate ("C" for Ceylon) that was issued by the British colonial administration in 1924. I have tried to reclaim this number in this country without any luck.

The previous owner had done some work on the motorcycle but ran out of time to finish the project. The motorcycle was purchased in remarkably complete and original condition but completely in pieces, as might be expected from a motorcycle used abroad where "mods" are not readily available, and used for such a short time. The only things missing were the brake pedal, levers, brake shoes for front brake, rear number plate plus a few odds and sods.

There was some pitting on the frame, but the overall condition was good. The mudguards were rusted through in some places, but their overall configuration was still good and they were reclaimed. Other tinware, with the exception of the silencer and tailpipe, were in good shape. The engine turned over but needed a complete rebuild including a new big end and new mains. The original piston was used, with new rings. There was little wear in the bore but it was re-sleeved anyway.

I have competed several times on the Banbury Run with it, not always successfully, and taken it to Kop Hill, but not up the hill, and several other shows. Sorry the picture shows it complete but with the front mudguard missing, as I was doing some work on it.

I will not paint it or restore it because it will lose its patina that can never be brought back again, but it is great fun.

The Story of the Pioneer Run® 1930 - 2014

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

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



Before: The AJS as purchased



After: The AJS now.

The Scarlet Runner Lockdown Project

Rick Parkington





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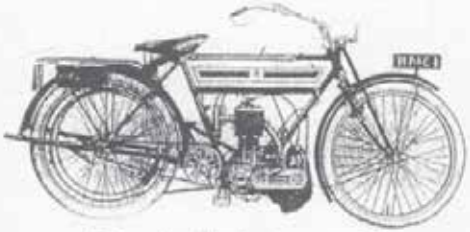
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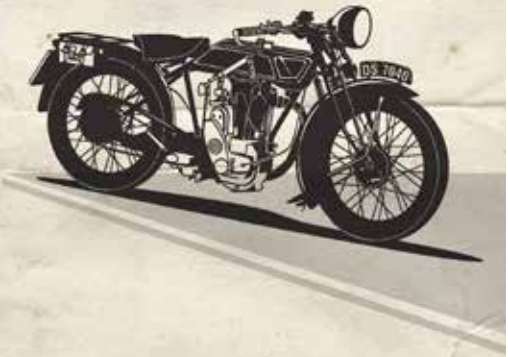
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THE HARD WAY

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

THE EASY WAY

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



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Trials

Southern Experts Trial December 2020

Tony Lloyd



Toby Martyn, last year's Pinhard winner, was presented with The Southern Experts Trophy.



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1930's Four-Valve Rudge,

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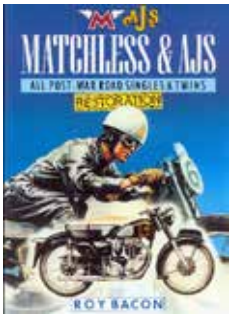
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2021 Motorcycle-Only Events in the South East!

South of England Classic Bike 'Jumble

Sunday 28 March

10am Entry: £7 adults, 7:30am Earlybird £10. Kids free. Pay on the Gate by cash or Card

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At The South of England Showground, Ardingly, West Sussex, RH17 6TL



Ashford Classic Show & Jumble

Easter Monday 5 April

At Ashford Market, Ashford, Kent, TN24 0HB

Romney Marsh Classic Events @ Hamstreet, Nr Ashford, KENT TN26 2JD

Classic Bikejumble with Ride-In Show Sunday 23 May

Now 2-Day! Saturday 26 & Sunday 27 June

Ardingly Summer Classic Show & Bikejumble: Sunday 25 July

Romney Marsh Jumble with Ride-In Show Sunday 12 Sept

South of England Classic Show & 'jumble Sunday 31 October

At The South of England Showground, Ardingly, West Sussex, RH17 6TL

Details: ELK Promotions
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CLUB EVENTS CALENDAR

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

Date	Event Venue	Contact	
Date TBC	**10 +1 Ixion Cavalcade**	Dave Masters 01424 211873 **maggirose(-a-)hotmail.com**	Pre-1940
Sunday 16th May	**AGM** The Llama Park Wych Cross, Forest Row East Sussex RH18 5JN	Paul Bullock 01959 562716 **secretary(-a-)sunbeam-mcc.co.uk**	Closed to Club
Date TBC Saturday 29th May - Sunday 30th May	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123(-a-)yahoo.co.uk**	Pre-1940
Sunday 6th June	**Rose of the Shires Run** Great Brington,Northants NN7 4JN	Rob Bayman 07850 870094 **robertbayman(-a-)btinternet.com**	Pre-1940 New Venue
Date TBC	New Event **Silver Dollar Run**, Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter(-a-)arthouse-design.co.uk**	Pre-1940
Saturday 19th to 26th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office(-a-)radnorrevivals.com**	Pre-1940
Saturday 26th June	**The Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 New email address **holmeswallace80(-a-)gmail.com**	Pre-1940
Sunday 27th June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 New email address **holmeswallace80(-a-)gmail.com**	Pre-1915

Visit our website: www.sunbeam-mcc.co.uk
Sunbeam Motor Cycle Club
The Club for all Pre War Motorcycles

2021

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

Date	Event Venue	Contact	
Date TBC	**Garden of England Run** Headcorn, Kent	Volunteers needed Jo and Julian Swift 01233-756346 **julian(-a-)julianswift.com**	Pre-1940
Date TBC	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson(-a-)jumbler.co.uk**	Pre-1940
Date TBC	New Event **Suffolk Vintage Run.** Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter(-a-)arthouse-design.co.uk**	Pre-1940
Date TBC	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123(-a-)yahoo.co.uk**	Post-1914 - Pre-1931
Date TBC	**Fourth Summer Pioneer Run®** Wings Museum nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123(-a-)yahoo.co.uk**	Pre-1915 New Venue
Sunday 15th August	**58th Graham Walker Run** Beaulieu, Hampshire	Volunteer needed Ian McGill 01293-771446 **pioneerorganiser(-a-)gmail.com**	Pre-1940
Sunday 5th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35(-a-)btinternet.com**	Pre-1940
Date TBC **11th** September	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7(-a-)pobroadband.co.uk**	pre-1931
Sunday 26th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduck(-a-)aol.com**	Pre-1931 Flat-tank only New Venue
Note revised date. Sunday 3rd October 2021	**81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Volunteer needed Ian McGIll 01293-771446 **pioneerorganiser(-a-)gmail.com**	New Finish Venue Pre-1915



Motorsport at the Palace 2019

Rick Parkington



Judy Westacott and her 1928 Scott at Crystal Palace in 2019
Picture Rick Parkington



Sheelagh Neale's methanol-burning Triumph 6T at Crystal Palace in 2019
Picture Rick Parkington