Sunbeam Motor Cycle
CLUB NEWS
Issue 915 February - March 2022
Always Ahead!



Equipe Rosenthal at Shoreham Airport at the Finish of the 2021 Pioneer Run®
L-R Rowena, Peter and Richard Rosenthal.

Picture: Paul Bullock

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Editorial and News

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Hello Everyone,

Firstly, a very happy new year to you all, let's hope we can get back to normal in 2022.

Thanks go to John Hodson, who has produced an updated index of the Club Magazine to include the 2021 editions. Contact me for a copy, I find the index is really useful to locate articles.

After a difficult two years the Club Calendar is taking shape, but there are some gaps and volunteers are needed. Do consider becoming a Secretary of Meeting yourself, you can either start a new event or take on an existing event such as the popular Ixion Run. Checkout the calendar at the back of this magazine and let's give our support to all our dedicated organisers.

It's also really nice to announce the new Wessex club meeting, with the first meeting taking place at 11am on Saturday 2 April. I notice the venue offers accommodation, and looks like an excellent base to explore the Mendips from. *All the best, Julie Diplock*

Club President's New Year Message

Baz Staple

At this time of the year I do hope you were able to enjoy a good Christmas time with your friends and loved ones. Regrettably we again seem to be entering an uncertain time ahead with yet another Covid variant. Apparently it is too early yet for the medical people and scientists to predict its impact, but let's look on the bright side and trust the country can get things under control so that we have the opportunity to continue our road events and club meetings, which are the very life blood of the club.

In this light, may I sincerely wish you all a good 2022 of freedom and fun.

Secretary's Scribblings

Paul Bullock

Notice of Annual General Meeting 14:30 Sunday 15 May 2022

The Annual General Meeting of The Sunbeam Motor Cycle Club Ltd will be held on Sunday 15th May 2022 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 the 9th March 2022. 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 9th March please. The 2021 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.

Club Stand at Ardingly, 27 March 2022

If you wish to display your club-eligible bike on the Club stand then please contact me for details by 1st March.

Deadline for April / May: 10th March 2022

Chairman's Lunch at The Shipley Bridge

Geoff Morris

Numbers were well down due to the shocking weather on 8th January making driving a real trial, aided and abetted by the dreaded Omicron stalking the land. But nothing stopped ex-editor and mid-octogenarian John Appleton getting through from remotest Bucks! John said the bad weather had actually made the journey easier due to less traffic, so it's an ill wind etc. Knowing John of old on the club's 'Welsh Weeks' events I can testify that his driving skills are right 'up there'.



Pictured are (L-R):
Jayne Smith John Waghorn
George Smith John Appleton

As we learnt during the lunch, organiser Ian McGill quickly popped in to say that his wife Barbara was unwell and they couldn't attend the lunch. We do hope that Barbara improves and thank Ian for laying the groundwork of the gathering.

The meals were promptly served; no doubt due to the prevailing conditions putting many regulars off. Everybody was seen to be tucking in voraciously and much chatter ensued. George and Jane Smith had brought John Waghorn our Pioneer Registrar and the conversation on at least one table invariably turned to 'dating matters'! I think we have at least one interesting matter to chew the cud over a bit later on.

At the maximum there were ten of us but that was only when Ian called in, so the nine of us diners had plenty of space to spread. It's always good to see members who one hasn't seen for a while and it was true on this occasion.

Interestingly the derivation of the pub's name Shipley Bridge remains a bit of a mystery and there are several theories. The pub's website doesn't quite nail it down but plenty of possibilities abound.

We sincerely hope the weather is a tad more clement on the next occasion.

Lastly, Baz and Jenny Staple are regulars at these lunches and their attendance was sorely missed. But Ian McGill tells me that Baz was isolating prior to going into hospital regarding his long-term back problem that has dogged him. We wish Baz well with all best wishes and trust an improvement results.

Warwickshire Weekend 2022: 6 - 10 May

Jenny Staple

This old favourite is back on the menu again. We are pleased a number of regulars have entered plus some new ones, who are all very welcome. However there is plenty of space for more entrants and entry forms are available for any club members. Closing date is 28th February.

You can rely on the friendly and very comfortable hotel, offering good food choices for the nights of Friday 6th May to Monday 9th May. We have breakfast and evening meals, the latter in our own dining room. The pleasant quietish routes are arranged by Malcolm Griffin and Judith, who also provide the backup and breakdown service. The hotel has a large car park.

Lunch is arranged at various places en-route and food choices will be sent in advance for you to complete and return. Stops en-route are at roughly 25 mile intervals for coffee, lunch and tea, amounting approximately 100 miles a day on return to the hotel. Riders are free to travel at their own pace.

For entry forms and regulations please contact Jenny Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ jennybaz.staple * gmail.com tel. 01892 535671 **The closing date is 28th February.**

Pinhard Trophy 2021
Youngest Ever Winner Harry Hemingway

Tony Lloyd



2021 Pinhard Trophy Winner
Harry Hemingway Winning in Andorra

This year's winner of the Pinhard Trophy is Trials Rider Harry Hemingway. He is believed to be the youngest winner so far, beating by three weeks Road Racer Scott Redding who won in 2008. Harry is the latest trials rider from the famous Lampkin dynasty.

Despite Covid, Harry competed in Italy and Andorra and is Vice World 125cc Champion and Vice European Youth Champion, missing out on the top spot after a tie-break. Also, he is European Junior Champion. In the UK he won seven out of nine rounds and came second in the other two to become British 125cc Champion and overall Mintex winner. The judges were particularly impressed by his efforts at Club level in helping set up events and encouraging younger club mates.

Harry's response to learning that he will receive the Pinhard Trophy this year was "When I got the phone call after finishing school, I was initially taken back by the news of winning the Pinhard trophy and extremely pleased. This award if very significant to me as it has been in the family a few times before with the likes of Dougie Lampkin, John Lampkin, Martin Lampkin and also Arthur Lampkin. This year has been a great year for me with taking the British and European title as well as Vice World Champion. None of this would have been possible without my amazing sponsors both personal and team related and of course my family who have backed me on my journey and also, my brother George who has helped me out at all of the events he wasn't eligible to compete in. Lastly, I would like to say a massive thank you to my club Yeadon and Guisley for putting me forward for this award of which I'm massively proud to represent this great Yorkshire club."

As well as Harry, Yeadon and Guisley produced previous winners Martin Crosswaite in 1999 and Jack Challoner in 2010. Harry faced stiff competition and voting was extremely close with entrants representing Enduro and Road Racing as well as Trials. Normally presentation of the trophy is at the ACU Awards Dinner in January but this year it will be at the Hookwoods round of the British Trials Championship on March 20th. I hope as many Sunbeam members as possible will be able to attend and give their support. Don't forget to wear your Sunbeam Club shirts, jackets and caps.

Previous winners are a list of motorcycling greats over the last 70 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 Alicia Robinson. A full list of previous winners is published on our website.

Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club. It 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.

Judges were editors of leading motorcycle periodicals, General Secretary of the ACU, our President Ian McGill, Editor Julie Diplock and Joan Westbrook who is invited by the committee.

Could Club members keep their eye out for suitable entrants and let Tony Lloyd know next autumn or even sponsor a candidate yourself.

New Club Meeting For Wessex

Ray Hudson

I am setting up a new Club Meeting, to take place on the first Saturday of the month at 11am at the Woodborough Inn, Winscombe, North Somerset BS25 1HD. Winscombe is inland from Weston-Super-Mare, and close to the M5 and Cheddar Gorge. The pub has a large car park with tables for outdoor dining. The inaugural meeting will take place on Saturday 2nd April 2022.

For more information phone me on 07384 632 627 or email **raymondleohudson * hotmail.co.uk** Future dates are: 7th May, 4th June, 2nd July, 6th August, etc. Looking forward to seeing you there!

Regalia News

Rob Smith

Regalia from 2022 AGM

After seven years I intend to step down from the regalia post and from the committee at the next AGM when we might hopefully be able to meet together again. The role is not too time consuming and can be done from anywhere in the country plus we have a good relationship with Jancraft, our clothing supplier. Almost all of the old-stock black clothing has sold, and the storage space needed is much less now than when I accepted the role back in 2015.

If you are interested in taking the regalia role over please contact me via my details inside the front cover. Full support and advice will be provided. The successful continuation of the Club organising what it does, especially for the older machines and their riders depends on a flow of volunteers, both in and out.

From The Membership Secretary

Nick Hooper

If you have not yet done so but intend remaining a member, I will be grateful if you will complete and post or email an application/renewal form. If your contact details have not changed you could make a direct bank or PayPal transfer as below -

- Cheque payable to Sunbeam MCC.
- Internet or other direct transfer to: Sunbeam Motorcycle Club Ltd No 2 a/c, 09-01-53 (Sort code), 39197706 (Account Number), payment reference of “New” or "RENEW" and member’s name.
- Payments from abroad BIC is ABBYGB2LXXX and IBAN is GB52ABBY09015339197706
- PayPal via the [Pay or send money] > [Pay for goods or services] feature to:-
- membership * sunbeam-mcc.co.uk with “New” or "RENEW" and member’s name as a note.

Many thanks – Nick Hooper, 01322 220215, **membership * sunbeam-mcc.co.uk** 7 Leyton Cross Road, Dartford DA2 7AP

New Members

Meanwhile, here's a warm welcome to our new members:-

Duncan	Appleby	Hampshire	Richard	Pelham	East Sussex
Guy	Haffenden	East Sussex	Mark	Roper	West Sussex
Colin	Jenner	Kent	Sam	Walker	Nottinghamshire
Stephen	Lee	Norfolk	C	Williams	Cornwall

From The Trials Secretary

Neil Sinclair

Thanks to those members who contacted me following the trials article in the magazine.

The Southern Experts trial was hosted before Christmas by the Southend Club. Closer to home club member Chris Neville put in a solid performance in the Len Hutty trial held at Hungry Hill, Aldershot in November. This event attracted 230 riders and was a fitting tribute to Len who was an immensely popular figure in the trials community. (See picture page 32)

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- ☐ 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.
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Club Meets

New Wessex Club Meetings at Winscombe. Ray Hudson

First Saturday of the month, starting on 2nd April, at 11am at the Woodborough Inn, Winscombe, North Somerset BS25 1HD.

Contact me on 07384 632 627 or email **raymondleohudson * hotmail.co.uk**

Club Meetings at London Colney, Herts Richard Martin

Club Night is now at 8pm on the third Monday of the month in conjunction with the Scott OC and the VMCC at Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG

You can contact me on 01727 859796

Club Meetings at The Horse and Groom, Essex Frank Mace

There in no January meeting, so the next Essex meet takes place at noon on Saturday 5 February at The Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF. Subsequent meetings will be on the first Saturday of the month. For more information contact 07497 000981 or email **frankmace * ymail.com** .

Pictured below is the Bullnose 90 Sunbeam seen at our November meeting.



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.

Future Dates: Thursday 3rd February
Thursday 3rd March

Club Nights at West Kingsdown Village Hall, Kent

Geoff Morris



Julie Diplock's 1931 Matchless Silver Arrow

November

Attendees at the Village Hall, West Kingsdown were afforded a treat on 15th November when our esteemed editor brought along her very rare and technically innovative 1931 Matchless 'Silver Arrow'. I doubt if there are more than a handful surviving today, and that's being generous.

The motive power is a nominal 400cc (actually 397cc) narrow angle transverse V-twin. Expensive to tool up to build, this Charlie Collier designed machine was launched just in time to suffer from the shock waves of the Great Depression, which started in 1929, rocked the New York stock exchange and which spread globally. Sales for this expensive to produce (and buy) motorcycle were inevitably affected, and it was 'pulled' by 1933. Shame, as it was a good production by the Plumstead factory. Julie gave an illustrated powerpoint talk which was excellent and covered many facets including how she almost 'fell across it' with the inevitable result of a purchase, as would I have done! Julie then asked the audience if they'd like to see it run. Would they? I've never seen such a scramble for the exit doors. Ably assisted by husband Rick, Julie wheeled the machine outside, started it, and rode multiple laps of the car park to great acclaim. It ran beautifully. Julie seemed to think its looks were not in its favour but I think it is very neat and it certainly attracted me. I forgot to mention that Julie brought along a rare original catalogue and much supporting literature. We all enjoyed looking at these items.



It was so good of the pair to load this bike up and bring it along from home in Romney Marsh, which is not just around the corner. So thanks Julie, it was a pleasure to see and hear it.

December

Rob Smith

It was intended to hold the Christmas Party along with an optional table sale for anyone wishing to sell any motorcycling or other items but due to the then uncertainty of the omicron variant of covid it was mutually agreed to cancel the evening. The table sale will be rescheduled for another date.

April & June 2022 Club Nights - Cancelled

Due to Easter Bank Holiday falling on the third Monday (18th) in April this year there will be no Club Night in April, and, with the organiser and your scribe both away on holidays on Monday 20th June this meeting is also cancelled. We thank all our speakers and everyone that came along for the nights we were able to run in 2021 and, as always, we are looking for ideas to put in the diary for the future so if anyone would be interested in giving a talk or presentation/bringing a machine or has any ideas George Smith would be very pleased to hear from you to help keep the Club Nights alive & kicking.

Future Dates: Monday 21st February Monday 21st March

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

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.***

Clutches for Fixed Engine Machines

Hi Julie,

Brilliant edition last time with cover to cover of pioneers and other runs. As the years progress I am very aware of the difficulties faced with running these veteran machines. I am totally in agreement with Chris Ronalds, regarding us oldies riding these fixed engine machines and my efforts have been in trying to design and manufacture a means to keep these machines, including my own, on the road. My intentions have been and continue to be to find a solution to the problems associated with riding a fixed engine design.

The articles I have written are not submitted with any thought of financial profit but only with the motives as stated above. I do hope that you will continue to print my articles since I am optimistic that a breakthrough is just around the corner.

Best wishes

Graham Hudson

Simon Schram : Golden Helmets

Dear Julie,

I noticed the article about trials competition in the October Sunbeam MCC magazine.

We had a great competitor called Simon Schram here in Holland, he died a few years ago but his son and grandson are still riding in Dutch competitions , so three generations are in the wheels!!!

Simon Schram used to live in Amsterdam and just after the Second World War he moved up North and started a motorcycle shop. Now his son and family are still running this shop, and in the attic are still a lot of the old bikes Simon used to ride: Bultaco, Greeves, Six Days Puchs, Maico, Eysink etc.

Simon was several times Dutch champion motocross and also did reliability trials. He was also doing Grand Prixs and winning them and rallied for European Championship , especially the 250cc class.

Just before Simon passed away in 2018 Philip Tooth and I visited him and Philip was able to take this picture (below) of his many prizes and golden helmets he had won over the years.

All the best, Roel Van Maarseveen

PS It must be the silver helmets he won, not golden!





Simon on a Maico

Out and About

Graham Walker Run 15 August 2021

Jane Anderson



Nigel Cornelius receives the Best Veteran Three Wheeler award from Tony Lloyd.

We bounded out of the gate, as only you can in a Toyota Hiace, with our picnic and the two motorcycles safely stowed in the back. Reacquainting ourselves after so long with that pre-run anticipation as Beaulieu is a particularly favourite venue of mine, we looked at the sky. It was rather grey, but not raining, which in my book, is regarded as successful motorcycle run weather. However, by the time we drove down the A3 past Butser Hill, it started to tank down.

We drove on in disappointed silence, but half way along the M27 the rain stopped, and by the time we drove through the gate at the Beaulieu Museum it had brightened up completely.

An impressive 78 entries; not everyone turned up, but enough to make a crowd with an extensive variety of machines. There were many familiar faces, apart from our illustrious long-term organisers, Ian McGill and his wife Barbara, who were unwell. The stand in Secretary of the Meeting was Tony Lloyd, and with his friendly face and jolly humour the atmosphere was light hearted.

Shortly before 1pm, we were called to the paddock by Tony's booming voice, something that Ian lacked but compensated with a Tannoy system, and we were waved off in turn enthusiastically by Carol Betteridge and her flag.

Ian shot past me on the NUT shortly afterwards whilst I was stirring the gears on the Ivy like a bowl of porridge, and I didn't see him again. After a bit, I relaxed and started to enjoy the familiar route passing through moorland and woodland, and navigating past ponies and cattle who were wandering around the roads. I inhaled the salty air at Lepe and in the dip close to the water saw many boats on the Solent. It was obviously a very good sailing day.

After Lepe, and before the Fawley road, there is a lush field which is set down in a damp valley and normally full of water buffalo. The first time I saw them, I kept quiet in case my sanity was closely questioned. Later, Ian had said ' did you see those water buffalo?' They became a familiar landmark, something interesting to see en-route, their anachronistic black expressionless faces staring at you as you pass; unnerving. This year they were not there. I was disappointed. I trundled round the rest of the route, and arrived back at the venue.

After our picnic, the rest of the afternoon passed pleasantly and we chatted to everyone and looked at the motorcycles until presentation time at 4pm.

This was the last year that Ian and Barbara were organisers of the Graham Walker Run after the announcement of their very well-earned retirement. The Club thanks them for the great many years they have made this run so enjoyable and smooth running, setting down the foundations for future runs. However, Ian will be guiding John Tindle, who has kindly volunteered to be the new SOM from next year. This is really welcome news and we wish him well in his new venture.

Many thanks also to the Southampton and District MCC, who have collaborated with the Sunbeam Club since this run began in 1963, for marshalling, Dave and Carol Betteridge for route marking and starting, Simon Bond for recovery and Gill and Audrey Tarrant for the signing on and photography.
Especial thanks to the National Motorcycle Museum whose wonderful surroundings make this historic run so enjoyable.

Oh, and gratitude also to Tony for keeping us all in order on the day!

Old Crocks Rally Westhofen, Germany: September 2021



Kees de Jong on his belt-drive 1913 Bradbury and Roel Van Maarseveeen on his 1903 Pebok.

Heiner and Timo Rorhwick and family organised this great weekend in Westhofen again. This is a small village with a population off about 3500 situated in the region Rhein Hessen, in the county of Rijnland Palts, Germany.

Westhofen is a wine-growing village, with approximately 765 hectares of vineyards. Riesling is the most popular wine followed by Pinot Noir and Chardonnay, there are lots of vineyards and the smell of grapes and alcohol throughout the whole village, especially at harvest-time in September.

In this idyllic area the Rohrrick family, with permission of the local wine farmers, had set out the routes mostly through the vineyards on the very little lanes, sand, small stones, etc. for the pre-1906 bikes. There were 38 competitors with amazing bikes pre-dating 1906.

The oldest was a 1900 Dion Bouton Quadricycle of Jurgen Hammerschlag, the engine is only 270cc but it was able to pull both Jurgen as his wife up the hills, my deepest respect how they managed to take all the bends and bad roads with this machine. There were Clements, Minervas and NSUs from 1901 and 1902 which needed pedal assistance, then there were the 1903 bikes like Excelsior, Griffon, Werners, Peugeots, Humber, Kerry, Couronne, FN and Pebok which had less trouble



Achilles, Minerva, Triumphs and Rex amongst the veterans on a lunch-stop.

getting up the hills. The same was true for the 1904 and 1905 bikes: George Richard, Royal, Rex, Wanderer, NSU, Rene Gillet, Goricke, Achilles, Givandau, Griffons etc.; they had more worries with the downhill braking.

The first rally of 50 miles started at 13.30 on the Saturday. The weather was great, 25 degrees and full sun. The first three miles was spent riding along the hills and getting used to the bad roads, than we rode through the vineyards, surrounded by grapes, bushes and birds. The Excelsior performed well but 100% concentration was needed. After a while we left the fields onto a wider sloping road higher and higher and more of us had to pedal and some had to push. Going into the old villages with all the old houses was great, the noise of the bikes echoing in the small streets was fantastic. All off a sudden we could see that Gijs Van Maarseveen had a flat back tyre on the 1904 Rex. This is a very heavy tyre so there was no hope of fixing that on the road, so we left Gijs for the pick up truck and went on to a stop in Morsstadt. After this it was ten miles back to the finish and we had covered more then 100 miles due to the little lanes through the vineyards.

Next morning at 09.30 we were ready for the second run of about 45 miles, again a great run with high hills and very small lanes. Heinz Kindler was riding a Royal from 1904, a Swiss bike from Basel and he told us he had a phone call from the family of the first owner asking if he would buy the bike and so he did. It's very original and the engine looked a lot like a Givandau engine. Arend had swapped his Werner/Dion today for the better pulling Pebok and was happy, at home he will look into the Werner, maybe the camshaft needs attention?

Gijs was riding the Rex again, we managed to fix the puncture the previous night. Krit Haanen went very well on the 1903 Coventry Humber, all-chain driven even in 1903. Again we drove in a beautiful area with steep hills, with sand and the remains of grapes on the road, so we rode very slowly. Down an 8% hill on the little sand roads, we made it to the stop were there was a lunch for us all. Suddenly sky changed and a heavy rain came over us. It was so heavy I was afraid the bikes would be flooded and disappear but after 45 minutes it slowed down so we could get on our bikes and do the last ten miles. Some of the bikes did not start but I was lucky the Excelsior did well and I managed to get back to the finish with some more riders. Quite a few had no spark anymore so they were later brought over to the finish. Never a dull moment on this great weekend and after thanking the Rohrwick family we went home.

We would love to see some English riders at this event as well as the Dutch, German, French and Belgian riders. This rally is always held on the last full weekend in September, contact me and I will help arrange your entry for this great weekend. **Roelpebok * gmail.com** or 00 +31 521 594002.



Pictured in the vineyards are Fred Hesselink (Dutch VMC president) Joek Heijs, Mark de Boer and Gijs van Maarseveen

VCC Veteran Car Run

Geoff Morris

I've watched the annual veteran car run almost every year since the late 1940's when my dad used to take my brother and I to watch it from Streatham High Road. This year was up there with the very best as the weather was so well behaved. So on 7th November I took up my position in Brighton Road, Coulsdon and parked my car for free in Lion Green Road car park just adjacent to the route.



It wasn't long (around 8.00am) before the first vehicle in the run hove into sight. It was a motorcycle! In fact, it was a 1903 Minerva performing splendidly; ridden by Robert Lusk. As many are aware, certain early motorcycles and bicycles are now 'allowed' and are listed in the programme. What a good decision that was, as it breaks up the seemingly endless procession of veteran cars to give variety and a great public spectacle.

There were 'Penny Farthings' (alright, 'Ordinarys') left right and centre in Coulsdon, I've never seen so many. Some were official entrants, some just out to join the milling throng. But all great stuff and so pleasurable to watch.

A marvellous all-girl team sped through on their 1904 Phoenix Trimo, pictured right.

Then a 'full steam ahead' 1896 Salvesen Steam Wagon. This had a full-time stoker at the back shovelling in coke or anthracite for all he was worth, and boy was it loaded up to the gunwales! Fantastic.

There was such joy on people's faces both taking part or spectating and a really good time was had by all.

It just has to be the greatest free spectacle on our roads. Millions of pounds worth of beautiful vehicles gliding by literally under your noses with a panoply of pops, bangs, chuffs and gearbox whines to die for.

I loved it! I'll be there next year.



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Features and Articles

My Sunbeam

George Smith

I bought my Sunbeam 50 plus years ago as my first venture into the Vintage scene. The engine and frame numbers seem to be added on to the series for the 1926 model year, according to the Robert Cordon Champ book.

It has an Amal carburettor of 1928 vintage which means it can be ridden just using one lever, also the magdyno was of 1929 vintage.

It was originally supplied by Davis Brothers of Bridge Street, Chester. I later learned that it was assembled in 1929 and sold at a discounted rate in 1930. There is another Sunbeam in existence just a couple of numbers different to my registration number also sold by Davis Bros.

It always seemed a bit low to the ground which I assumed was the fact it had wired on rims and tyres instead of beaded edge and possibly tired fork springs.



Looking through the spares list of The Marston Sunbeam Club my son noticed that there are different lengths of springs for pre and post 1928 forks. Counting the number of turns it was found that I had post 1928 length springs on pre 1928 forks, see picture right. A set of the earlier springs has lifted the front end and made the steering less twitchy.

The next thing that occurred was a letter in Beaming (the Marston Sunbeam Club and Register magazine) with a tale of woe from a gentleman about his piston from a 1929 saddle tank model 2. It was a tall piston with a low set gudgeon pin. I knew that Sunbeam had changed the length of the con rod in 1925. I thought they had lengthened the con rod, but they had shortened it and lengthened the piston.



My Sunbeam Continued

George Smith



Sunbeam Long and Short Pistons.

Forty years ago I bought a set of crank cases, a couple of barrels and a tall piston. I have passed the piston on to him to help keep a Beam on the road.

It seems that my poor old Sunbeam was assembled from all the bits swept up off the factory floor.

To my knowledge it consists of:
1926 frame, forks, engine cases and barrel
1925 con rod and piston
1928 carburettor, fork springs
1929 Magdyno and lighting system
It has a touring type front mudguard and a sport-type rear mudguard.

The exhaust runs down the off-side instead of crossing over in front of the frame to the near side.

They're probably 1929 handle bars. Advance and retard lever is Amac while the Caburetter levers are Amal.

I have pictures of the fork springs and the different pistons. My piston is the shorter one and my original fork springs are again the shorter ones.

Having owned it for over 50 years I love it and it is part of the family even though it is bits and pieces built up at Sunbeam Land 90 odd years ago.

Silver Levis

Rob Smith

This model of a Veteran Levis 'Baby' was made by hand by my late Grandfather, Ralph Smith during the mid-1980's of his 1912 machine (they both feature in the Club News, Issue 906 October-November 2020) from silver after he and my late Grandmother had become interested in silversmithing and jewellery making. The 'tyres' he cleverly modified from spare drivebelts from the old school, upright Hoover vacuum cleaner! The owner very kindly took some measurements of them both and the scale is 1:7.7.

The model and machine are still together, both nicely patinated and the machine has taken part for many decades in the Pioneer Run® including in 2021.



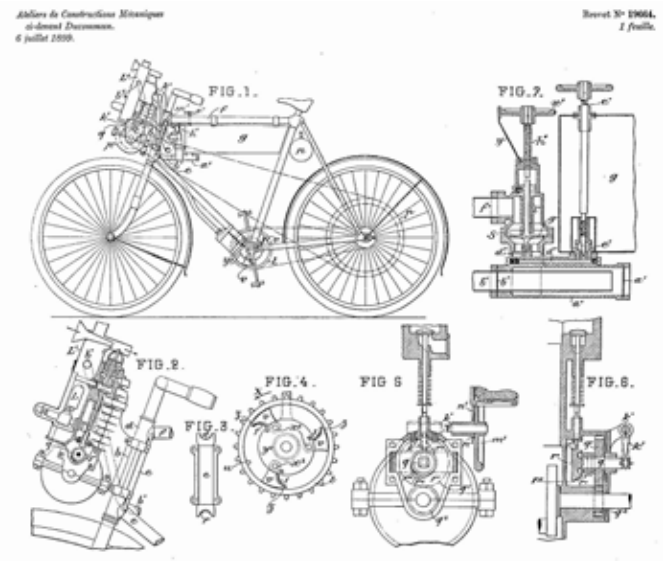
The 1901 Royal Enfield Motorcycle: How It All Began

Martin Shelley

The first powered two wheelers emerged in the Victorian era, but it wasn't until 1897, when the Paris-based Russian émigrés Eugene and Michel Werner started marketing a safety bicycle fitted with a small proprietary petrol engine (made by Labitte) driving the front wheel by belt, that the commercially successful motor bicycle arrived. With hot tube ignition, a surface carburetter and questionable stability, the first Werner riders were often subjected to a baptism of fire after a 'dreaded slide-slip'. But the Werner brothers were keen to capitalise on the instant popularity of their invention, so worked hard to make it safer and more reliable, and soon introduced battery-and-coil ignition and an improved surface carburetter and better brakes. In 1899 they started selling machines with their own design of engine based on the popular de Dion tricycle engine. Thus transformed, the Werner sold by the thousand and put motorcycling firmly on the map across Europe.

The many bicycle makers were quick to seize the opportunity to try and secure a slice of this new and burgeoning market, but shrewdly the Werner brothers used the distinctly French 'Brevet' patent system to protect their ideas and stop others from merely copying their machine, even registering the name 'Motocyclette' they had coined to describe their invention. One company keen to enter the fray was The Enfield Cycle Company of Redditch, already well established making bicycles for over a decade, but rather than design something from scratch, they took the sensible precaution of finding a European partner with a successful product and negotiating to build these under licence in Redditch. This partner company, textile engineers 'Ateliers de Constructions Mecanique ci-devant Ducommun' of Mulhouse in south east France, were almost unknown in Britain. But they had made a clever adaptation of the market leading front-drive Werner, and had carefully created a very distinctive machine to avoid the possibility of anyone thinking it infringed any of Werner's patents.

Like the Werner, the Ducommun was basically a standard safety bicycle frame with the engine mounted above the front wheel. There the similarity ended, as it bristled with innovative features. Firstly the engine was attached to the steering head not the front forks, and a long, twisted rawhide leather belt drove the rear wheel. The incendiary surface carburetter, more or less a standard fitment of the motor bicycle and tricycle, was eschewed in favour of a novel exhaust-heated 'evaporator'. Most innovative of all however was the use of a variable lift exhaust cam to control the AIV engine; the cam follower could be stepped sideways across a multi-lobed cam to change exhaust valve lift while in motion.



Ateliers Ducommun's 1899 Swiss patent inspired the first Royal Enfield motor bicycle.
(Fig 1) General arrangement. Note uncrossed direct belt drive which proved unreliable.
(Fig 2) Engine side view, with horizontally-split crankcase and (Fig 3) steering head mount.
(Fig 4) Freewheel pedalling gear.
(Figs 5 & 6) Variable lift exhaust cam was complex and impractical, but in 1901, it probably seemed like a good idea. History tells us otherwise.
(Fig 7) Exhaust-heated 'evaporator' which Enfield soon replaced with the latest pattern of Longuemare carburetter

The 1901 Royal Enfield Motorcycle - How It All Began. Continued

Martin Shelley



This single sheet advert from 1901 (see left) sparked Royal Enfield's 'Project Origin' to create a working replica of the first Enfield Motor Bicycle. The prototype Royal Enfield motor bicycle with all of the above Ducommun features won critical acclaim when exhibited at the 1901 Stanley show at the Crystal Palace, but it is clear from the few pictures that survive of the first machines that changes were soon required, probably in the light of disappointing initial tests. The small engine pulley had insufficient purchase on the drive belt, nearly 10 feet in length, to assure steady drive in all conditions, so a cross-over belt was fitted to give more wrap, but this entailed reversing the direction of rotation of the engine. It also soon became clear that the patent Ducommun 'evaporator' simply didn't perform as well as expected, so a proven Model B Longuemare spray carburetter was fitted, complete with 'hot spot' to allow exhaust gas bled from the adjacent exhaust pipe to heat the carb body and help to evaporate the liquid fuel. (Of course as a surface carburetter draws vapour from a box containing a quantity of low boiling point 'spirit' not petrol, the de Dion tricycle and front-drive Werner didn't really suffer from icing.)

The future looked bright for this newcomer, but almost immediately Enfield launched a more conventional Minerva clip-on-equipped bicycle (albeit with novel leaf sprung forks) to maintain momentum in the market which in 1901 was rapidly expanding. Reading the contemporary press, it's clear that the motor bicycle was here to stay. As none of the front engine, rear drive Enfields appear to have survived, it's likely the Ducommun design was unsatisfactory. Now committed to the idea, Enfield's design team went back to the drawing board, and the proper replacement for the front engine, rear wheel driven first 'Royal Enfield' emerged in 1903, with all chain drive, a more conventional centre-mounted engine, and water cooling in an attempt to stay ahead of the competition. Ultimately this equally innovative machine was also not a success, so more conventional offerings took their place. With proprietary engines from JAP and MAG, these more mainstream machines ensured a prosperous future for the name 'Royal Enfield'.

The fact that Royal Enfield is still a force to be reckoned with in today's market is testimony to the drive and energy of the many people who have kept producing a steady stream of fine motorcycles to meet the needs of the two wheeled market, even though today's machines bear little resemblance to the first faltering efforts of 120 years ago. There is no doubt the spirit of the original company lives on, and having searched unsuccessfully for decades to locate a surviving 1901 Royal Enfield, a team of volunteers came together during the lockdown in 2020 to recreate this long forgotten pioneering machine so once again a front engine, rear wheel drive Enfield could take to the road. I got involved with 'Project Origin' (as the replica became known) and you can read all about it in the February issue of VMCC's Vintage and Classic magazine.

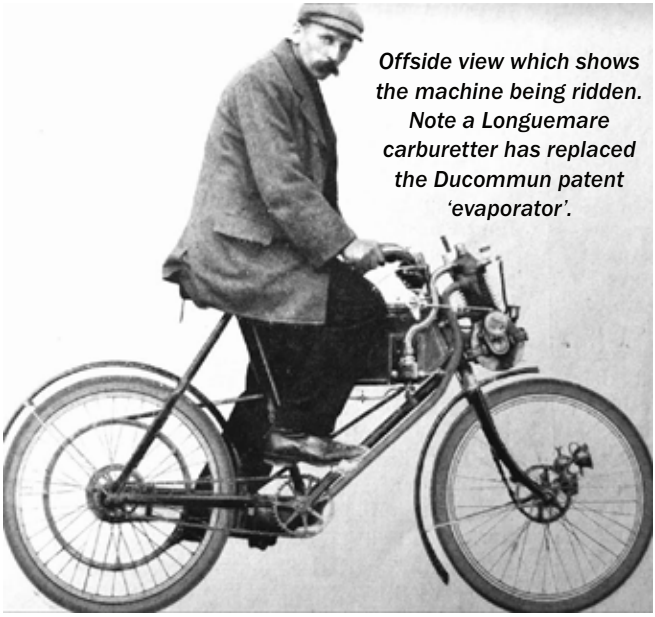
I should like to thank in particular Dr Derek Foxton, VMCC's long standing Werner and Minerva Marque Specialist, for his unstinting research and advice about these earliest machines to enable the writing of this article. Also I should acknowledge my gratitude to Royal Enfield's well known long distance motorcyclist, author and brand manager, Gordon May, father of 'Project Origin', for inviting me to help the team recreate Enfield's first ever motor bicycle. Their achievement in going from a blank sheet of paper to a working replica in under two years is remarkable, considering the difficulties the project posed. Finally, do let Gordon May know if you find an original one!

The 1901 Royal Enfield Motorcycle - How It All Began. Continued

Martin Shelley



The best surviving image of the 1901 Royal Enfield, probably the prototype, with cross over twisted rawhide belt. Pictured L-R are: Finishing Shop Manager Daniel Doyle; General manager Walter Grew; Motorcycle Dept Manager Ernest Godbold; French designer Louis Gobiet. No doubt everyone had a test ride that day, judging by their attire.



Offside view which shows the machine being ridden. Note a Longuemare carburetter has replaced the Ducommun patent 'evaporator'.



Pictured to the right is Ernest Godbold, who wrote enthusiastically about the new Royal Enfield in Motorcycling in March 1902 and subsequently. He did not reveal his connection to the machine so this was an early example of 'advertorial'. A convenient feature was the oil pump mounted beside the cylinder which meant the rider didn't have to stop every 15 miles to replenish the oil container as Werner riders did.

Le Grimpeur: My French Stranger

Jules East

As a relatively new member to the SMMC and a regular visitor to the Ardingly Show and Jumble, I decided to enter a machine in the October Show. A first for me at this event and I was made very welcome by the other members on the Sunbeam MCC Club stand. A very enjoyable day was had by all and it was very pleasing to win second prize for the Best Overseas machine. I enquired with the judge as to why he had picked my bike to which he replied, "Because I've never ever come across one of these before". An interesting comment which I have heard many times, and which has proved to be the major stumbling block to finding out more about this mysterious marque.

So, what do I know about the machine? Well, it's a 1922 Le Grimpeur Model PS, 170cc, made in Paris. I managed to contact a French chap who had some sketchy knowledge of the marque and suggested the engine is a two-stroke LPL as it is cast iron. This was the first bit of conflicting information as I was assured it was a BC (Bechir et Colin) engine. Apparently, the company used a variety of bought in engines. It has a two-speed Picard gearbox with clutch and a SAGA magneto driven directly off the crank. There is no air control on the surface carburettor and the ignition is fixed. It appears to be pretty original, and the engine and frame numbers are matching.

The only parts missing are the belt/clutch cover, which I'm going to make when I can find a definitive picture of the shape, and the kickstart pedal and starter gear which is very badly worn. The bike runs very well and is easily started with a pistol drill on the flywheel nut.

Interestingly, out of the blue one day I had a message from a guy in France who said he had some original documentation relating to the marque and I soon became the proud owner of an original Factory specification sheet for the model. Now all this sounds fine and dandy so far, but the bike seems to have thrown up more questions than answers apart from the engine make.

Firstly, the dating certificate issued by the VMCC gives the year manufacture as 1922 and the certificate was issued in 2006. I have a copy of an article from The Classic Motorcycle of June 1983 which shows the bike was part of the Ramsgate Motor Museum collection at that time, so was the machine unregistered during its museum life?

Secondly, my research tells me that the company was not in existence in 1922, and it's possible they were not manufacturing until somewhere between 1923 and 1924.The company was quite short lived and was bought out by Dresch in 1926.

So, quite a rare and quirky animal or so it would seem. I would love to find out more about this bike. Has anyone else come across one or can maybe fill in some gaps for me please?



Update from The Hudson Clutch Company

Graham Hudson



Sunday the Third of October 2021. The day awoke clear bright and mercifully, dry. The 1908 Triumph was already strapped to the back of the race transporter in order to arrive at Tattenham Corner prior to my departure time of six minutes past eight. Members from the Surrey Section of The Vincent Owners Club formed a welcoming committee ready to assist if required. The engine to the mighty 3.5 HP started without problems and we were off, or were we. The slope from the car park to the departure area was causing, oh no, clutch slip! Words from the captain of the ill-fated R101 airship came to mind, when he realised that the nose had dipped instead of rising upon being released from the mooring tower.

Optimistically though, with fifty miles to go, the departure area is the geographical highest spot, reach the top and then downhill to Shoreham. A quick adjustment to the clutch release cable and we were off. Gathering speed towards the imminent left turn tested the retardation systems on the machine to the maximum. A feeling of euphoria was creeping over me, never since my earliest days of motorcycling had I experienced this, but wait a minute, we're slowing down. It's only a hill but the engine is racing. Clutch slip again, no surely life couldn't be so cruel. I crawled over the apex of the rise and then back to the calm rhythmic beat of the machine eating up the miles to Shoreham, see picture right.



Confidence restored I saw a friend examining his 1908 Triumph at the side of the road, so I pulled over to see if I could be of assistance. All was well, it was merely a refuel stop so I wished him well and confidently set the Triumph on its centre stand, weight forward over the front wheel and peddled to fire up the motor. Nothing, no transmission, the clutch must have given up. On looking closer though I realised that the clutch was not to blame, it was the Brammer belt slipping. Relieved I opened my tool roll and proceeded to remove two links. Transmission restored, I was on my way, all systems go for my cup of coffee and slice of chocolate cake.



The remaining miles quickly evaporated in a feeling of well-being, lost since my earliest days of two-wheel transport and rediscovered today. Thoughts of The Hudson Clutch Company, HCC, and the quest for a simple clutch mechanism had all but vanished. My thanks go to you all who organised and made this event possible. All that remains for me to do is to sign-in, eat my burger and load up for the return journey. Back in the home of the HCC the clutch would be prepared for examination to ensure everything had functioned and performed as intended.

I had decided that my diagnosis of clutch slip was incorrect, and the real problem had been the

Update from The Hudson Clutch Company Continued. **Graham Hudson**



slipping Brammer belt, but as the strip down continued I realised that this was probably not the case. Examination of the clutch plates showed areas of friction material missing from the plates and the steel separating plates showed signs of overheating. The withdrawal mechanism was fine and there were no signs of distress to the crankcase or other components. Friction plates had worn from 0.025" down to 0.017" in the worst of cases, but of more concern were the missing friction pads on the plates

I have come to the conclusion that the Brammer belt was indeed slipping together with the clutch and the heat generated had caused the damage to the friction plates. The friction material is bonded to the steel plates and I think the heat generated de-bonded some of this material. I believe the cause of this was the pressure relief spacers I fitted under the springs on the pressure plate to lessen the force required to separate the plates when operating the clutch.

I am at present rebuilding the clutch with new friction plates and removing the spacers. I have replaced the Brammer belt with a 7/8" Dunlop vee belt with a joining piece from the VMCC, and I am confident that these mods should solve the problems. Fortunately, the lack of any sales in the commercial side of the business mean that no refunds need to be issued. However, I do have three complete units for sale, all fitted with spacers which are easily removed, together with a full set of seven drawings from which I constructed the clutch on my bike. If you are interested please e-mail me: **huddo52 * yahoo.co.uk**

The benefits to the enjoyment of riding these bikes with a clutch cannot be overstated. The next test for the modified clutch will hopefully be before the Pioneer Run in October.

Can You Identify This Veteran

Ziplock

The caption on the reverse reads: "Baby: Marion, Mother and Dad's brother. He drove it through a herd of cattle on first run, to my Mother's dismay." The registration number is S602, issued in Edinburgh.



Antipodean 1909 Veteran P&M

David Radloff

In 1934 in Adelaide South Australia an event was run called the Old Crocks Run in which veteran cars and motorcycles travelled from the city centre to the beach side suburb of Glenelg, a distance of eight miles. This event was run by a group of enthusiasts which later formed the second oldest veteran car club in the world, The Veteran Car Club of South Australia which in turn after a couple of years became The Sporting Car Club of SA. A newspaper photograph exists of this event showing a Triumph and a P&M. The P&M was ridden by H. Kotz, the salesman for Elliott Bros who were a very early firm of motorcycle manufacturers and importers in Adelaide and who owned the P&M name. As well as making their own bikes from proprietary parts, which they were very successful at, they were agents for other makes one of them being P&M and later P&M Panthers. This 1909 P&M also took part in the inaugural rally in 1958 and several early rallies of The Veteran & Vintage Motorcycle Club of South Australia this time being ridden by Dick Willcock. In the early days it was known as a 1912 Model as access to dating was a bit hit and miss then.

In 1961 when Elliott's business closed they offered club members access to their factory as they had heaps of spare parts. Members had a field day there picking up all sorts of gems including NOS veteran parts and frame lugs etc. Their P&M could have been had then, but it mysteriously disappeared and was never heard of again.

Fast forward 30 years and a 1909 P&M was offered for sale by a member of the VVMCC of SA and I purchased the said bike. It was a non-runner but basically in the shape as pictured. Eager to know the provenance of the bike I questioned the owner but he was very vague about it. Lamentably for me by this time Dick Willcock had passed away and even though I knew him very well and spoken about 600cc Panthers regularly he was not around to ask about the P&M after I had acquired it. Another close friend gave me a copy of the 1934 Old Crocks Run photo and I often pondered as to whether it was my bike in the picture. I was very upset that the photo showed the drive side of the bike and



Veteran Triumph and P&M pictured on the 1934 Adelaide Old Crock's Run

Antipodean 1909 Veteran P&M Continued. **David Radloff**

you could not tell whether the motor was Atmospheric Inlet Valve like my 1909 P&M or mechanical valves like the 1910 and later P&Ms as you could not see it in the photo. As time went on old stalwarts of the Club gradually left to meet the Great Motorcycle Maker in the Sky and there were fewer and fewer people to ask. Miraculously I literally bumped into one of the remaining early club members at the supermarket last December and he was more than happy to chat about motorcycles with me.

He informed me that he definitely remembered that the Elliott's P&M that he saw in 1961 it had deteriorated and was not a complete bike but it definitely was AIV. Armed with this information I was fairly sure that it was my bike in the 1934 picture. Eight months later I had an epiphany and examined the 1934 photo again, this time though I scanned the photo using very high resolution and blew the scan up on my computer. Even though I could not see the valves I could however see vertical fins on the head which triggered a memory and I quickly darted out to the shed to check the fins on my 1912 model P&M which were horizontal similar to a veteran Triumph barrel. Then moving on to the 1909 P&M and guess what: vertical fins! What an idiot I had been for not examining the photo more closely 20 years before! One final check of the catalogues I had digitally for 1909, 1910, 1911 and 1912 which were donated to the Panther Owners Club by Phelon & Moore and I determined that all the heavyweight P&M's from 1910 till 1919 were of the Triumph style. This now leads me to conclude that I actually do own the somewhat famous P&M that took part in the Old Crocks Run in 1934. There are a couple other factors which add weight to the argument. In the photo there are some rivets in the crankcase and my crank case has been welded up in this area. There should be some evidence of welding on my frame from where they would have had to make some arrangement for the offset to run the belt in the 1934 Run but my frame seems to be different in the two-speed bracket which leads me to the thought that someone years ago swapped the frame as it would have been easier to do this than repair the altered frame. One day I might get around to scraping the paint of that area of the frame just to see.

Hope this was of some interest and if you want to see more on my 1909 P&M there is a YouTube Video **https://www.youtube.com/watch?v=mWMksTvEBS8** where I am interviewed about the bike and then some footage of me riding along the road. I can be seen at the 42.00 & 50.32 minute marks if you do not want to wade through an hour of Panthers! Also, which may be of interest there are a number of videos of me riding around the Australian countryside on my veteran and classic motorcycles here on my YouTube channel **https://www.youtube.com/channel/UCKJylkFof7Wpjf2KsELEneg/videos**



David Radloff with his 1909 and 1912 P&M machines.

Obscure Makes: Dunkley

John Hodson

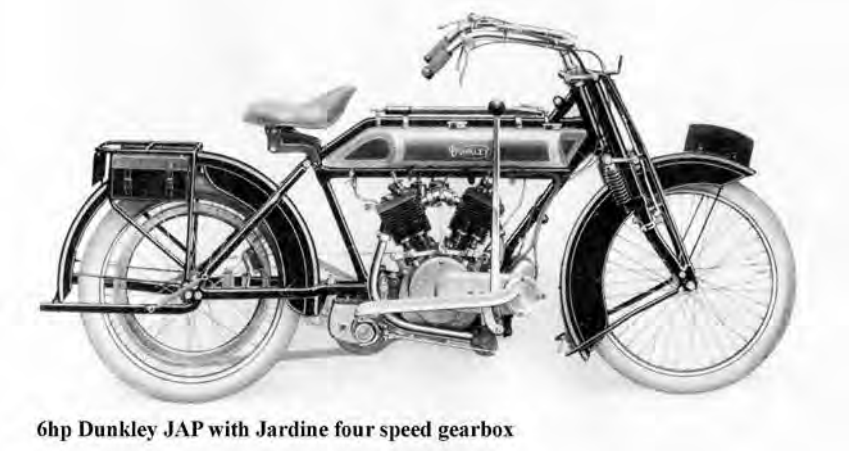
William Henry Dunkley was born into a farming family in 1858; the family were based in Milcote, Warwickshire. In 1878 William had established himself as a perambulator manufacturer based at 47, Jamaica Row, Birmingham. By 1891 William had extended the work of the company to include carriage manufacture.

Dunkley began experimenting with coal gas powered vehicles in 1896. In 1901 they produced a car powered by gas, they continued with production of gas powered vehicles for several years.



3hp Dunkley with Peco Two-Stroke Engine and Two Speed Gear Box

Motor cycle and sidecar production began in 1914. The smallest model, the 3hp, 349cc Peco engine two-stroke model was equipped with Senspray carburettor, UH magneto, Druid forks and two speed countershaft gearbox with chain and belt direct drive. A patented method of engine lubrication was used. A frame of best steel tube, suitable for sidecar use, 26x2inch wheels with Dunlop tyres, extra wide mudguards, Bowden front and rim rear brakes, large pan saddle, rear stand, tool bag and tools. Nickel plating and black enamel paint were used for the finish. Red and black paint were applied to the tank which held 1½ gallons of petrol and a quart of oil.



6hp Dunkley JAP with Jardine four speed gearbox

Four-stroke models with 4hp, 5hp or 6hp JAP engines were also supplied. The general specification for all these larger models included a Splitdorf magneto, Amac improved multiple jet or Senspray carburettor, Best and Lloyd semi-automatic pump with sight feed, hand or foot operated clutch, chain and belt transmission, Jardine three or four speed gear box with kick start, 26x2¼inch rims with Dunlop tyres, petrol tank with capacity for 2 gallons of petrol and 3 pints of oil, Bowden front and rim rear brakes, large pan saddle, two stands, tool bag and tools. Nickel plating and black enamel paint were again used for the finish. Prices were:

Two-stroke model with two-speed gearbox £42; with single gear £35; with clutch £1-10s extra. With JAP engines, 4hp and Jardine gearbox 60gns; with single gear 50gns, 5hp and Jardine gearbox 67gns; 6hp and Jardine gearbox 75gns.



Dunkley Model de Luxe Sidecar

They also produced a range of sidecars. The light-weight model was priced from £7-17s-6d, Speed model cost 10gns, Model de Luxe 22gns, Marlborough 10gns and Chatsworth 12gns. A surprising large range of sidecars but this is not too surprising bearing in mind that Dunkley's main business was perambulator manufacture and perhaps construction of a side car is not that different to making a perambulator! The sidecars were sold as separate items or as complete motor cycle combinations.

The Dunkley Company owned the ALC (Alevchurch Light Car) Company which was based at Alevchurch in the Bromsgrove district of Worcestershire. The cars were powered by Precision or Matchless 8hp engines. The ALC Company was run by William Dunkley junior. It would appear that car manufacture was perhaps a sideline as the 1911 census records William junior, living near Alevchurch, aged 23 years, an employer and a perambulator manufacturer. The car was not a success and manufacture ceased in about 1913.

Two motorised perambulators produced by Dunkley's combined their skill in motor vehicle and perambulator production. A Dunkley Pramotor was shown to the Duke of York at the 1922 motor show. A motorised perambulator produced in 1923 carried a very nervous looking child in a pram, with the attendant Nanny mounted precariously on a motorised platform behind.

Motor cycle production ceased in about 1916, but production of two wheeled vehicles briefly resumed in the 1950's with a range of scooters, including the Dunkley Whippet, powered by a 60cc OHV engine. Scooter production ended in about 1959.

Dunkley's went bankrupt on a number of occasions and finally went into liquidation in the late 1950's.

Acknowledgements and Sources of Information

I am grateful to John Waghorn for access to the SMCC Archive of Catalogues.

Census returns 1871-1911, 1914 Whitakers Who's Who in Business, Dunkley Motor Cycle and Sidecar catalogue, https://www.luxuryprams.com/, The MotorCycle, March 2nd, 1916, Cyclecar, December 4th, 1912, The Motor Cycle, June 29th 1916, Motor Cycle and Cycle Trader, 9th November 1957.

Boardtrackers...Never Boredtrackers

Jon Dudley

A craze that shows no sign of abating....it's the boardtrack racer phenomenon. The online old bike world is populated by pictures of and advertisements for the machines and ephemera.

The period of the boardtrack racer was blisteringly exciting and dangerous as specialist factory Harley-Davidsons, Excelsiors, Thors, Indians, Cyclones and the like raced the banked wooden tracks of the USA. Manufacturers vied with one another as they quickly saw the essential truth that 'racing sells machines' as well as 'racing improves the breed'. Never was that more true – side-valvers were eclipsed (more of that later) by inlet over exhaust, then overhead valves and then four valves per cylinder and overhead cams...nothing was too exotic in the never ending quest for speed.



Harley-Davidson Board Racers at the Wheels Through Time Museum.

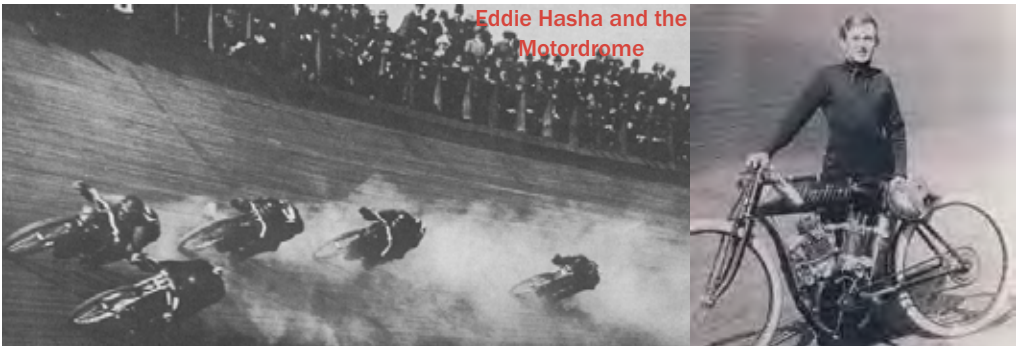
It must be said though that by the end of the era, around 1928, a works Indian 750cc side-valver lapped a track in excess of 120mph, presaging the postwar success of 750cc side-valve Harleys on the dirt ovals. We see too the birth of branding and sponsorship as the manufacturers dressed their star riders in woollen racing jerseys carrying their logos; at the speeds they were travelling there wasn't much chance of identifying the badge on the tank and in any case it was probably obliterated by oil! Boardtrack racing was born out of the cycling boom of the late Victorian and Edwardian period where velodromes built of wooden planking and with banked bends at either became the obvious choice for young blades to test their 'motor'cycles. Soon the possibility of such a thrilling and dangerous sport being sold to the public was overwhelming. The prospect even as early as 1910 of witnessing daredevils racing each other neck and neck at speeds of close to 100mph and without brakes was intoxicating – throw in the very real possibility of a horrendous and often fatal crash and you have a recipe for success.



Thor Board Racer at the Wheels Through Time Museum.

The first custom made track was built by an ex-pat Englishman, Jack Prince in Los Angeles at the resort of Playa Del Ray and was a mile in circumference consuming around three million feet of 4''x2" timber and 16 tons of nails to stitch it all together. The beauty of this method of construction was the speed of building, and it is recorded that the Salt Lake City track was built in just a fortnight! Soon tracks were springing up all over the

country and the safety of the smaller ones was called into question, larger ones were soon replacing them. Danger was ever present, after all this was new territory and the words 'health and safety', had yet to appear in anyone's lexicon with the result that accidents, often horrific, were becoming increasingly prevalent. A particular disastrous 1912 New Jersey crash involving Eddie Hasha on his eight-valve Indian is described on his magnificent blog by Paul d'Orleans – four boys in the crowd, Eddie himself and other riders were killed. Board track racing was gaining a sinister reputation and the Motordromes were becoming known as 'Murderdromes'.



Eddie Hasha and the Motordrome

The sport continued to flourish however and the star riders could be expected to earn $20,000 or more per annum. The honour of being the first motorcyclist to lap a one mile oval track at 100mph fell to Lee Humiston on his single-speed Excelsior in 1912, which ensured that his became a household name. This piece only gives a flavour of what boardtrack racing was about – if you'd like to read more, probably the best and most detailed history of the sport, by Daniel K. Statkenov's is online: **www.statnekov.com/motorcycles/lives6.html**

I was fortunate enough to visit the thoroughly excellent Wheels Through Time museum in Maggie Valley, Asheville NC where there is as good a display of board track racers, hill climbers and the like as you are ever likely to see in one place. These are no mere trailer queens either but honest-to-goodness down-to-earth, proper greasy, oily, dirty racers; some looking as if De Rosier had just dismounted wiping the dust from his eyes after yet another victory. Owner and curator Dale Walksler (sadly recently deceased) and his team keep this collection in full working order and fire up these spindly, stub exhaust machines much to the visitors' delight – visit **www.wheelsthroughtime.com**

Now comes the spoiler! I'm wondering just how many of these so-called boardtrack racers for sale out are the real deal? Here I'm not talking about the absolutely genuine 'bikes at 'Wheels Through Time'. How many proper factory racers did the likes of HD, Indian, Excelsior and the rest actually make? How many are confections? How many, even if home-made, ever saw action? I saw the most beautifully patinated Excelsior 'camshaft' racer at a foreign event and it is alleged that it is brand spanking new! Depainted, then re-painted, de-nickled, distressed in every way, it was a great job make no mistake… and that's what's so worrying. What would I be paying for such a motorcycle should it appear on the market sans history? There are Pur Sang Type 35 Bugattis and 8c Alfa Romeos coming out of Argentina, and now some beautiful Indian racers. Don't get me wrong, it's perfectly legitimate and indeed I admire the craftsmanship in making these replicas, providing they're sold as such, but what happens down the line? They leave the factory perfectly finished, but after they've been around for a while (and there are some pretty skilled patinators out there), do they assume a new and bogus identity? Of course the marque experts could tell at a glance the validity of such bikes (couldn't they?) but there's more than one cobbled-up racer using a cunning mix of old and new.

To be honest I really don't know; would I like to see a full grid of 'new' board trackers racing neck and neck or a gentle demonstration of a museum machine never being ridden 'balls-out' for fear of its being broken. Both probably, as long as I know exactly what is what! ***See back page for more photos.***

Inside a 500cc Barr and Stroud WA7 Engine: Part 2 John Ferguson


Complete engine

Engine Reassembly

With everything cleaned thoroughly, the iron parts were painted black. The barrel was remounted to the crankcase, a straightforward task, although the spanner access for the nuts is quite limited.

The engine had been water damaged internally; the sleeve drive bearings were both rusted and pitted beyond use. Fortunately, apart from surface rust, there was no other damage. The original main sleeve drive bearing is a large diameter single row roller bearing, but in its day it was a special, with the inner race 0.500" wide, whilst the outer race was 0.600" wide. Unobtainable now, there was no option but to graft in an alternative, and a suitable ball bearing was found. It's not a greatly stressed element, so the ball will be fine. This needed outside and inside diameter carrier sleeves made.

With the crankcase assembly inverted, the sleeve can be slipped into the cylinder, but the drive peg is a very neat fit. A single small flat is milled out of the inside of the sleeve drive bearing chest to allow the sleeve to rotate and bring the peg into position to engage with the driving gear. A cut out to match this was required in the new outer bearing carrier.

The first thing fitted into the crankcases must be the idler gear, because there is no way to insert the spindle for it once the flywheels are mounted.

It isn't possible to introduce the piston into the sleeve in situ in the barrel; even with a second set of hands, the piston rings are too deep in the crankcase, as they enter the sleeve, to get at, the space being occupied by the flywheels. The only way in which the piston/sleeve/flywheel/crankcase assembly can be made is by first fitting the sleeve over the piston, and then introducing the sleeve into the barrel. Lower it, and rest the main bearing carriers misaligned on the fixing studs. Then, working through the sleeve drive bearing hole, the sleeve can be wriggled up and around into the drive cavity.

That done, the main bearings in their carriers can be dropped over the studs. The bearing carriers are not symmetrical, having specific "up" and "down" sides. They're reluctant to enter the crankcase because they are an interference fit. Use the main bearing cap nuts to pull the main bearings home, working evenly around. Once home, the idler gear should be engaged. The drive side has a packing gland, so a piece of gland packing needs to be laid into the slot before assembly. The bottom cover can now be fitted and bolted home.

Timing the sleeve. There are no timing marks on the sleeve driving gears. Further, I am yet to discover port timing data for the WA7. Data is available for the 350cc WA6, and so has been a useful reference. The only reference I have to work from, so it has to do.

With the engine now right way up, the sleeve at maximum height, and the piston at TDC, I fitted the sleeve drive gear. This results in what is now regarded as unusually conservative port timing as follows: WA7 compared with data for WA6:

Inlet	Opens	5° BTDC	5° ATDC
	Closes	30° ABDC	35° ABDC
Exhaust	Opens	55° BBDC	45° BBDC
	Closes	12° ATDC	15° ATDC

The engine sprocket on this engine is small, only 13 teeth, whereas 21 or 22 teeth would be usual for motorcycle use. The sprocket itself is threaded 1.1000", 16TPI, and the nut on the mainshaft is a locknut. Well, the idea of using the re-built engine as an ornament was always going to be a non-starter, so when a rolling chassis presented itself I took action. ***To be continued in the next issue.***

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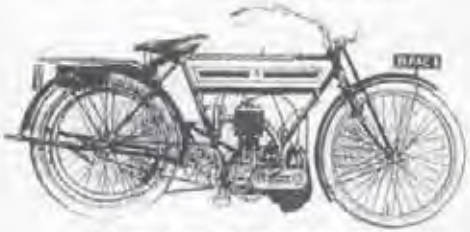
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A 1911 Dutch Veteran Triumph

Geert de Boer

I'm usually the one taking the photo of my bike, so I'm never in the picture, but luckily we have a webmaster from the Dutch VMC who takes a lot of photos.

The Triumph spent most of its life in the basement storage of a museum and when a friend bought 50 mostly lightweight bikes there were also two veteran Triumph in with this lot and I was able to buy one of them. I restored it last year, it has a Grado Multi Gear fitted.

I have now bought another restoration project, a 1913 Royal Enfield 3 HP model, so to have some money to spend on this one, the Triumph could be for sale.







Trials



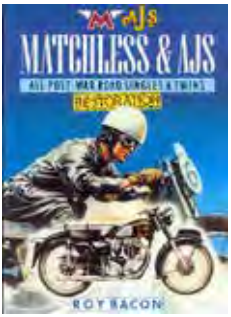
Neville Lewis At The Mike Kemp Trial (See Page 6) Photo: Neil Sinclair

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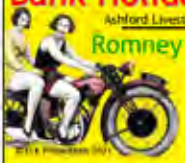
New Wessex Club Meeting Saturday 2nd April

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

2022 Motorcycle-Only Events in the South East!

South of England
Classic Motorcycle Show & BikeJumble
Sunday 27 March 2022
At The South of England Showground, Ardingly, W Sussex, RH17 6TL

Ashford Classic Show & BikeJumble
Bank Holiday Monday: 18 April
Ashford Livestock Market, Ashford, Kent, TN24 0NE



Romney Marsh Classic Bikejumble
Sunday 8 May
Hamstreet, Nr Ashford, KENT TN26 2JD
Book your tickets online& beat the queues
Visit www.elk-promotions.co.uk

Romney Marsh Classic Show & Bikejumble
Sunday 26 June 2022

Ardingly Summer Classic Show & Bikejumble:
Sunday 31 July 2022

Romney Marsh BikeJumble with Ride-In Show
Sunday 11 September 2022

South of England Classic Show & Jumble
Sunday 30 October 2022

ELK Promotions, PO Box 85, New Romney KENT TN28 9BE 01797 344277. Details Subject to Change
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CLUB EVENTS

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

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

Date	Event Venue	Contact	
7:30 pm Thursday 3 February	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
Noon Saturday 5 February	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace * ymail.com**	All welcome
8:00pm Monday 21 February	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 * gmail.com**	All welcome
8:00pm Monday 21 February	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	All welcome
11:00 am Saturday 2 April	New Club Meet: Woodborough Inn, Winscombe North Somerset BS25 1HD.	Ray Hudson 07384 632 627 raymondleohudson*hotmail.co.uk	All welcome
Friday 6 May - Tuesday 10 May	**Warwickshire Weekend** Kings Coughton, near Alcester B49 5QQ	Jenny Staple jennybaz.staple * gmail.com Closing date for entries: 28/2/22	Closed to Club
14:30 Sunday 15 May	**AGM** - Peacock Lodge, Newchapel, W Sussex RH7 6HL	Paul Bullock 01959 562716 **secretary * sunbeam-mcc.co.uk**	Closed to Club
Saturday 4 June	**Conyboro Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306 628297 07907694751 **robertpond123 * yahoo.co.uk**	All welcome
Sunday 5 June	**Conyboro Run** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306 628297 07907694751 **robertpond123 * yahoo.co.uk**	Pre-1940
Sunday 5 June	**Rose of the Shires Run** Northants	Rob Bayman 07850 870094 **robertbayman * btinternet.com**	Pre-1940
Saturday 25 June	**The Second Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **holmeswallace80 * gmail.com**	Pre-1940
Sunday 26 June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **holmeswallace80 * gmail.com**	Pre-1915
TBA June	**37th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office * radnorrevivals.com**	Pre-1940

CALENDAR 2022

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

Date	Event Venue	Contact	
TBA June	**Silver Dollar Run** Diss, Norfolk	Peter Bennett 07889 765706 **peter * arthouse-design.co.uk**	Pre-1940
TBC Sunday 10 July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 **julian * julianswift.com**	Pre-1940
TBC July	Oil & Steam Run Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson * jumbler.co.uk**	Pre-1940
TBC July	Suffolk Vintage Run, Diss, Norfolk	Peter Bennett 07889 765706 **peter * arthouse-design.co.uk**	Pre-1940
Sunday 14 August	**58th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser * gmail.com**	Pre-1940
TBA August	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 * yahoo.co.uk**	Post-1914 - Pre-1931
TBA August	**Fourth Summer Pioneer Run®** Wings Museum, Handcross, West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 * yahoo.co.uk**	Pre-1915
Saturday 31 August / Sunday 1 September	**Gingerbeards Trial** **Greybeards Trial** Jackson Woods, Horsmonden Kent	Neil Sinclair 07885-660939 **neilsinclair1969 * outlook.com**	Any Bike/ British Bike Riders over 40 years old
Sunday 4 September	**Fourteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 marj_35 * btinternet.com	Pre-1940
Saturday 10 September	**12th Sunbeam Sept Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 * pobroadband.co.uk**	Pre-1931
Sunday 25 September	**Eighth Romney Marsh Run** Brenzett, Kent	Martin Hirst 01225 811036 **gizmomrsduck * aol.com**	Pre-1931 Flat-tank only
Sunday 2 October	Volunteers needed **81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Contact TBA **pioneerorganiser * gmail.com**	Pre-1915

2021 Pioneer Run®: Yanks at Leonardslee Gardens Coffee Stop.



Simon Roud Aboard his 1913 Thor.
Picture: Simon Webb



Club Members Phil Clarke on his 1913 Indian and Eddy Cota on his 1914 Harley Davidson. Picture: Julie Diplock