Sunbeam Motor Cycle CLUB NEWS

Issue 911 June - July 2021

Always Ahead!



Geoff Morris Aboard his 1913 Sunbeam with his Granddaughters at the Finish of the 2014 Pioneer Run®.

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Editorial and News

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Hello Everyone,
First I must start with apologies for any upset to all family and friends of Frank Dolman for my wrongly reporting his demise in my last editorial. Frank is alive and well, and has sent in an interesting article about his record-breaking ladies model Douglas. Meanwhile, Ian Young writes to advise that he is mounted on a P & M in the photograph on page 33 of the last issue, not a Panthette. Also, I managed to jump an issue number, as the April / May edition should have been issue 909, not 910.

Some great news on the events and club meets front. The Essex meetings have recommenced at noon on the first Saturday of the month at Finchingfield. West Kingsdown club nights start on 15th August, and George Smith has organised a great programme. For full details see page 7.
We will be getting our entries in for the Rose of the Shires Run - visit ***www.sunbeam-mcc.co.uk*** *to download an entry form. It's Robert Bayman's first stint as organiser so let's all show him some support for this great run.*
All the Best, Julie Diplock

Secretary's Scribblings

Paul Bullock

2021Annual General Meeting

Due to the Coronavirus situation, we were prevented from holding a formal AGM as scheduled. Having circulated the accounts and list of proposed Club Officers and Honorary Members, we informed the membership that we would assume that the accounts and proposed Club Officers and Honorary Members would be accepted if no notice of objection was received by the Secretary by 15th May 2021. No objections to the Club AGM papers circulated with the April/May Club News were received so consequently the Accounts for 2020 will be recorded as accepted and the proposed Club Officers and Honorary Members will be recorded as elected.
Let's hope that in 2022 we will be able to get together and hold a 'proper' AGM.

Club Secretary required from 2022

Whilst realising that the next AGM will not be until 2022 it is the Secretary's intention to stand down from then. If you would like to take on the role of Club Secretary or can think of someone you can 'volunteer' please let the current Secretary know.

Venue for the 2022 AGM

As the Llama Park has closed recently a new venue will be required for next year. Any suggestions for a suitable location would be gratefully received by the Club Secretary.

Deadline for June / July Issue: 15th July 2021

Sunbeam MCC News and Events

Club Meetings Recommence

See full details on page 7, and don't forget we are looking for volunteers to organise the East Sussex and Hertfordshire club nights. Contact any member of the committee for details.

2021 September Challenge Cancelled — Alec Thompson

Sadly we are going to have to cancel this year's event.

This decision has not been taken lightly, but have not found a venue that can cater for our numbers. The local farm shops and outside caterers cannot at present support our number of entrants. We have tried to find somewhere but no one can help especially with the covid epidemic.

I will run the event in 2022

Graham Walker Memorial Run: Sunday 15th August — Ian D McGill

Provided the Covid-19 rules are relaxed we will run the event as usual at the National Motor Museum at Beaulieu in Hampshire.

Entry forms are ready and will be sent to all riders on the event data base as soon as the Government relaxes the lockdown.

Should social distancing still be in force on the day of the event, the voting for best machines and the presentation of awards will be suspended for 2021.

This will be the last Graham Walker Run that I will organise, 30 plus years is enough for any organiser, so we are looking for a reliable person to take over. It is a very easy event to run and all help will be given. If required, I will even attend the 2022 event if asked.

Sunbeam MCC Club Stand at Stafford, 3rd and 4th July — Richard Duffin

Mortons Media have kindly offered the Club a free stand at the prestigious International Classic MotorCycle Show at Staffordshire County Showground over the weekend of 3rd and 4th July 2021.
If you have a club-eligible machine that you would like to display on the Club Stand and you would like to be considered then please get in touch soonest, by email **richard.duffin AT eng.ox.ac.uk** or phone 07887 852004

Regalia: Magazine Binders — Rob Smith

Binders suitable for the Club magazine are now available to order for £10.20 plus postage. Each binder holds two years' worth of magazine, contact me to order, details inside front cover.





Bits and Pieces



Club Member Juan Clague Immortalised by Stamp

Richard Duffin

Manxman Juan Clague is featured in a set of ten stamps issued by the Isle of Man Post Office in April 2021 to celebrate the 70th anniversary of the founding of the Manx National Trust.

Sadly Juan is no longer with us, but he is fondly remembered by many who visited the Isle of Man.

In addition to his passion for motorcycles he also provided the supply boat to the resident wardens on the Calf of Man for many years. Juan is pictured aboard his boat next to his dog Harley.

News From The Sammy Miller Museum — Viv Brackett

Sammy and his staff have been very busy during lockdown, and the museum is now open, including our new 10,000 sq ft extension. This was completed only two days before the first lock-down, just as we were about to open it to our visitors! Over a year has passed since then, but of course Sammy didn't do 'lockdown' but kept himself busy in the Workshop restoring many bikes, all of which are now on display in the Museum.

Our popular Tuesday Motorcycle Meets have also restarted every week. We can't wait to see you all - find out more on our website, The museum address is Sammy Miller Motorcycle Museum Trust, Bashley, New Milton, Hampshire B25 5SZ. Tel 01425 620777 / 616644 or visit **www.sammymiller.co.uk** for further information and opening times.

Cautionary tale — Baz Staple

Club member Steve Marks has advised that some new trucks are being fitted with cameras for rear vision and doing away with side mirrors. The advice is to be aware that solo motorcycles will not be visible and great care should be taken in overtaking. A reliable source also tells me that some new cars are being likewise equipped, so please take care.

The Golden Era Run — Graham Wilson

The Golden Era Run is a friendly, non-competitive event organised by the North East Section of the VMCC which gives riders of veteran and vintage machines a pleasant and relaxed opportunity to enjoy wonderful Yorkshire countryside in good company. An entry fee of £10 will include the cost of refreshments provided at a location en route, a light lunch for all participants on their return to Boroughbridge, and a memento of the event.

For further information and an entry form please contact: Graham Wilson, 160 Green Lane, Cookridge, Leeds, LS16 7JQ. Phone: 0113 2176509, Mobile: 0777 272407, Email: **gericwilson AT ntlworld.com** .

Brooklands Museum Commemoration — Martin Gegg

Members of the Brooklands Museum Motorcycle Team at Brooklands Museum commemorated the centenary of the first motorcycle to reach 100mph on British soil at Brooklands Race Circuit in Surrey in April. The record was set by Douglas H Davidson on his Harley Davidson, in a race between him and Bert Le Vack on an Indian. The volunteers arranged for a 1917 Indian Powerplus 1000cc and a 1920s Harley Davidson C10 sport together to recreate the moment on the Railway Straight in 1921. Of course, these bikes are very old now, so it was not possible to race them, but just seeing them on the banking where the record was set was very evocative.

From The Membership Secretary

Sue Wells

New Members

Please join with me to welcome new members:

Richard Hobart, Essex
John Tindle, Somerset
Ian Whitehead, Lincolnshire
Victor Norman, Gloucestershire
Paul Negus, Surrey
Nigel Percy, Hampshire
Lex Schmidt, The Netherlands
Nigel Sweet, Sussex
Mike Schofield, Lancashire
Keith and Margaret Wright, Cambridgeshire

Long Standing Members

Meanwhile, congratulations go to the following club members who have each racked up at least 40 years of membership:-

David Dickerson	40
Bernard Holmes	41
Geoff Morris	47
John Waghorn	40

Shoreham Airport

Julie Diplock

The new Pioneer Run destination Shoreham Airport is an historically significant site, with the airfield dating back to 1910. Now known as Brighton City Airport, it's the oldest continuously licensed airport in the UK. The main Art Deco terminal building was opened in 1936, and both the hangar and the terminal are listed buildings. The airport was militarised during WW1, and again during WW2 when it operated largely as an air-sea rescue station, also utilising high speed air-sea rescue launches based in the nearby harbour. It played a significant role in Operation Jubilee, also known as the disastrous Dieppe Raid, in 1942, when allied forces landed at Dieppe in Northern France to test and probe German invasion defences which resulted in heavy allied casualties. Later in WW2, the airport/airfield played an important role in the 1944 D-Day landings. Today, visitors can enjoy a guided tour of these historic buildings and learn about how the Airport was utilised during the Second World War and post-war period before visiting the Shoreham Airport Collection.



The new shuttle bus for Shoreham. Photo Rob Pond

Club Meets

Club Nights at West Kingsdown Village Hall, Kent — George Smith

These will be restarting on Monday 16th August and the third Monday of each month after that. We will use one of the halls to give us more room for covid reasons. We will not be able to start till 8 pm because of the hall usage. We will run like this till Christmas and then decide if we stay the hall or return to the committee room, there is a cost implication in using the hall.

I have several things lined up and I can't wait to get club nights going again. So far the line-up is:

Monday 16th August: Tony Bedwell on riding in the 1960 ISDT.
Monday 20th September: A Bit of a Film Star - Nick Smith on P.V.s and his 1924 machine.
Monday 18th October: Ralph Brough on the John Cobbs Napier Railton.
Monday 15th November: Julie Diplock and her 1931 Matchless Silver Arrow.

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 AT 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 AT ymail.com** .

Garden of England Run

Headcorn Airfield, Kent.

Help wanted with the running of this popular and long-established Sunbeam MCC club run.

Please contact Jo or Julian Swift 01233-756346 julian AT julianswift.com or Nick Goodwin the Events Secretary eventssecretary AT sunbeam-mcc.co.uk

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.***

Me and My Panthers...

The recent interesting photos of the P & M bike in our excellent magazine prompt me to write with my experiences with these interesting and somewhat unique machines.

The back cover photo of my old 1911 veteran sported a rare P & M carburettor. I sold it to a young Dutch enthusiast who, together with my long-term friend Roel, has used it over the years.

I rode my two other veteran P & Ms in the unique Anglo Dutch veteran events, both here and in Holland. This superb event alternates between here and Holland and has riders who have competed over many years. I recall one year that I agreed to loan one of my veterans to a young Dutch lady rider and I must admit that I was slightly nervous about the arrangement. However soon after the start I observed her riding skills only quietly to admit that she was doing a better job than myself. She completed the demanding four-day ride and thoroughly enjoyed it.

Perhaps few people realise that both P & M and Scott were at the forefront of early motorcycle production. P & M were based at Cleckheaton and Scott at Saltaire in Yorkshire. Both makes were unique in design terms. P & M had 100% British parts; chain drive two-speed gearbox and a kickstart mechanism plus a half-compression device for ease of starting. The sloping SV engine produced enough power to cope with the Yorkshire terrain. Unfortunately, there was a court case to determine whether Scott or P & M were the originators of the kickstart mechanism.

Such a proven specification attracted early buyers but the founders of P & M faced the fact that they did not have sufficient financial resources to extend production so they came to a licensing arrangement with the Coventry-based Humber company to build identical machines for approximately 10 years. These powerful bikes attracted motorcycle sport followers with their lusty sloping engine and gearing which was almost like a clutch for hill climbing. Now back in Yorkshire an employee called William Platt was a high performer on his P & M in all major trials. In my study I have a framed certificate of his presented by the organisers of the 1912 Scottish Six Day Trial. Four days hard riding in the Scottish Highlands covering almost 200 miles daily earned this high award.

In the eighties I was lucky enough to acquire a 1924 500cc OHV from a gentleman who was originally a works supported rider. When I came to collect the bike, he was in tears after such a long-term ownership. However, he came to see me riding in the Banbury run which gave him much pleasure and brought back happy memories. This amazingly powerful bike had a 500cc OHV motor with enclosed push rods, four speeds, powerful hub brakes, rear-mounted magneto and chain drive. Such an advanced specification put companies like AJS and Norton in the dark for 1924. The transfer on the tank showed a leopard and the original owner said that the bike was so far advanced it was like a leopard and this transfer graced many future P & M / Panther models.

Subsequently I had a lovely 1929 600cc which I rode to the Isle of Man. Basically the same as the works bikes of the late twenties ridden by renowned P & M works rider Tommy Bullis. At one event I noticed a pair of elderly gentlemen admiring my bike whereupon one said to me "Have you ever thought that they only made two bikes in our current county plus a car called a Jowett? All of them were radical in design and they said typical of the Yorkshire make up; this is how we do it and we are not changing it for anyone".

As a radical move in the mid-twenties the company commissioned the renowned motorcycle designer Granville Bradshaw to come up with plans for a radical new P & M, the Panthette. It comprised a

lightweight unit-construction 250cc with leaf valve springs and a four-speed gearbox. Early examples did well in major trials, one ridden by the managing director of the company Mr Marians who was with the company for many years and at the same time was on the governing body of the ACU, which controlled motorcycle sport and still does. However, the Panthette was not popular principally because the buying public were reluctant to try radical new designs, as shown by the Ascot Pullin and the LE Velocette of the fifties. The difficult trading of the early thirties saw the 250cc OHV Red Panther become a great success selling at £30. This decade also started the wider use of the sidecar outfit, and the lusty 600 Panther was a front runner owing to its renowned pulling power and reliability.

P & M Panthers were produced by the longest ever British manufacturer lasting some 60 years.

I am pictured below arriving at Brighton after The Pioneer Run®, circa 1989.

Happy days, Ian Young

(a.k.a. the Potty Panther Man)



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 AT sunbeam-mcc.co.uk

Lady and Gent With the Ladies Model Douglas (Issue 908)

Dear Julie,
This photo reprinted below shows a 1911 ladies model Douglas. When I purchased my 1912 ladies model I contacted Douglas motorcycles of Kingswood Bristol, as they were still in business then. They told me the ladies models were only made from 1912 to 1914. I do have a photo of a 1923 model that did not go into production, with a flywheel clutch.

The 1911 engine has AIV inlet valves and two pepper-pot silences. The two-speed gearbox is of the non-crossover type.

Note the gentleman's left heel is on the clutch pedal. The rear foot brake pedal is also on the left-hand side.

My 1912 model has the clutch pedal, a wooden mushroom shape, protruding through the footboard, and its rods on the left foot board.

The gearbox is the more common Douglas to speed crossover type, which Douglas made for years. The small cone clutch is inside the gearbox final drive pulley. The 1913 and 1914 clutch, always fitted as standard to the ladies models, is on the outside of the final drive pulley and is bigger in diameter. When I purchased my machine in September 1956 the vendor gave me the toolkit and instruction manual. "You will find a special bolt in the toolkit to make the clutch solid because it will slip" he said. He was right, perhaps that is why the later clutches are bigger and on the outside of the pulley.
My rear wheel footbrake is on the front of the right-hand footboard and it is quite a long reach to get to it.

On the underside of the books saddle it says "Sprung for 12 to 14 stone rider", now that's a whole lot of woman who could no doubt reach the pedal. "Galloping Gert" and I are doing okay!
All the best, Frank Dolman

A Miscellany of Villiers, Rosser and Triumph

Dear Julie,
The last magazine was another great read.

There were a couple of different designs of Villiers Clutch hub: the one pictured in the last magazine appears in patent 22082/1910, and is attributed to George Enoch Stanley, who was a noted rider of the day. It was superseded by a design under patent 5126/1911, attributed to a Percy Payne of Oldham. This had a large cone as the main 'take-up' clutch, and a sprag at the freewheel end as a secondary 'lock'.

Both designs leave little room for 'fresh air' inside the hub shell, and so have a certain 'heft' to them! If anyone has a clutch pedal and quick-thread mechanism for one of these, I should be interested to hear from them - or a good example to reproduce. It's an over-centre heel-toe pedal similar in concept to those used on Armstrong and Sturmey hub-gears.

The two 'Rosser' machines appear to have 'AN' series numbers, which were issued in East Ham, London, rather than the Soke of Peterborough. Peterborough commenced with the FL series in 1903, and then went on to EG.

Unfortunately, no records survive for East Ham and the Rosser marque does not appear in the Ken Hallworth / Roy Bacon Directory of British Motorcycles, and the 'Grace's Guide' website offers no clues. A shame, as they look to be interesting machines - hopefully someone else will have more ideas?

On a related note, I suggest that Fin Reynolds try Northamptonshire archives in respect of his Triumph - they do have some older records, although it's pot-luck these days what survives, and what the surviving records actually tell you.
Nick Smith

Veteran P & M

Dear Julie,



Years and years ago I bought a 1910 P & M from Ian Young, and at that time it was recorded as 1911 but I found out it was 1910. The frame and motor number are the same, H 644, and the original English registration number was BK 287.

A few weeks ago I found on the internet a medal for sale from a Mr LA Davis who rode several Pioneer Runs® with his P & M. I found out that from 1949 onwards he rode every year in the London Brighton run on his P & M until 1960. I think that this might be my P & M, and would like to find out if this is the case.

I send few pictures of the P & M and photos of the medal and wonder if one of the readers can confirm this. The P & M was also on back cover of the April / May 2021 issue. In the Pioneer Run programmes of that period the registration number is not mentioned but maybe the Sunbeam Club can find this out.



So, if the P & M Mr Davis rode in the Pioneer Run is the one and the same as my bike, it will have done the run many times, but never with me on it! As soon as it's organized again, I'll be doing it!

Regards,

Lex Schmidt



Out and About

Club Meetings at The Horse and Groom, Essex

Frank Mace

On a predominantly sunny but very cold May day fourteen hardy souls met up at the Horse and Groom in deepest darkest Essex for the first time this year, six months since our last meet in October.

The car park reverberated to the sound of eleven vintage engines, with BSA being the predominant make, accompanied by a brace of Sunbeams together with a Matchless, a Vincent, a Yamaha, a Triumph and my favourite: a lonely flat tank Rudge sporting the most wonderful electrical system known to man.



Obviously, it was mandatory to eat alfresco and we spread ourselves around three tables under gazebos at the front of the pub.

There was a lot of eating, drinking and catching up to do and I was particularly honoured to sit next to Frank Dolman so soon after his recent resurrection, and can confirm that it was indeed the man himself and not an ethereal hologram.

Highlight of the meeting was the presentation of a magnificent trophy to Dave Emmerson for Services Rendered in turning up on his '26 Model 7 Sunbeam last year on a day the rest of us in belligerent mood went for something more modern. Struggling to contain his excitement at this great honour, he threatened that he was prepared to do it all over again.

It was a very cold ride home, with my son Will riding shotgun. I had four of everything on, though didn't go so far as a newspaper down the front and squeezing into the wife's nylons, despite the attraction. All was well until the other side of Bury when the heavens opened and so it was an early bath for both riders and machines.

It's always a bonus to see new faces at the meetings and all are very welcome. However, if you are wishing to sit and eat, I do need to be contacted first as the pub require our numbers, for not only Covid regulations, but also reserving tables and to help with getting the lunches out to us as efficiently as possible. If it's just a drink and a chat you can be more spontaneous as I know it's a pain sometimes to have to forward plan.

The meetings are the focal point for all East Anglia Region Club members which encompass the five counties of Norfolk, Suffolk, Cambridgeshire, Essex and Hertfordshire.

Obviously this venue is not convenient for a lot of members, it being a 100 mile round trip for myself, and as such if wanting to meet up together perhaps even midweek closer to your homes I can arrange further meets or of course individuals can do it themselves. Around my neck of the woods there are plenty of cafés, pubs, museums etc. as venues as indeed there are in all the counties involved.

So, if anyone is interested then please let me know. The Horse and Groom meets will now continue as normal on the first Saturday of the month bar January when no meeting is held. The next meet-up is Saturday the 5th June.

Pre-Pioneer Ride

Baz Staple

I took a ride out on the 1913 350cc AJS on Sunday 21st March which would have been the traditional Pioneer Run® day. I was not accompanied by anyone else but had a nice ride and Jenny met me at a pre arranged spot to record the scene.

The bike has only just been put back together but ran very sweetly.





Features and Articles

Hidden History Of Our Bikes Part 2

Roel Van Maarseveen

1903 Pebok - De Luxe 350cc Automatic Inlet Side-valve - English Registration P 690

The Pebok was made in London by the Pebok Motorcycle Company, located at 96 Leadenhall Street. The engine was probably bought from the Belgian C.C.M. (Compagnie Construction Mechanique) which was located in Antwerp. The name Pebok is probably the result of the two constructors: George Petry and John Robie Bowick (PE BO K). The Pebok is nearly indistinguishable from 1902/1903 Brown motorcycles and the engine has a lot of similarities with Ascot. In 1903 the marque was rather up-and-coming, with full-page advertisements in The Motor Cycle and Motorcycling. It's also described in multiple books in those years. These tend to describe the high level of finish and its efficiency. It was famed for its performance, especially on hills. The De Luxe model cost £38, was fitted with Dunlop tyres, extra long valves and a Bowden brake. The bike has a standing automatic inlet valve aside the outlet valve and a Longuemare type E carburetor.



For this Pebok we managed to retrieve its complete history from 1903. With help from John Waghorn, who we met during the 1989 Anglo-Dutch rally and who now manages the Pioneer register of the Sunbeam Motor Cycle Club, we could access said register. To our amazment the 1953 entry stated Mr George Wright from Egham, Surrey bought the bike new in 1903 at The Basement Workshop, Leadenhall Street, London. We got this in writing, together with two pictures that were attached to the form. What an incredible discovery!

In 1973 the Pebok was obtained by Eddy Renham, also living in Egham Surrey. He sold it in 1979 to his colleague Peter Manester (both being carpenters). So, the bike remained in Surrey.

Peter Manester took the bike in 1983 to a parade through the centre of London, a special event at the time and well publicised in the newspapers. During one of the Pioneer runs he met Ginus Sloots, who bought the motorcycle from him in 1985. Peter sold the (valuable) registration number separately. Ginus sold the bike in 1987 to Guus Goewie, who has ridden multiple Horsepower runs with it. In 2006 we were able to buy it from him. We still cherish it to this day, after proving itself very reliable during the numerous rallies we have ridden in.



Clutching at……..

John Ferguson

Like many of the members, I've been toiling away at a restoration for years. We all know the process of fitting, assembling and toiling away until we reach a massive hurdle. For me, it was the clutch.

From the adverts in various Club magazines, I see that I am far from the only one who has stared despairingly at a gearbox mainshaft, of a gearbox sitting in the engine plates, behind the engine. The gaze goes from gearbox to engine mainshafts and back. No clutch. No primary drive. What to do? "Get the right New Imperial clutch" is not a practicable answer 90 years later and half a world away. I was perplexed.

Often the answer to a tricky problem comes when you step back a bit, and talk with your mates about it. In my case, I'm coupling a Model 7 New Imp gearbox to a Barr & Stroud single sleeve engine, an engine renowned for its silence of operation. One mate had already opined that, in the name of silence, I should have a belt primary drive, and I'd thought that a good idea without thinking it right through.

Then the lightbulb came on. A pre-unit Triumph measures up close enough to the centres I have, so I went off to see the Triumph parts bloke at "Union Jack Motorcycles". He was happy to talk to me, and to loan me an old clutch centre, and an old mainshaft, to trial measure and generally fiddle with. Good news is that the model 7 mainshaft is longer and of larger diameter than the Triumph item, which means it can be machined to fit. The threaded end of the M7 mainshaft just fits through the Triumph clutch centre, and the original nut can be used.

So, I went back to Union Jack and put my money on the table. It wasn't cheap by any standard, but the belt drive kit includes a new clutch basket and a new engine toothed pulley. I did buy a new clutch centre, but bought everything else secondhand. However, I'll have a maintenance free primary and a good multi-plate clutch. A cover will hide it all from view.

I have a lathe, but am entirely self-taught in its use. I borrowed a tool post grinder, and a new Triumph mainshaft, which allowed me to set the correct taper to grind. Then I ground the M7 mainshaft to suit. Here I have to admit to an error; I should have measured more carefully, and ground an eighth further off the NI shaft, but I didn't discover that until far too late. The clutch sits too far from the 'box by an eighth, but the belt has to be perfectly aligned, which means I have had to jiggle the 'box across by an eighth. I made new engine plates, set up the clutch on the gearbox and set both alignment and belt tension using wedges and clamps. Once right, I marked out and then drilled the engine plates so that the gearbox is pinned and can't move.



I had hoped and intended to report here on how well it works, but it is a project like so many others, and it still is some time before the clutch is tested in anger. My hopes remain high, however.

Easier Rider

Stuart Crump

Recently I have found my interest in motorcycles stepping consistently back in time, I hear it's an age thing! As I am a product of the very early 70s, modern and classic British vehicles from the sixties to the eighties had my eye, however this all started to change up at Epsom Downs with my father and brothers watching a wonderful gathering of veteran bikes set off on their runs down to Madeira Drive. Since those early glimpses into veteran motorcycling, I've been lucky enough to help on a few Pioneer Runs® as tender and mechanic for Rob Aylott, over time becoming good friends with Dave Pittuck, a Léon Bollée enthusiast, plus a couple of Triumph owners. Of course, as all good friends do, they encourage you, and now I find myself jointly owning with my wife, Myriam (she's a biker too), a pair of Veteran Triumphs, 1913 and 14 just ready for complete restoration to join my collection of recent Triumphs.

Both bikes are clutch-less which, as you can imagine, makes riding challenging, especially in modern traffic conditions and the creeping-up of rider's age. As such, I have often been in awe of how riders on roadster motorcycles, push start and mount their machines with such apparent ease, riding away smoothly.

Some years ago, at one of the Pioneer Runs® I saw John Wells down on Madeira Drive, he had a Triumph fitted with a centrifugal clutch designed by himself fitted to the drive shaft. At that moment, seeing this device fitted, it gave me hope for making my bikes easier to handle when restored. John demonstrated the clutch working, a clutch which has since covered hundreds of miles.

His bike was pedal started on its stand, and with the engine warmed, the revs could drop to around tick-over level. With the bike then taken off the stand, and with rider aboard, a twiddle of the carb levers to increase revs, the bike moved smoothly forward. Lowering the revs reaches a level when drive from the engine ceases but because of the incorporation of the sprag clutch bearing, whilst moving along the road, drive is not lost to the rotating rear wheel, so the effect of engine braking is not compromised.

In later months, John kindly allowed me to pay him a visit to discuss his clutch and said he was happy for others to follow on from what he had achieved. Although Dave does not need a centrifugal clutch for his Léon Bollée or his Morgans, he had been aware for some time of the need for such a device to allow early motorcycles to continue to be ridden with ease and was set on doing something about it. And so, Dave and Rob Aylott and I set about engineering and developing a new centrifugal clutch to which end, we asked a friend to be our intrepid and fearless test rider in advance of any of my own bikes being ready. He was delighted about this as by now he had completed his 1908 Triumph, a very difficult bike to ride I hear.

Last year a prototype centrifugal clutch was designed to look as if it could have been an authentic early option, and was then manufactured by us, using a purpose made set of castings and fitted to the 1908 Triumph. Pictured below left is the original pulley, and to the right with the new pulley fitted.







Fitted and tested on a 1908 Triumph

We found that after fitting and testing, the usability of the bike was immediately transformed. No pedalling is required to assist take off and the massive advantage is of course, that the need to hop on and off the machine each time it is necessary to stop has been negated. Before entering traffic, we used a quiet road to learn the revs that were required to engage and disengage the clutch. In all respects, it was a huge benefit to the riding experience.

The test riding was an opportunity to learn and re-think not only how the clutch worked but how it was made and with a few tweaks of materials and manufacturing processes, without sacrificing any of the look and performance; it's the goal to have a production version for both my Triumphs and a Model D too.

The design is focused on the Triumph shaft and engine configuration, but with some adaptation of tapers, crankshaft sizes and bike configuration, I'm sure it could fit other marques. Always happy to talk to riders of a similar disposition, email me on **stuart AT crump.co.uk.**

3D model of design assembly



Veteran Rudge Multi

Nick Smith

The excellent images in the April/May 2021 magazine show two Rudges and two Bradbury machines, as well as rider AR (Ray) Abbott.

H 9069 and MX 757 are both Middlesex-issue numbers, from late 1912 and early 1913 respectively. The Rudge registered MX 757 appears to be in racing trim, with dropped handlebars, square spring-loaded filler-caps on the tank, and a small rear pulley giving a higher range of gearing from the Multi mechanism.

The Bradburys (one of which also bears MX 757, showing how a preferred number could be shared about between machines at the time) have an Armstrong hub gear (left) and an NSU crankshaft gear (right), see picture facing page.

AR Abbott appears to have been seized by the developing motorcycle scene, and he turns up frequently in the press of the time. He first appears in mid-1909, as an entrant at Brooklands on a 3½ HP Triumph, at the meetings held on 28 July and 2 August 1909. He later entered the first of many ACU Trials, at this time a Quarterly Trial, in October on the same machine, also finding time to participate in an ACU race meeting at the Canning Town track in the same month.

He started 1910 as he had left off in 1909 with an entry in the next ACU Quarterly Trial, but has switched allegiance to an 8 HP Matchless outfit. By May, he was an entrant in the London to Edinburgh (and back…) trial, on the same machine. He also appears in the same month as an entrant in that year's TT, on a 3½ HP Rex machine, and is mentioned in reviews of practice for the race. In a cruel stroke of luck, he was unable to start the race, finding a front-wheel puncture on the starting-grid, and having no time to change the wheel or effect a repair. He seems to have consoled himself with an entry in the Snaefell hill-climb on his race machine, also putting the machine through its paces in a Brooklands event billed as a 'TT' or 'Battle of the Cylinders' towards the end of June.

By July he was back on the Matchless and heading for Scotland. His bad luck with tyres persisted, with a retirement from the London-Edinburgh after doing 30 miles with the sidecar tyre stuffed with grass! The Rex, a 'Speed King' model, was dusted off again for a couple more events; an MCC 12-hour Reliability Trial in August, and Sutton Bank hill climb in September. In between, he found time for Walthamstow and District MCC events on the Matchless, but the October ACU Quarterly Trial proved too much for it, with a broken frame forcing retirement.

A gap is apparent at the start of 1911, but he is soon back in the thick of it in May (this time with a 3½ HP Bradbury) at Brooklands, and a further entry for the London-Edinburgh. He clearly had trouble fitting it all in: a note in early June explains that he retired early from the London-Edinburgh in order to be present at Brooklands to race there. It's interesting to note that his London-Edinburgh passenger (the Matchless lived to fight another day) was WE (Will) Cook, who is perhaps best known for his unsuccessful record attempt on the NLG-JAP machine fitted with the whopping 16-20 HP (2714cc) vee twin engine. Tyre trouble returned in that year's Six Days Trial, on the Bradbury. Undaunted, he entered the same machine in another Brooklands event, and also the London-Exeter Trial.

1912 sees further entries in ACU long-distance trials. It's possible that the photo with the outfit and those superb acetylene lights in action is from that year's London-Edinburgh run. He was credited in advertising by Bradbury and Hutchinson tyres and Pedley belts for entries in that year's Six Days, and other similar events. He liked to 'keep it local' too, and appeared in Essex MCC and Walthamstow club events.

1913 sees him travel, first to the Isle of Man, where he secured second place in the Senior TT on a Rudge possibly MX 757. By July, he was a private entrant in that year's Anglo-Dutch Trial, and indicated to be a stand-in for Sir RK Arbuthnot, who would be on naval manoeuvres at the time. He found the time to send his Bradbury outfit up a hill-climb near High Beech, and then went straight off to participate on his Rudge in an event in Amiens, called the 'Grand Prix', an England vs France match race. He was placed sixth, citing inconsistent running of his machine, but made up for that with the fastest speed over a timed kilometre (61.79 mph), and the second-best average time over five runs.

Veteran Rudge Multi Continued **Nick Smith**

The now-inevitable London-Edinburgh entry went in, and he still found time for an Essex MCC 24-hour run. He ended the year with another London-Exeter.

1914 saw a less successful trip to the TT, with a retirement from the Senior on a Triumph. The Essex MCC Westcliff Speed Trials provided a welcome diversion before the business of war started at the end of July. By then he was captain of the Essex MCC, and so his enlistment into the Army Service Corps was noted in October, with his departure for France imminent. By November he was a sergeant. 1914 ends with a reproduction of letter from AR Abbott to the Ilford Guardian. Now attached to the 24th Field Ambulance Motor Transport, in charge of vehicle dispatch, he recounts the following scene: *"Our hospital is situated about six miles from the firing line, which is about the limit of the range of shell fire, although we do not take much notice of bullets or shells. The cars go to within one hundred or two hundred yards and the stretcher bearers then walk the rest and carry back the wounded to us. As far as possible we stay behind an old farmhouse or cottage to shelter from the stray bullets, and there are plenty of them ... On a dark night it is hell driving up there, and the roads are awful, with ditches each side. We also have to dodge innumerable shell holes in the road that would take two tip-cart loads of ballast to fill up. We have had one car hit, but nobody has been shot. We also had one car overturned in a ditch and got it out afterwards under shell fire. We had to rig up a tripod of scaffold poles, and - although I say it myself - this was a smart piece of work."*

Fortunately he seems to have survived, and reappears again in events in late 1920.



From the Pioneer Registrar®

John Waghorn

I usually get about 30 applications a year for "new" Veterans to be added to the Pioneer Register, but this year there were only 12, probably because of the covid-19 lockdowns etc. But there has been an increase in the number of owners of Veterans asking for help to discover the history of their particular bike.

The lockdowns have meant that it has not been possible to have a face-to-face Dating Committee Meeting. However, an e-mail meeting was held in February and 10 bikes were added to the Pioneer Register. In addition to these bikes there were two other machines submitted that, in the opinion of the Dating Committee, did not qualify for inclusion onto the Pioneer Register.



Pioneer Certificate No. 2135 – 1913 Wall Autowheel.

1913 Wall Autowheel, 118cc. There is already a Wall Autowheel with the same engine number on the Register, but we have photographs of both engines which confirm that the number was used twice, the cylinder fins on both engines are damaged but in different ways. The owner of this Wall Autowheel lives in this country, the other was put on the Register by a Dutchman who has since sold it to a person in Germany. (Pictured right)

No. 2136 – 1914 Wall Autowheel

1914 Wall Autowheel, 118cc. After Triumph and Douglas, there are more Wall Autowheels on the Register than any other bikes. By the way, the Pioneer Certificate for an Autowheel applies to the engine unit only and not to the bicycle it is attached to. (Pictured below)





No. 2137 – 1913 New Hudson, 346cc.
Believed to be the only survivor of this model of New Hudson. It is in original paint and had spent most of its life in Australia, before coming back to this country.



No. 2139 – 1913 AJS
This bike was originally shipped to Ireland. In 1914 AJS dominated the Junior TT, being placed 1st, 2nd, 4th, 6th and 29th.



No. 2138 – 1913 F N
1913 FN, four-cylinder, 496cc. Beautiful engineering as you'd expect from a machine made by Belgium's arms manufacturer. First in the field with a four-cylinder engine, they carried on developing them into the twenties.



No. 2140 – 1911 Premier

1911 Premier, 246cc. This is the smaller Premier single-speed machine, fitted with an adjustable pulley. (pictured above)



No. 2141 – 1904 Peugeot

1904 Peugeot, 472cc. An early Veteran made when the French were really pushing ahead with motoring and motorcycling. This bike has Truffault front forks and the magneto is out of the way in a compartment in the petrol tank. (pictured above)

No. 2142 – 1914 Triumph
1914 Triumph, 499cc. The model A, single-speed with “free engine” clutch.

No. 2143 – 1912 Triumph
1912 Triumph, 499cc. What is there to say about Veteran Triumphs that’s not already been said? Solid, reliable, go anywhere, the most popular bike of its day, probably the bike most responsible for the popularity of motorcycling. There are more Triumphs on the Register than any other make, with 334.





No. 2144 – 1914 BSA. BSA were never as popular as Triumph although their engines were very similar. Although they had a couple of advantages, with a robust centre spring front fork and proper two-speed gearbox. (Pictured left

The Winter Of 1947 - Some Memories, Some Facts **Geoff Morris**

My 250 cc Velocette MOV happened to be delivered to well-known Southampton dealer and ex-TT rider Alec Bennett around 24th January 1947. I'm emphasising the date because six weeks of heavy snow started to fall on 23rd January which changed the whole face of Britain, paralysing roads and railways. In fact, snow fell every single day somewhere in the UK for a run of 55 days. So, Alec Bennett was just able to take delivery before the enormous 'white-out'.

In 1947 I was a little over five years old and my abiding memory for the first few months of that year was snow, snow and yet more snow! Even though the family house was in Battersea, a couple of hundred yards from Clapham Common, we might as well have been in the middle of the country as snow was so deep in every side road. There were few cars just after the war so traffic was virtually nil just off the main roads. Clapham Common resembled Antarctica and the snow stayed where it fell. To set the scene further Pathé News sent up a spotter plane and as it passed over major railway stations the observer could see the static stations with nothing moving and then the trains marooned in snowdrifts along the lines, nowhere near the stations. This bleak picture was the problem at its worst. Then compounding all this was a great shortage of coal with only four weeks supply in the country because the then Labour government had banked on a mild winter in late 1946, unfortunately this proved rather wide of the mark. So, coal was strictly rationed and coke was the salvation!

The Winter Of 1947 Continued **Geoff Morris**

I can remember around this time going with an older boy over the road to get some hard-to-get coke, which was a by-product of gas production. Somehow, he had 'borrowed' a costermonger's barrow from Northcote Road market and I was to be the ballast to counterbalance the coke which he hoped to get for his mum and family. We set off towards Lavender Hill the cart trundling on its wooden wheels shod with iron tyres. I sat perched on the front of the 'barra' with the boy, all of eight or nine, pushing the big shafts. We crossed Battersea Rise and headed down Eccles Road to the big coal yard next to the bombed-out Clapham Pavilion cinema on Lavender Hill. The sight of these two pathetic little ragamuffins queueing for coke with a big 'barra' must have worked a treat as we had a full load dumped on. It was slightly uphill on the way back so I had to leap off and contribute albeit minutely towards the 'oomph' required to bring the conveyance back. It was only half a morning's work but that memory is so vivid even now.

'Motorcycling' for March 6th 1947 had its editorial written by Graham Walker. After rationing of materials and other factors had caused publication to cease for many weeks it said 'We appear today after a break in continuity of publication forced on us by the crisis close-down of industry brought about by a desperate shortage of coal'. The whole long editorial makes dismal reading.

A double-page spread in the same edition, has the headline 'The Industry and the Crisis' and journalist Charles Markham does a round-up of all the Midlands motorcycle factories.

Citing for example 'Shortage of coal was literally the cause of the close-down at the Hall Green **Veloce** factory'. The boilers had to be closed down but 'the spare parts service and office staff had carried on but patently new machine deliveries will be held up'.

In Selly Oak, at the **Ariel** stronghold Charles found the 'unheated factory at a standstill and all the office personnel trying hard to concentrate with the temperature just on freezing point. Sales chief Mr Tom Davies, still retaining his characteristic good humour paced his office complete with fully buttoned overcoat and tried hard to reduce the overwhelming pile of correspondence confronting him.'

James motorcycles in Greet had all but closed and Terry's springs had to employ an agricultural tractor (which was illustrated) to power their lines of overhead belting! And a circular saw motor was employed elsewhere. They had sought help from local farmers, that's enterprise for you!

BSA were badly affected and sales manager Mr George Savage could promise motorcyclists virtually nothing. He said that 'restarting a huge plant such as B.S.A. is no simple press button operation, they had to gradually 'gear up' once more to normal output'.

Norton were 'absolutely at a standstill' in Bracebridge Street but Managing Director Mr Gilbert Smith said that 'we shall do our utmost to get back into full production immediately circumstances permit.'

Royal Enfield could only give their works a good spring clean. The publicity manager said 'it now looks like a food factory'. But even during the unpleasant weather the road testers were busy out on the roads with an accumulation of 600 completed machines and the workers carried on as much as possible 'despite the lack of adequate heating.'

Triumph was badly affected as there was a complete stoppage and they couldn't make promises or forecasts for the future.

In the rest of the country coal stockpiles were depleted, rivers froze, power cuts instituted and factories closed. Garden fences and trees became firewood and vegetables froze into the ground. German prisoners of war (still here) helped clear the blocked roads and a surprising number stayed here for good as they were well treated and appreciated by local communities. The meat ration was reduced but compensated with whale meat and a tinned fish called 'snoek'. But people didn't like these alternatives. People shivered in their beds (with perhaps a hot water bottle) under multiple layers of clothing. Central heating was something for the future. Eventually all freezes end and this one certainly did as rising temperatures brought a rapid thaw of the deep snow which led to meltwaters pouring into the rivers, causing many to burst their banks. It was a winter which was to go down in history.

Finds and Discoveries

1915 AJS V Twin Model D – The Story So Far

Ian Alexander

In April of 1983 I purchased from Ivan Rhodes a 1915 model D AJS. It was in need of complete restoration, but, being a poor student, it was the only way I could afford a true vintage V twin. The first picture was taken the day Dad and I collected the bike from Ivan, with my Dad in the photo.

Unfortunately, enthusiasm and the desire to get her on the road quickly exceeded my budget so the plan to ride it on a Lands End to John o'Groats ride that had been organized for the near future needed to be quickly changed.

Dad and I decided to do as much of the work as possible. The frame and forks were painted, the gearbox rebuilt and Dad used his engineering expertise to rebuild the flywheels etc.

As is always the way, time marches on and work on the AJS slowed to a crawl. The distraction of classic and vintage racing is both time and money consuming. Then marriage and children brought work on the AJS to a complete stop, in fact, she resided in a cupboard on the landing for many years. I'm lucky that Kathy is not only tolerant of motorbikes but is equally as enthusiastic as me.

Unfortunately, in 2012 we lost my Dad which made for a very sad year. Three years later, Mum decided to move to Cornwall to enjoy a little of the seaside life and we were given the opportunity to buy the family home, which we did.

So, the AJS moved back to where the original picture was taken although this time she was banished to the garage. Sometime later, I was desperately searching the garage for something and came across the AJS bits leaning up the wall. It was a shame to see them languishing there so I decided to either get things moving again or sell her. Fortunately, I decided that I really couldn't part with her and work began again. The second picture is the same bike in the same place but 38 years on. However, as I stood admiring the lines of my lovely bike, I noticed the wheels were out of line and the frame is, in fact, twisted. Definitely a case of one step forward and two back. Mind you, nobody ever said that rebuilding 100-year-old motorcycles was easy!



1915 AJS V Twin Model D – The Story So Far Continued **Ian Alexander**



First World War Photo: Information sought

Martin Heskell

I believe the rider on the right is William Pexton, who lived at Farningham Hill Road, Swanley Village for most of his life. No information on the rider on the left unfortunately. It was taken prior to 1916 as he was honourably discharged from the RFC (Royal Flying Corps) due to injury. Please contact the Editor.



Rose of the Shires 2021

Yes, this year's Rose of the Shires will be going ahead! Get your old bikes out and blow away those lockdown cobwebs.

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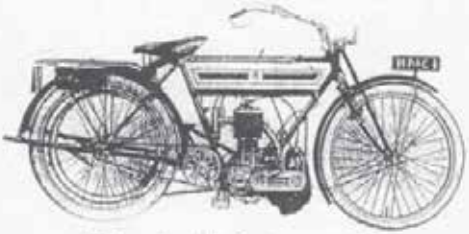
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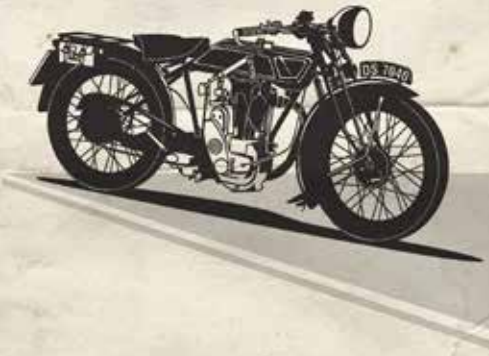
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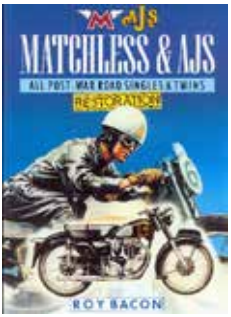
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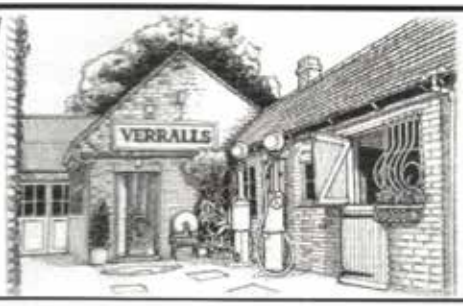
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Sunbeam Motor Cycle Club

The Club for all Pre War Motorcycles

1903 Pebok (See article page 14)

Roel Van Maarseveen



