Sunbeam Motor Cycle CLUB NEWS

Issue 917 June - July 2022

Always Ahead!



A Scene from The Warwickshire Run
Photo: Tony Page

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Deadline for August / September: 10th July 2022

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Editorial and News

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Hello Everyone,
If this isn't your copy of Sunbeam MCC why not become a member? A membership form can be found on page xx. If you are a member, do consider handing the membership form to an interested non-member. Please do remember to use my new email address **editor(*)sunbeam-mcc.co.uk** , as there are still some emails arriving at my former address.

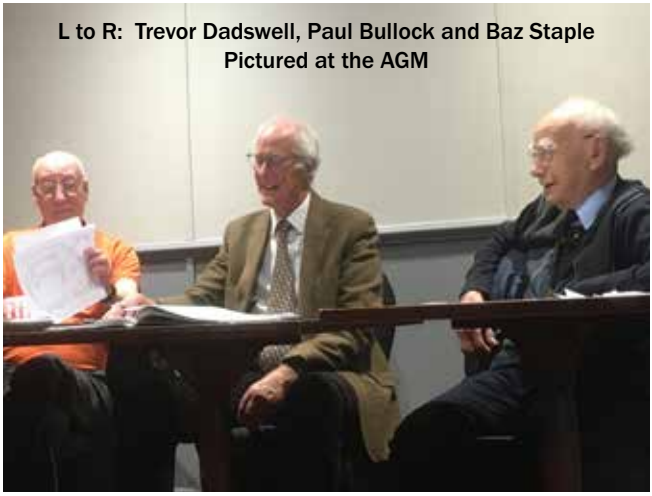
All the best, Julie Diplock

Chairman's Chatter

Paul Bullock

The AGM of the SMCC took place on 15th May at the Peacock Lodge in Surrey, it was attended by 26 members. The main matters arising were as follows:

The Club urgently needs members to assist in the running and organising of events together with riders to support these events. As I am sure everyone realises that there is nothing more disappointing than spending time and effort in organising an event, for which very few people enter. We have several great events coming up as usual such as the Dales Weekend held as the name suggests in the Yorkshire Dales. We have been asked to hold more events for those riders who live in the north of England so now is your chance to enjoy a great weekend of riding.



L to R: Trevor Dadswell, Paul Bullock and Baz Staple Pictured at the AGM

A Secretary of the Meeting is required for the Conyboro Run which we would like to reinstate next year. This would entail taking the entries etc, the route being set out by others. If you wish to have a go, please contact Nick Goodwin the Events Secretary whose details are in the front of this Club News. We are also hoping to reinstate the Ixion Run next year which would be great news.

I would like to welcome our new Secretary Peter Ashlee who you can read about elsewhere in the Club News. I am sure he will be a great asset to the Club.

Richard Rosenthal was awarded the Presidents Cup for all the hard work he has done on behalf of the Club, Richard is stepping down as webmaster and unfortunately could not be with us, therefore the Presidents Cup will be awarded to him at the Ardingly Show on Sunday 31st July or similar so that we can take a picture of him together with the Cup for the Club News.

Speaking of the Club News can I remind members that our editor always need articles, photographs etc to put in the News. It has been very difficult for Julie to find enough interesting copy to fill the Club

Chairman's Chatter Continued — Paul Bullock

News recently which has caused problems with printing deadlines so please submit more articles to her.

Thanks were given to those members standing down from the committee, namely Paul Gander, who as Chairman had a difficult job during lockdown. He will remain on the Pioneer Dating Committee. Rob Smith who although no longer on the Committee is quite willing to assist members who have any questions regarding Regalia. Rob Pond who will continue to act as Clerk of Course for the runs he is involved in, including the immense amount of work he puts into the start of the Pioneer Run at Tattenham Corner, and finally Roy Plummer, who although will no longer be Vice Chairman will continue in his role as Club Archivist. Again many thanks to all.

On another matter, please support the SMCC Test Day on 2nd July 2022, this will give you the opportunity to exercise those machines which you may not have ridden for quite some time. If, like me, you are in a valley surrounded by steep hills or A roads this is just the occasion you need to see if you have forgotten how to ride or to try out your latest restoration in safe surroundings.

Regulations and entry form are now available on our website **www.sunbeam-mcc.co.uk** for several of our runs which you can download, including the Pioneer Run.

The 82nd Pioneer Run® 2nd October 2022 — Ian D. McGill

The Sunbeam Motor Cycle Club, founded in 1924, inaugurated the First Pioneer Run® to Brighton in 1930. The Run has been repeated every year since, except when prevented by war 1940 – 45, fuel crisis 1974, foot and mouth outbreak 2001, bad weather in 2013 and Covid restrictions in 2020.

The Sunbeam Club will celebrate its 82nd running of the Pioneer Run® on October 2nd 2022 using the newly adopted route from Epsom Downs to Brighton City Airport.

Recognised as the premier Event in the Veteran Motorcycle Movement, The Pioneer Run® attracts both national and international entries, resulting in the largest gathering of pre 1915 solos, sidecars, tricycles and quadricycles in the World. The Event provides the public with the opportunity to see some 300+ early machines aged between 107 – 126 years old, in action on the road and on display at the finish.

Organised by the Sunbeam MCC Ltd., this non-competitive social road run is authorised by the Motor Sports Association (MSA), Motor Vehicles (Competition and Trials Regulations dated 1969 No. 414 Road Traffic Act).

The 82nd Pioneer Run® 2022 will be started at 08.00 hrs at Tattenham Corner, Epsom Downs by the Mayor of Epsom and Ewell. The 45-mile revised route then follows the A217 through Reigate to join the A23 at Gatwick, diverting via Handcross and Lower Beeding (where there will be a coffee stop and checkpoint at Leonardslee Gardens) to join the A281 through Cowfold and Henfield, then on to the A2037 through Small Dole and Upper Beeding and finally to Brighton City Airport, where arrivals will be expected from 10.00 am onwards. Awards will be presented by the Chairman of Adur Council, together with the Mayor of Epsom and Ewell at the Sunbeam MCC marquee at 14.00 hrs.

The Pioneer Run® is sponsored by: Bonhams Auctioneers, Hagerty Classic Bike Insurance, The Classic Motor Cycle magazine and Bascomb & Drew.

Regulations, entry forms and further information may be obtained from the Club's website at **www.sunbeam-mcc.co.uk** or contact the Secretary of the Meeting Ian D. McGill by email **pioneerorganiser(*)gmail.com** or post: The Oaktree, 13 Victoria Road, Horley, Surrey, RH6 9BN.

Cancelled: Garden Of England Run Sunday 10th July — Julian Swift

Sadly, the Garden of England Run had to be cancelled due to lack of entries. Entrants have been contacted, and we hope to run the event next year.

We can be contacted on 01233-756346 or 07802 453232 or by email **julian(*)julianswift.com .** Looking forward seeing our old (and new) friends and another memorable Run next year.

New Event: Sunbeam MCC Test Day 2 July 2022

Julie Diplock

Club member Karl Foulkes-Halbard of Filching Manor Motor Museum will be opening up the Campbell Circuit, his 650m outside go-cart track for club members to use on Saturday 2nd July 2022. This non-competitive event gives members the chance to ride their club-eligible machines without the worries of modern traffic. Each session will be limited to 10 machines of the same era / performance.

The Foulkes Halbard collection is based around the speed record breaking Campbell family's many achievements, together with many more cars and motorcycles. Included in the collection is Sir Malcolm Campbell's Bluebird K3 world record breaking boat, along with other famous Campbell cars, boats and memorabilia. Tours of the manor house, which was built around 1450, are available as well as museum tours. The museum can be found at Jevington Road, Filching, near Polegate, Eastbourne, East Sussex BN26 5QA Refreshments will be available from the museum.

All attendees will be expected to pay the £10 museum admission charge on arrival to the museum, and must book-in. For details and to register your interest please contact Julie Diplock by email **editor(*)sunbeam-mcc.co.uk** or phone 01797 344277 before 1st June 2022.

Club Events Report

Nick Goodwin

Looking back to 2021 our events were affected by covid with only six events getting off the ground. The Pioneer Run was further affected by fuel shortages which meant that those who lived some distance away from Shoreham couldn't risk running out of fuel on their return journey. Of 207 entered, only 149 started. This year so far, we have nine events either planned or already completed.

Where events are put on, attendance and enthusiasm are high. On a slightly negative point, the club has had to cancel one event, the Conyboro Run because a new organiser couldn't be found. To stay ahead we need new Secretary of Meeting plus assistants.

In addition to the Conyboro we will also need a new SOM for the Northern Pioneer Test in 2023. If we are to keep these events we need people to step forward.

Please speak to myself or Paul Bullock if you have an idea for a run in your local area. To paraphrase a speech by JFK, 'ask not what your club can do for you, but what you can do for your club'.

A New Event In April 2023: A Manx Veteran And Vintage Extravaganza

Richard Birch

The Isle of Man section of the VMCC is proposing to organise a new stand-alone event primarily open to all pre-war and veteran machinery.

This event will be open to ALL owners of eligible machinery, not just VMCC members, with the emphasis on road runs suitable for early and pioneer bikes.

It will be starting around 6th of April 2023 and ending around the 12th of April.

We have a successful track record with previous events we have organised and there will be an opportunity to enjoy the Manx experience and social events.

We have the potential to organise an event dependent on your input and your requirements. Along with road runs we propose a closed roads hill climb and a Jurby circuit day where non-road registered machines can be exercised. Following consultation with the Manx Government it is possible that the famous TT course may be available for limited road closures and access, dependent on numbers.
Other related functions include visits to the Manx heritage sites including the steam railway and tramway, film shows and social events.

Hopefully this proposed event has pricked you interest and we would appreciate it if you would contact us and give us your views/ preferences so that we can tailor the event to you.

Please view this event on our web site at **www.vmcciom.org** for more information and contact our **secretary(*)vmcciom.org** with your views.

Greybeards Trial

Neil Sinclair

This year's Gingerbeards and Greybeards Trials will take place on the 27th and 28th August 2022. Now organised by the Bexleyheath Club under the stewardship of Dennis and Rob Fleet the events will take place in the Horsmonden area of Kent.

The Sunbeam MCC try each year to support the events by way of observers. For more details contact Neil Sinclair

The Future of Warwickshire & Shropshire Three Day Riding Residential Events

Jenny & Baz Staple

Jenny & myself started the Warwickshire event in 1993 as a yearly event until the late David Davies started a similar event in Shropshire in 1995 and subsequently these two events have run in alternate years.

For some years Jenny & I arranged the Warwickshire routes by going up there a month in advance to spend time arranging or checking the routes and refreshment stops. More recently Malcolm and Judith, who live more locally, have dealt with this detail, much to our relief and they have done a thoroughly good job too. Malcolm and Judith subsequently took over Secretary and route duties for Shropshire.

So, what of the future for these two three-day rides? At the close of Warwickshire event this year Malcolm, Judith and ourselves had a discussion. Knowing that Malcolm and Judith wished to call time in their involvement it will be time for us to do the same. This foursome decided to give a further two years organising these, that is to say – Shropshire for 2023 and Warwickshire for 2024. That gives other persons time to think about taking over the organisations. Copies are available of previous routes, maps, refreshment stops and the existing residential hotels offer their continued good food and service.

Both events remain very popular with the riders and we had seven new entrants and several new passengers. It was also good to see three previous riders coming along to continue involvement and to see new and old friends.

We must say there is a deal of job satisfaction in running these events for keen old bike enthusiasts, who enjoy the rides and the chance to chat away, as only motorcyclists do, at the stops and evening meals with lots of laughs and leg pulling.

So please consider and talk to the present organisers to assure continuation of these two pleasant and popular runs. There was a call at the end of Warwickshire, “Bring on Shropshire”.

12th Sunbeam September Challenge

Alec and Joy Thompson

This year’s Challenge takes place on Saturday 10th September and the start and finish are at Beadlam Grange farm shop on the A170, approximately 15 miles from Thirsk.

There will be bacon butties and tea / coffee at the start, this is also available for all entrants and their support crews.

There is a choice of 2 runs:

Run A.

About 60 miles for veteran / low powered vehicles. This run will circle Castle Howard estate and the Vale of Pickering returning to Beadlam Grange start. Gorgeous scenery and panoramic views of the Vale of Pickering.

Run B.

Approximately 80 miles for the more powerful machinery. This route does incorporate a few hills but an experienced veteran rider will manage.

The route is centred on the North York moors dales of Bransdale, Farndale and Rosedale. These three dales have spectacular views and scenery. Including many miles of open moorland.

12th Sunbeam September Challenge Continued **Alec and Joy Thompson**

This route is spectacular in scenery and views. Return to Beadlam Grange start.

When we are sure all our entrants have returned we all sit down to tea/coffee and a hot meal of large Yorkshire pudding, meat and veg with gravy.

We will operate a back-up / recovery vehicle and all of this, together with the food, is included in the entry cost.

Many of the roads are single track tarmac with passing places. The views on both runs are fantastic and give a small insight to this beautiful part of the county.

Entry forms and regulations are available on the Club website **www.sunbeam-mcc.co.uk** or you can contact us on 01751 431478 or by email **alec.thompson7(*)pobroadband.co.uk**

We look forward to meeting as many as possible and welcoming them to The North York Moors.





Invitation

THE SMCC DALES WEEKEND 25th/26th JUNE, 2022

At last we can invite you, once again, to come and enjoy a weekend of riding your motorcycles at one or both of the following Club Events arranged to cater for all Club eligible machines set in the beautiful North Yorkshire Dales.

IT REALLY IS WORTH THE TRIP

Saturday 25th June, provides the opportunity to exercise all pre 1940 machines on our **Second Four Dales Tour** comprising a run of approximately 80 miles through stunning scenery, involving some challenging hills, as you would expect in this unique part of the country. The Run starts and finishes in Arkengarthdale visiting Wensleydale, Swallowdale and Teesdale passing the highest pub in England at Tan Hill, en route.





Sunday 26th June, sees our **Third Northern Pioneer Road Test** for pre 1915 machines starting and finishing at Tennants Auctioneers in Leyburn. This veteran friendly route, avoiding unmanageable hills, is approximately 50 miles long, has no traffic lights and is on quiet country roads in and around Wensleydale.



In addition to these two fine runs for riders, we also invite owners of machines who do not wish to ride to bring their machines along to display at either event.

For more information on either event call
Wallace Holmes on 01325 460554 or email him at holmeswallace80@gmail.com

http://sunbeam-mcc.co.uk

Club Meets

New Wessex Club Meetings at Winscombe. Ray Hudson

A good but very cold start for the first Wessex Meeting at the Woodborough Inn, Winscombe. Seven of us attended even though there was a Vintage Club event five miles away in Cheddar. (Pictured below) Meetings take place on the first Saturday of the month 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

We meet on the first Saturday of the month 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** .

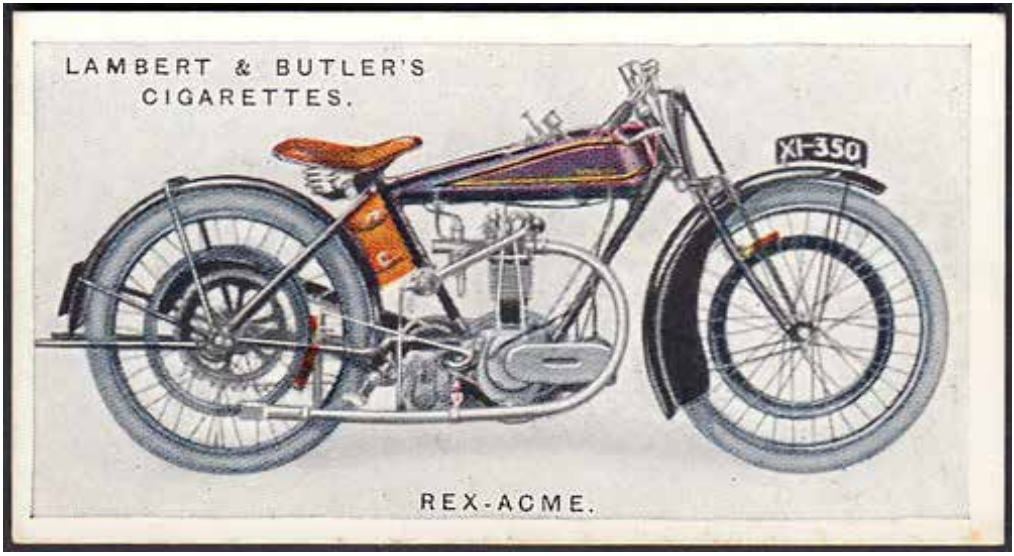
Club Nights at Six Bells, Chiddingly, East Sussex Vacant

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.

Club Meets

May Club Night at West Kingsdown Village Hall, Kent **Rob Smith**

Following a two-month pause due to organisers George and Jane Smith having to isolate with covid in March then the Easter Bank Holiday falling on the day of the April meeting we were pleased to welcome back Rick Parkington, club member and Technical Editor for Classic Bike magazine. Rick gave a talk with photos plus the machines about his two 'lockdown projects', his recreation of the 1915 Blackburne 'Scarlet Runner' Brooklands racer and his 1923 Rex-Acme TT Sports Model. As Rick has previously written about how he recreated the Scarlet Runner (Issue 910, April - May 2021) this article focuses on the Rex-Acme and his restoration of it.



Rex had been one of the most well-known names in the early years of motorcycling with their machines acquiring a good reputation quickly and several of them surviving today, but, by the early 1920's they had faded away slightly, possibly due to the vast choice of makes and models available to tempt the public then. In 1921 Rex officially amalgamated with Coventry–Acme, from then on to the close of production in around 1932, machines were badged as 'Rex-Acme'. The firm came back with a bit of a bang the next year with Dan Young - thought to be a private owner with works support, finishing second in the 1922 Lightweight TT on his Blackburne-engined Rex–Acme. Dan's podium place brought about a new overhead-valve 'TT Sports Model' in the 1923 catalogue; Rick believes he has the sole remaining 'TT Sports' although one of the more advanced 1923 works TT entries bikes survives – fittingly in a collection on the Isle of Man.

Rick saw the bike offered at auction as part of the National Motorcycle Museum reserve collection in December 2020 but, despite being a Rex Acme fan he didn't recognise the model until the numbers revealed it not to be the 1926 side valve as claimed but a 1923 ohv model that had been converted to side valve and fitted with the wrong forks and wheels, probably many years previously – the old log book revealed it had been continuously taxed through the 1950s by its second owner Jesse Stephenson, who bought it in 1925. The early Blackburne ohv engine shares the side valve's

Club Meets

Club Nights at West Kingsdown Village Hall, Kent: May Continued **Rob Smith**

three-stud cylinder mounting and was only made for a couple of years so even in the 1950s chances of finding ohv parts would have been slim. The log book also reveals that Roy Richards had bought the bike in the early eighties from Yorkshire collector and former Speedway champion Oliver Langton who was a great lover of Rex machines.

Rick decided to bid for the bike because although an original three-stud ohv top-end would be hard to find, he actually had one on the shelf, as well as a suitable set of Brampton forks, left over from the build of his 'Scarlet Runner' Brooklands racer project. Fortunately Rick was able to buy the bike without going above his maximum bid.

Rick dismantled the Rex -Acme completely on acquisition and began to rebuild it back to its original specification and roadworthy condition. The rear frame was straightened, the rear brake drum assembly removed to be used on another of Rick's projects which allowed the rear wheel hub to fit the frame properly. To his amazement the only spare dummy belt brake rim he had fitted the rear wheel perfectly! After modifying the stem and top clip and straightening the tubes, the spare Brampton forks were fitted and Rick rebuilt the front rim onto a more suitably tiny Webb hub to replace the later brake the machine came with which may have been too powerful for the forks. When it came to the engine the original crankshaft and cases were in good, usable condition but Rick required a piston to fit the OHV barrel, initially he modified a 650cc AJS piston but the compression ratio was 14:1! Luckily a 350cc Ariel piston Rick found afterwards in his autojumble box fitted with little modification required and the compression ratio problem solved. The side-valve barrel that came on the machine was discovered to have a broken mounting lug. The frame and cycle parts had been finished with the of-its-time 'plastic-coating' which Rick removed before repainting them himself then reassembly could begin. Other tasks required were to manufacture petrol and oil tank caps for the tank from brass plus fitting a replacement oil pump and tank sight glass of the correct type, also manufacturing an exhaust pipe to suit the OHV barrel.

Our grateful thanks go to Rick for his talk and bringing the machines plus his assistance writing this article. The Rex-Acme looked superb reborn – now a fine example of a sporting Vintage machine which was admired by the large audience on the night along with the 'Scarlet Runner'. We wish him many years of enjoyment with both of them.

Winter Club Meetings at West Kingsdown? **George Smith**

I have kindly been offered a few talks for future dates and I have an idea for the future too.

I propose that during the winter months of October/November until February/March the meetings should take place earlier, from 2 to 4 pm in the afternoon, still on the third Monday in the month and with tea/coffee and biscuits and the round robin email to all interested as usual. They will mostly be social gatherings, as many other club meetings are now.

The reason for this suggestion is that the majority of members that come regularly are retired; several have said they would like to come to the winter meetings but quite understandably are not keen to drive at night in winter now. The usual Club Nights from 8 to 10pm would continue during Spring, Summer and Autumn, hopefully with talks etc.

If any of you that regularly attend have any thoughts on this idea then please contact me at my details below so I can be certain if the change is welcome, and the afternoon meetings will be supported. **t110george47(*)gmail.com** 01474 852960.

Letters

Your letters and comments are always welcomed. Send them to The Editor, contact details inside front cover.

Message from the Editor: *Thanks for all your input, it's always great to have feedback.* ***If you are posting photos or literature then do enclose a return SAE if you would like them returned.***

The Scourge Of Modern Fuels

Dear Julie,

I can reflect on David's experience, nay a carbon copy with my lawnmower. A fault with the electronic ignition urged me, being non-electrical, to take my lawnmower to my local repair centre. "We've put our fuel in it, Aspen 4 alkylate. You'll find a big difference." I did, and returned to part with £20 for five litre can of it. I can endorse Mr Newman's experience using Aspen in his lawnmower. Gone is the poor starting, gone is having to do a Fred Astaire with the choke lever, gone is a gummed-up carburettor.

Sadly, owing to my present situation I am unable to road test my 1927 Long Stroke Sunbeam or my 1925 498 cc two-speed Scott. Yes, the Aspen 4 is expensive. Is it feasible? If you trailer your bike to an event, typically the run is a 50-to-60-mile circular trip which will cost you an estimated £14 extra. Your scribe, sans bike transport, would travel 60-to-75 miles to an event, the 50-to-60-mile circular run and the return journey would lead to eye-watering costs of £60 if using Aspen. To add to this, I've heard recently that a Husqvarna garden service centre sell a similar product to Aspen which is a bit cheaper. Without being a 'bar room bore', I'm told there were 27 variants of petrol, I know there's Fifty Shades of Grey!

Tongue in cheek, I hark back to 1958 as a spectator, then back up driver for The Pioneer Run® for Ken Ramsden and Bert Jackson both riding Oliver Langton's 1903/4 Rex. The expensive fuel was then £2 for sealed two-gallon tank of SBP1, low octane high flashpoint fuel. To date I'm told that these one-offs of self-destruction run happily on propane gas, the fuel lines fitted with anti-flashback valves for safety be it surface carb, hot tube ignition, wick or carburettor.

Finally, the other downturn is pump-fuel related. Veteran and vintage side-valve motorcycles, that is with rapid wear of the CI exhaust valve guide; shot after 700 miles. I have tried most of the lead replacement additives to no avail. I have been advised to add at 60:1 Husqvarna two-stroke engine lube and to fit hardened valves guides and nitrided valve stems. All the above to consider!

Yours faithfully,

DH Frank

The Scourge Of Modern Fuels In The Netherlands

Dear Julie,

I read the letter on page 12 of the latest magazine and would like to react.

For eight years I have used Aspen 4 in the old motorbikes and a lot of Dutch do so. We found out years ago that on rallies using the fuel from petrol station pumps that this became more and more aggressive for our motorcycles and the environment.

Petrol tanks that were repaired by a coating started to leak again. Getting this sorted out again costs a lot of money and time and always comes in the middle of the riding season, so we started to use Aspen 4 Alkylate fuel.

The price is a bit higher but we love it. Besides of the preservation of your motorcycle tank the petrol stays ok over the winter and can be used next year without trouble. Also, there is no smell anymore in our van and of course it is better for the environment. Look it up on Google and see for yourself and read all the ins and outs.

Letters Continued

The Scourge Of Modern Fuels In The Netherlands Continued

When we go to a rally weekend I usually load the bikes on Friday or Saturday Morning before we set off. I used to have to open all the windows and doors otherwise my wife would get a headache fromthe smell, but that is gone since we use Aspen 4.

Because we ride on the real old bikes (all pre-WWI and some even from beginning 1900) and Aspen is not available in fuel stations I put it in litre bottles, like on the photo with the 1903 Pebok and usually have two bottles in a bag on the back of the motorcycle to cover the the day's mileage.

We never use the fuel from a petrol station anymore for our classic bikes.

Roel and Hennie van Maarseveen

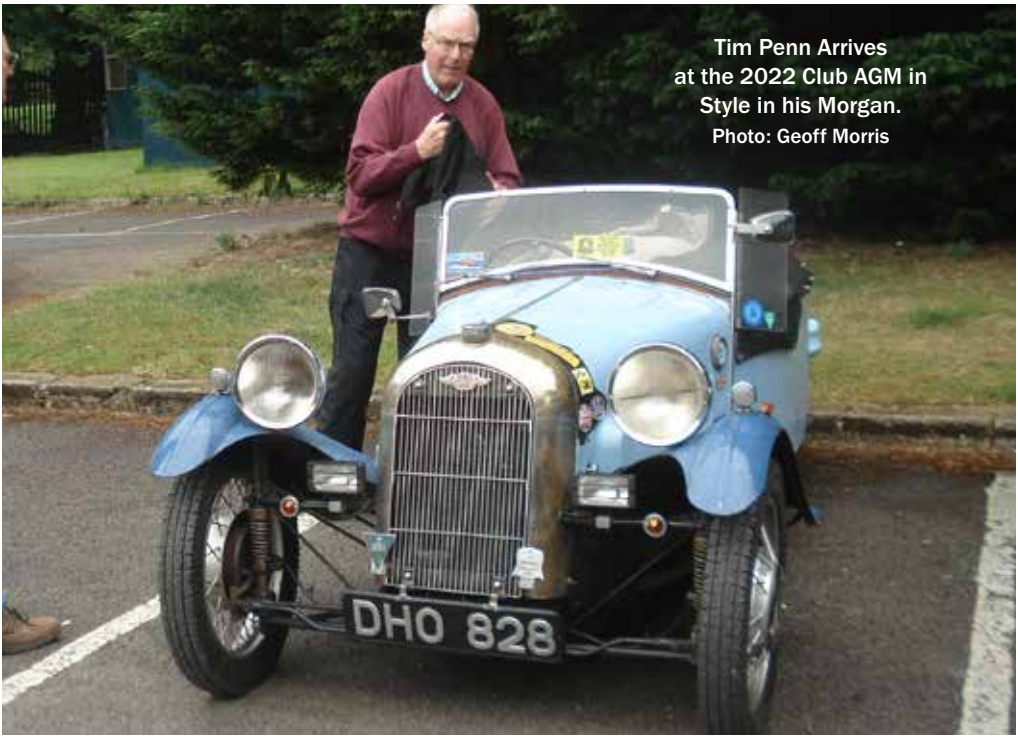
Looking For A Long Lost Friend HH Rayner

Dear Julie,

Does anyone know the whereabouts of H H Rayner, who would be around 82 years old? I was good friends with many years ago. If he is still around and anyone has contact details, you may wish to pass on my number number 01903 244840

Yours,

Fred Fry



Tim Penn Arrives at the 2022 Club AGM in Style in his Morgan.
Photo: Geoff Morris

Out and About

Warwickshire Weekend: 6 – 9 May 2022

Jenny and Baz Staple

This year's event attracted twenty-eight entrants, with seventeen riders, three passengers and eight non-riders, some of whom had hung up their boots and helmets but still wished to partake in the atmosphere. We had eleven newcomers who were very welcome, along with many regulars. We arrived at the hotel on Friday afternoon and convened in the bar, followed by a good dinner in our own dining room. All seemed to enjoy the convivial company.

Judith and Malcolm Griffin arranged all the routes and refreshment stops, plus breakdown cover, for which we give our hearty thanks. These semi modified routes took us through delightful Cotswold villages on quiet roads, with some challenging hills.

We set off on Saturday morning in pleasant sunshine, not too hot for riders, for just under a hundred mile run, interspersed with coffee, lunch and tea stops. The Sunday and Monday runs were of similar mileages and the good weather stayed with us for the whole three days.

On the first day there were a couple of semi breakdowns, a punctured float chamber, taken home by Malcolm and soldered up so the 1921 Triumph H (the oldest machine) could enjoy the rest of the rides for our Yorkshire lad. The same day the magneto points started playing tricks on the V-twin BSA, which was sorted out back at base Saturday after the run.

No other problems were involved on the remaining days. There was an abundance of good food and humour and we would like to thank all involved for giving Malcolm, Judith, and Jenny, our long standing Meeting Secretary, their support.



Coffee Stop



Frank and Sandra Mace
arriving at the Monday coffee stop.



Brian and Patricia Empsall on
their 1928 Triumph Combination



Sunbeam MCC Stand at Ardingly

Graham Buckingham



A good time was had by all at the Ardingly Classic Show on 27 March 2022. A great place to catchup with fellow motorcyclists, with a regular meeting point at the SMCC club stand. Looking forward to the next two events at Ardingly on 31/7/22 and 30/10/22

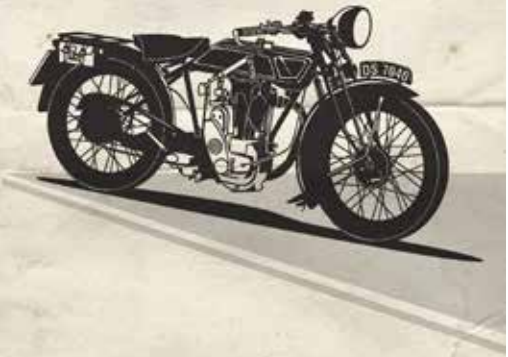
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Features and Articles

Northampton Produced Motorcycles

Steve Nicholson

When you think of Northampton, you don't first think motorcycle, but being Northampton born and bred and having a real interest in early motorcycles, the thought of locating and purchasing a really early Northampton motorcycle has become a bit of an obsession. Some of you will be aware of the Northampton Cedos motorcycle, my real interested in the older machines. Here follow some brief details of machines produced in Northampton.

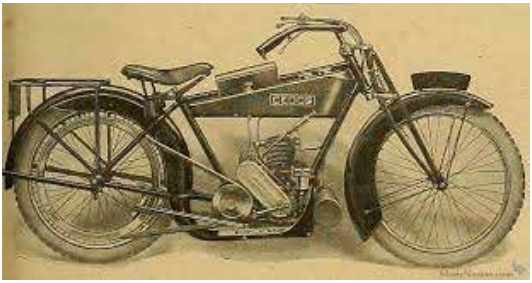
Advance



This example is owned and exhibited in the Birmingham Museum and was owned by R Houghton. I was fortunate to locate and purchase three medals from the London to Brighton Pioneer Run® and one medal for the Graham Walker Run for this machine which are all engraved. The bike is no longer used as far as I am aware. This company produced motorcycles up until about 1912/13 when it dedicated its time to engine refurbishments and producing component parts. There are only two or three others in existence, ranging from complete and incomplete machines.

Cedos

Cedos motorcycles were produced from 1919 to 1929, the name was derived from those of the founding brothers, Cedric and Oscar Hanwell.



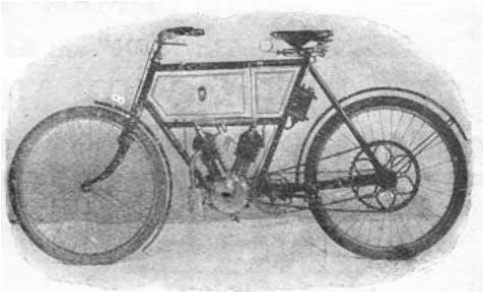
The company entered the market in 1919, just after the end of World War I, with ladies' and gents' lightweight motorcycles powered by their own 211cc two-stroke engine. Both models had a chain-driven, two-speed gearbox and belt final-drive. The ladies' model had an open frame and both required push-starting.

In 1921 they added a 257cc model, again in both ladies' and gents' versions. For 1922 - 1923 only the larger model was listed. Following liquidation, the company had to be restructured. In 1924 - 1928 new models were added with a variety of engines. At various times they used Blackburne, Bradshaw and JAP engines and for their last two years they used Villiers engines. Gearboxes became three-speed Sturmey-Archer with all-chain drive. 1929 was the company's final year of production, another victim of the stock market crash.

Precision Motors

The best way to describe the Precision Motor company is simply a pop-up business that did not really amount to much other than engine design and some very primitive machines. Its owner W L Adams also worked for the Dorman Engineering Company and is well recognised as a great designer. In later years he emigrated to the USA and continued his successful career in motor design. My 1901 Dart records show that the engine could be from the Precision Motor Company, however there is now evidence to prove this theory.

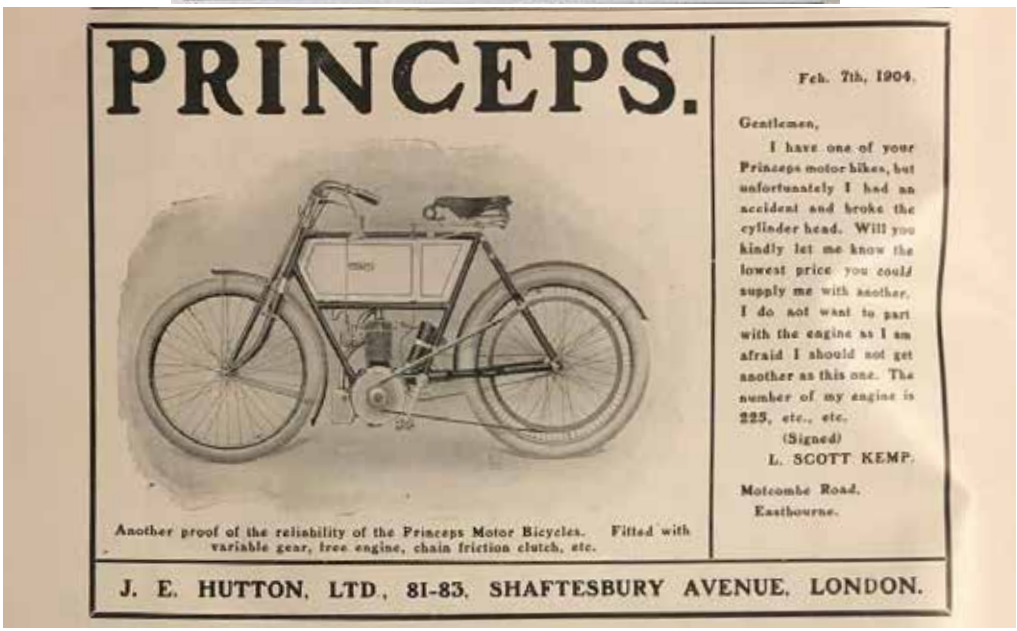
Princeps



THE TWIN-CYLINDER PRINCEPS.

A very rare and beautiful early machine which has much local interest for me. Princeps made motorcycles until around 1910, and only one machine is known to be in existence. There were a number of modes made including the twin cylinder. The below article about the motor bicycle is the only known survivor and still has its original Northampton registration number. At the foot of this page is an advert from The Motor Cycle, 23/2/1904









This manufacturer only produced motorcycles for about 18 months, so not many of them would have been made.

The Dorman Engineering Company were a subsidiary company to Dorman sewing machines. The various models include a clip-on option for the 1903 water cooled 3hp motorcycle. Interestingly, through research it seems that one of the design engineers also owned Precision Motors who were also based in Northampton.



A real conflict of interest, I'm sure! This particular machine for some reason sticks out the most for me. I have heard some local rumours of one been found in a Northampton village in the late 1960s – early 1970s, however my detective skills have all lead to dead ends.

I am very keen to obtain one of the above machines to renovate, restore, ride and display. If any readers are aware of such machines, I would be very interested to hear from you **info(*)safety-made-simple.co.uk** or 07445380721

Pioneer Register® Additions

John Waghorn

At the recent meeting of the Club's Pioneer Dating Committee the following veteran motorcycles were added to the Pioneer Register.

No. 2149 – 1912 Sun Precision 499cc. The Sun factory were makers of cycle components before they branched out into the motorcycling world. They used Precision engines for their larger bikes and Vitesse two-stroke engines for the smaller ones. The FEB on the crankcase are the initials of F E Baker, the maker of the Precision engines.





No. 2150 – 1913



No. 2151 – 1914 Triumph 550cc model B. A sizable proportion of Triumph's production for 1914 had a three-speed hub gear, but this is the last of their "run and jump" bikes with no hub gear and no clutch.



We now have 332 Triumphs on the Pioneer Register, a tribute to the quality of manufacture, their market share in the veteran period, and their longevity. Not forgetting that they are great bikes to ride!

No. 2152 – 1912 Bradbury 554cc. Lancashire's own motorcycle, made in Oldham, was unusual as the crankcase forms part of the frame, the centre section has the cylinder and unites the front and rear frame tubes, the sides of the crankcase with the main bearings are bolted on to it. The owner of this bike has been a Bradbury man all his life and so was his father before him.



No. 2153 – 1912 BSA 499cc. Initially BSA produced frame lugs etc., for the cycle and later motorcycle industry. Many motorcycles were on the road using BSA fittings from the beginning of the century, but it was not until the 1911 season that they sold bikes under their own name. This 1912 model has a parallel action front fork (like a Druid fork, but with centre springs) and a two-speed hub.



No. 2154 – 1913 BSA 499cc. Similar to the previous BSA, but all chain drive, through a countershaft to the two-speed hub. The chains are in aluminium cases and footboards and a kickstart are fitted. The engines in all these bikes are very similar to the Triumph – obviously they are all side-valve four-strokes, but the cams are cut into the cam pinions, as in the Triumph, so the timing cases are all the same shape, indeed the story is that the engines are so much alike that, in some cases, parts are interchangeable. The first Triumph designed engine, as above, was on the market in late 1905. I have been told that it was a copy of, or was inspired by, Sarolea of Belgium but I've not come across anything to back up this story.



From The Pioneer Registrar

John Waghorn

Precision engines: Does anyone have a list of engine numbers? When did they change from the square barrel, and how many were made, and which manufacturers used them?

Bradbury. You might remember from a previous Club magazine that I have typed-up a Bradbury history, which was written in 1959 by RT Dent when many of the factory's workers were still alive. Part one follows this article.

Some Notes on the Bradbury Co. Ltd. of Oldham Lancshire 1852 – 1924: Part One 1852 - 1904.

by R T Dent, January 1959.

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

Messrs. Bradbury and Co., of Wellington Works, Wellington Street, Oldham, Lancashire. Telephone: Oldham 242, Telegrams: Rotary Oldham, was founded in 1852 and was soon established as manufacturers of high-grade lathes, punching and stamping machines, drilling and milling machines, as well as bassinettes and mail carts to be followed with the famous Bradbury domestic sewing machines and other machine tools for a variety of engineering trades.

Among these machine tools, was the "PEERLESS" Turret type lathe, a number of which were bought by, and subsequently installed in, the Dennis Bros. works at Guildford in Surrey, and the writer has recently learned that a Bradbury vertical miller is still in daily production use by a large engineering concern in Oldham.

The Directors of the newly formed company were all cotton men and appear to have been little known in engineering circles.

The factory however was well equipped with most kinds of manufacturing, engineering plant and equipment which included a complete foundry with a heavy-duty power hammer, extensive machine and assembly shops as well as plating and enamelling plant and equipment.

With the exception of those parts that were necessarily of specialist manufacture, all cycle and engine parts were made in the works at Wellington Street which included frames and all the fittings, engine components such as pistons and piston rings, cylinder barrels and connecting rods, flywheel assemblies, valves and timing wheels as well as aluminium castings for the crankcase assemblies etc.

The manufacture of pedal bicycles was commenced about 1890, when machines to a high-class specification and finish were successfully marketed.

Around the beginning of the century (in 1901), it was decided to introduce a motor bicycle into the range, and a part of the bicycle department was turned over to this product under the foremanship of Mr JIM HALL who had Mr J W MULLIGAN as Head Tester and Official Works Rider.

At the outbreak of this new venture Mr CALVERT, of Dalston, London N., who had been experimenting with small, air-cooled petrol engines, was approached with a view to using engines of his make in the first of the Bradbury Motor Cycle range, which were to be marketed under the trade name of "PEERLESS".

No evidence is available to the writer whether, in fact, this make of engine was ever used, but those of Minerva, Zedel, Kelecom and DZ were included in the very early specifications. These were of the 'clip-on' type current for the period and were equipped with surface carburrettors, automatic inlet valves and coil ignition.

A strengthened "gentleman's" type of bicycle was used as the basis of these early models, but the front fork carried additional struts towards the end of the 1902 period.

In 1902, the patent rights (Regd. No. 380701) of a Mr BIRCH of Nottingham, in which the crankcase was incorporated in the main frame assembly, was acquired. This was located immediately in front of the bicycle bottom bracket assembly which still carried the normal pedalling gear.

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

Part One 1852 - 1904 Continued. by R T Dent, January 1959.

Information is not available to the writer as to whether this Mr BIRCH had been formerly connected with the manufacture of the PERKS & BIRCH motorised wheel as adopted by the SINGER Co. at the beginning of the century, but it is known that the LIVERPOOL motor bicycle manufacturers, Messrs. ROBINSON & PRICE Ltd. had the same idea for the crankcase assembly for the motor bicycle which they produced and marketed in the 1900 - 1903 period.

Both 2½hp and 3hp engines were used in the "PEERLESS" motor bicycle and the finished machines were reported as being of the very highest grade of workmanship for which the company was famed. Lincona belts, Longuemare carburettors, Peto and Radford batteries, Brookes or Lycett saddles and Dunlop or Palmer tyres were among the high-grade proprietary items used within the general specification.

A machine of this type was extensively and successfully used by the then Head Works Tester of that time, Mr J MILLIGAN, who gained many Gold Medals and other high-grade awards in the officially organised events of those days which successes include the winning of the S F EDGE Cup in the face of the stiffest trade opposition.

It has been reported by Mr MILLIGAN, who incidentally still survives, that the engine was such a glutton for work, that "I often attached a trailer to the top tube and took my wife for a ride".

It is of interest to note here that the Bradbury Co. marketed in 1903 - 04 the "original pillion seat attachment" for fitting over the rear wheel which consisted of an auxiliary petrol tank, handlebars, and saddle with pedals which, according to the 1904 pamphlet, "were extremely useful for tuitional purposes".

This model could be obtained in 2, 2¾, & 3hp forms up to and including 1904 when drawings for a 4hp water-cooled three wheeled forecar were prepared for marketing the following year.

This single cylinder water-cooled engine had mechanically operated valves, a high-tension magneto and a Longuemare carburettor.

A two speed and free engine gear was also included in the specification (the De Dion patent presumably?) and a "steering wheel" was optional but not recommended.

A machine of this type was entered for the ACU Six Days Trial and ridden by Mr JIM HALL, but it failed to stay the course.

However, a similar water-cooled tri-car machine, ridden by Mr J W MILLIGAN won a Gold Medal in the MCC 100 Mile Passenger Trial of 1904.

To Be Continued



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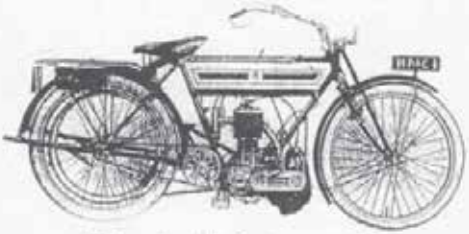
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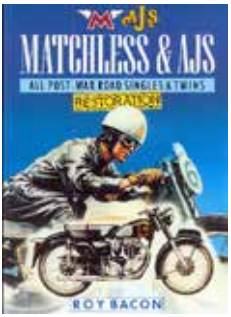
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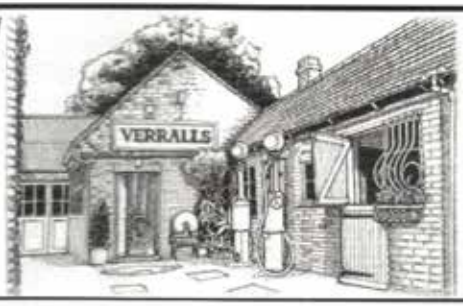
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New Wessex Club Meeting Saturday 4th June

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.
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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	
TBA June	**37th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office(*)radnorrevivals.com**	Pre-1940
7:30 pm Thursday 2 June	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
11:00 am Saturday 4 June	New Club Meet: Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudson(*) hotmail.co.uk	All welcome
Noon Saturday 4 Junel	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace(*)ymail.com**	All welcome
Sunday 5 June	**Rose of the Shires Run** Northants	Rob Bayman 07850 870094 **robertbayman(*)btinternet.com**	Pre-1940
8:00pm Monday 20 June	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	All welcome
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
Saturday 2 July	Sunbeam MCC Test Day Filching Manor Motor Museum Polegate East Sussex BN26 5QA	Julie Diplock 01797 344277 **editor(*)sunbeam-mcc.co.uk**	New Event Pre-1940
11:00 am Saturday 2 July	New Club Meet: Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudson(*) hotmail.co.uk	All welcome
Noon Saturday 2 July	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace(*)ymail.com**	All welcome
7:30 pm Thursday 7 July	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome

CALENDAR 2022

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

Date	Event Venue	Contact	
Sunday 10 July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 / 07802 453232 **julian(*)julianswift.com**	Pre-1940
8:00pm Monday 18 July	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47(*)gmail.com**	All welcome
Sunday 14 August	**58th Graham Walker Run** Beaulieu, Hampshire	John Tindle 07701 344056 **tindle.john0(*)gmail.com**	New Organiser Pre-1940
Saturday 20 August	**Third Bolney Vintage Run** Bolney, West Sussex.	Paul Bullock 01959 562716 **chairman(*)sunbeam-mcc.co.uk**	Post-1914 - Pre-1931
Sunday 21 August	**Fourth Summer Pioneer Run®** Wings Museum, Handcross, West Sussex	Paul Bullock 01959 562716 **chairman(*)sunbeam-mcc.co.uk**	Pre-1915
Sat & Sun 27 & 28 August	Gingerbeards & Greybeards Trial	Neil Sinclair 02380 403949 **neilsinclair1969(*)outlook.com**	Trials
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 **82nd Pioneer Run®** Epsom to Brighton City Airport	Ian McGill **pioneerorganiser(*)gmail.com**	Pre-1915

New Event

Sunbeam MCC Test Day: 2nd July 2022

At Filching Manor Motor Museum, Jevington Road, Filching, Near Polegate, Eastbourne, East Sussex BN26 5QA
Refreshments will be available from the museum.
For details see page 3. To register your interest please contact Julie Diplock by email **editor(*)sunbeam-mcc.co.uk** or phone 01797 344277 before 1st June 2022.

Scenes from The Warwickshire Weekend: May 2022

Tony Page



