Sunbeam Motor Cycle
CLUB NEWS
Issue 913 October - November 2021
Always Ahead!



The Romney Marsh Run
Peter Ashlee on his 1910 Humber.

Picture: Dennis Grech

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,

An important issue for the Club to discuss is the future of trials, please read Neil Sinclair's article and do make sure to get back to him with your comments.

Note new email address for the editor:

I've been encountering some issues with the old editor's email address, so please use this address from now on: editor (a) sunbeam-mcc.co.uk

Pioneer Run® : good luck to all entrants taking part on the run, I'm sure the new venue and new season will be a great sucess. *All the Best, Julie Diplock*

Secretary's Scribblings

Paul Bullock

Club Stand at Ardingly July 2021

The Club had a stand at the Ardingly Show and Autojumble on the 25th July pictured below. The Club welcomed quite a number of members and would be members onto the stand where we had a great selection of bikes on display representing some of the ages of bikes the Club caters for from 1912 to 1938. Bikes to put on display are always welcome, the next Ardingly show and autojumble is on October 31st. If you wish to display your bike on the Club stand please contact the Secretary for details.

2022 AGM

The Club is still sounding out possible locations for the 2022 AGM. If you have any suggestions, please let the Club Secretary know as soon as possible.



Deadline for December / January: 8th November 2021

Trials Competition: The Future For The Sunbeam MCC

Neil Sinclair

The Sunbeam MCC has enjoyed a rich history in the off road competition arena.
However, in recent years our active membership involved with "off-road" trials competition events has diminished to such a level that we will put a proposal before the membership at next year's AGM.

This proposal will recommend that Sunbeam MCC cease to run off-road motorcycle trials. It is important to state that the club will retain its ACU affiliation allowing members to apply for ACU competition licenses to represent the club in events run under the ACU banner and permit system.
Currently, we run just one off road event per year, the Gordon Jackson trial which is traditionally held in February each year. For the last five years we have run this event in conjunction with Hookwood Trials club.

Our other two famous events were re-homed with more active trials clubs; the Greybeards Trial recently took place in Horsmonden Kent under the jurisdiction of the Bexleyheath Club and the Southern Experts trial goes from strength to strength with the Hookwood Club, with positive references to Sunbeam's involvement with the event.

I have been involved for approaching 40 years with Sunbeam organising trials events from a 12 year old on a Yamaha TY175 to a twin shock Bultaco (pictured below)

Our trials membership has been on the decline since the mid-nineties. Without a geographical hub it has been increasingly difficult to find organisers and clerks of the course and helpers so now seems a time to draw a line under the event organiser activities for off road trials competition.

If this article has stirred any strong views and emotions or opinions I'd be pleased to hear from you. We are aware from the ACU that six Sunbeam MCC members hold trials competition licences. I would like to discuss by phone or email the thoughts of those members, my contact details are on the inside cover of this magazine.

Yours in Sport, Neil Sinclair Trials Secretary.







The Pinhard Trophy

Tony Lloyd

Once again, we are seeking nominations for one of the UK's most prestigious awards, The Pinhard Trophy which is in the gift of Sunbeam MCC. This award has been presented since 1950 to the best under-21-year-old sporting motorcyclist competing under ACU or SACU jurisdiction.

Of course, we are living in extraordinary times and it is even more important to encourage and reward young talent. Under our normal rules entries are accepted from anyone who is under 21 during the subject year. This year however due to the covid hiatus we will accept entries from those who are under-21 in the period since November 1st 2019.

Last year's winner was 19-year-old trials rider Alicia Robinson. Alicia's response on learning that she will receive the Pinhard Trophy this year was "Thank you so much for selecting me to receive the Pinhard Prize. It was such a lovely surprise to find out I have won. I felt like I have worked extremely hard over the past year, both in the gym and on the bike, so to be awarded this prize makes me feel the hard work is starting to pay off. Best wishes to the judges and Sunbeam MCC. I'd like to say a massive thank you to all my sponsors and family for their support to help me achieve my dreams especially during this global pandemic."

Previous winners are an honours roll of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Roy Peplow, Dan Shorey, Alexz Wigg, three Lampkins and a host of others who have gone on to be national and international household names.

The Trophy is a huge three gallon cup together with a retention replica tankard. Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators who are under 21 at the beginning of November 2019.

Particularly, because of their wide knowledge and interest in the sport, we look to Sunbeam club members for suggested entrants which I can follow up via the internet. Alternatively, members are entitled to sponsor candidates personally.

Over recent years off-roaders have taken the Trophy many times, and deservedly so. Hopefully we can have a winner from another discipline. There are still a couple of minority groups that we need to address. Personally, I'd like to see a road racer or a Scottish young person but that's just me. Editors of leading motorcycle periodicals are invited as judges together with the General Secretary of the ACU and three officials appointed by the Sunbeam MCC: Ian McGill, Joan Westbrook and Julie Diplock.

Entry forms, rules and a list of previous winners are available to download from the website **www.sunbeam-mcc.co.uk** or you can contact me, Tony Lloyd, on 07751 300233 or **aj.lloyd (a) virginmedia.com**



Alicia competing in Andorra in 2020

Sunbeam MCC News and Events

2022 Chairman's Lunch — Ian McGill

Just a quick note to inform you that I have booked Shipley Bridge, Antlands Lane, Burstow, Surrey RH6 9TE for the 2022 Chairman's Lunch on Saturday 8th January from 12:00. At present it is for 25 persons as this is the limit at this time, but we can always overflow to another table.

Warwickshire Weekend 2022 — Baz Staple

We are pleased to announce that this event is planned again for next year staying at the very comfortable and welcoming Kings Court Hotel, Kings Coughton, near Alcester B49 5QQ for four nights arriving Friday 6th May for dinner and leaving after breakfast on Tuesday 10th May. The hotel provides us with a private room for dinner each night so we can all meet together in a convivial atmosphere.

This event is open to pre-1940 machines and all members. There is a large car park. The riding days are Saturday, Sunday and Monday with coffee, lunch and tea stops, with around 80-100 miles per day through interesting and quiet countryside.

The rates are for bed, breakfast and evening meals for four nights:

Two people sharing double room, £55 per person	£440.00
Single room £75 per person	£300.00

Plus the entry fee for riders is £25.

We look forward to welcoming our usual participants, plus any new ones who would also be most welcome. Again, we are grateful to have Judith and Malcolm in charge of the routes and stops and they will provide back up in case of need.

Regs and entry forms available from Secretary of the Meeting Jenny Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ 01892 535671 jennybaz.staple (a) gmail.com

Please put this date in your diary and come and join us.

Recommended Suppliers List: New Addition — Julie Diplock

PCMA Products and Services Ltd is a family owned precision engineering business based in Surrey, successfully run since 1998 by club member Rick Summers and his family Barnaby and Jenny.
They have a wealth of knowledge in machining all types of metals and plastics (including stainless and exotic steels) and in the associated heat treatments and surface treatments required.
They can make one-off prototype parts to order, for more details contact
The recommended suppliers list will be available shortly on the club website, but meanwhile you can request a copy from me, **editor (a) sunbeam-mcc.co.uk** , it also contains some useful discounts for club members

Regalia News — Rob Smith

Magazine Binders

I am now able to continue to take orders for these in any quantity from one upwards as our supplier can post them directly to you, with the SMCC logo sticker for each included in the price.

Regalia from 2022 AGM.

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

If you would be interested in taking the regalia role over please contact me via my details inside the front cover. Full support and advice will be provided.

From the Outgoing Membership Secretary

Sue Wells

Due to pressures of working full time and the fact that you have to be a member of the Club, for it to fulfil its legal status, and I have never been a member, I have taken the decision to step down as the Membership Secretary.

I am pleased that Nick Hooper has agreed to take on the role, and wish him all the best and would like to thank the rest of the Committee for their support during the past nine months.

From The Membership Secretary

Nick Hooper

I have just taken over as Sunbeam MCC membership secretary. Email or call if you have any membership related questions, my contact details are inside the front cover.

You will receive the 2022 membership renewal from with this issue of Club News. We have held membership fees at the 2021 level. Please remember to quote your name and membership number in the comment box if you pay by direct transfer.

New Members

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

Deborah	Bartlett	West Sussex	David	Platt	Essex
Andrew	Howe-Davies	London	Fin	Reynolds	Surrey
Rex	Moorey	Hampshire	Andrew	Smart	Sussex
Tom	Norman	County Durham	Adrian	Soanes	Surrey
Laurence	Osment-Petrie	London	Andrew	Thompson	Lincolnshire
		David Wells	Bedfordshire		

Long Standing Club Members

Following on from previous mentions, congratulations go to the following club members who have each racked up at least 30 years of membership. Thanks for your suport.

Member	Years of membership	Member	Years of membership
Ashley Banfield	30	John Joseph	32
Martin Bell	31	Brian Knight	32
Lesley Bone	33	Tony Lloyd	30
John Bramwell	31	Barbara Stafford	30
Val Davies	30	Jenny Staple	32
Eric Eastman	34	Brian Walker	30
Steven Emery	33	Paul Watton	30
Phil Eyre	30	Derek Webb	31
Tom Harrison	30		

News From Sammy Miller: 1927 Zehnder

Emma Ashton

The Zehnder is one of our latest workshop renovations. A fantastic Swiss bike, the Paris Nice model, so called as this model won the Paris Nice Race in 1926. This has been meticulously restored and is now in great running order and on display in the Sammy Miller Motorcycle Museum - see page 38. 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.

National Motorcycle Museum: Live Saturday 30th and Sunday 31st October

Following huge demand, National Motorcycle Museum LIVE returns in October 2021 as a two day event! As always, this is the time when everyone can visit the museum free of charge, apart from car park charges, and enjoy a host of exciting free attractions including 'Henry Cole and Friends' live on stage. Meanwhile, the museum is delighted to announce that they have resumed seven day a week opening. For full details and timetable visit **www.thenmm.co.uk**

Club Meets

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

August

For the first Club Night since February 2020, we welcomed local man Tony Bedwell to give a talk with photos from his archive on riding in the 1960 International Six Days Trial (ISDT). In 1960 Tony was a young up-and-coming trials rider and a member of the Streatham & District Motor Cycle Club. Club secretary Stan White had an ambition to enter a team in the ISDT in partnership with the then major motorcycle dealer Taylor-Matterson Ltd (TML) jointly providing sponsorship. Along with Tony, the other riders were Maurice Spurging and Alan Towell along with Stan's son Tony on his own 250cc Matchless. It was originally hoped to enter Tony, Maurice and Alan on Triumph Tiger Cubs, but the Triumph factory was not interested so former sidecar trials rider Harold Taylor of TML persuaded his fellow directors to finance three new Ariel Arrows to be modified outside of work hours in their workshops.



Tony in the TML workshop, considering an alternative to the air bottle on the Ariel Arrow

With the modifications made to the machines including different gear ratios, upswept exhaust pipes, crankcase guard and trials-type handlebars et al to make the Arrows into something resembling a trials machine, the team named 'Operation Streatham' by Peter Howdle of the motorcycle press set off to Austria, the host country of the 1960 ISDT. Tony recalled some amusing aspects of the journey there, chicken soup containing major parts of a chicken was one meal plus an encounter with a certain type of vending machine in the gent's toilets at a service station; the excess contents were later used as Christmas decorations!



Tony competing in the !SDT on the Ariel Arrow

Following some frantic last-minute modifications to the Arrows to pass scrutineering, the machines and riders were ready to start the event. Sadly, it was not to be a successful venture with Maurice Spurging going out on the first day in a head-on collision with a VW Beetle, his injuries to a certain sensitive area of his body requiring treatment in a hospital staffed by nuns! Alan Towell retired on day four due to electrical failure, while Tony's ride ended the same day after his engine went sick, possibly partially due to some bad fuel and finally died coming down a mountain. Tony was able to freewheel down to a road where he abandoned the Ariel and was given a lift back to his team by some local men in a Kubelwagen. Tony recalled

Club Nights at West Kingsdown Village Hall, Kent Continued — Rob Smith

'they really looked after me and bought me lunch, one of the men revealed he had been a prisoner of war in England, and you really looked after us' which he still feels emotional about over sixty years later.

For the remainder of the event Tony was kindly loaned a BMW machine by Peter Howdle as a runabout. He says 'the Ariels even with the different gear ratios were still geared too high for trials, they weren't suitable for the conditions at all' but the going was that tough that one day's route was scrapped entirely as even very few of the riders on true off-road machines would have got through. Tony White was the only one of the four riders to finish, with a broken foot. Tony Bedwell never rode in another ISDT but continued to compete successfully in trials, raced and navigated in boats and learnt to fly. He continues his involvement with trials through supporting his son Andrew and the Sidcup & District Motor Cycle Club. Despite investigations none of the ISDT Ariels are known to survive.

A more in-depth article on Tony's ISDT adventures is scheduled to appear in a forthcoming issue of 'The Classic Motor Cycle' magazine. Our grateful thanks go to Tony, and to George Smith for arranging the evening and to you all for coming back as if we had never been away.


Tony with his ISDT helmet and jacket. Canada Heights, 2021.

Future Dates: Monday 18th October: Ralph Brough on the John Cobb 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 (a) gmail.com**

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

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

Future Dates: Thursday 7th October
Thursday 4th November

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

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

Letters

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

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

First World War Photo: Information Sought - Issue 911 page 26



Dear Julie,

The service logo on the front number plates,noted by Nick Smith, are of course WD or War Department. The uniforms are conducive with those of the Don Rs, or Despatch Riders: leather riding boots, breeches and leather cross-straps with a pouch behind, possibly ASC (Army Service Corps) or Royal Signals.

The very informal head-dress leads to the assumption that this is not a war zone

Best Wishes, Kent Robinson

A Long Standing Member Writes

Dear Julie,

A while ago I was wondering just how long I had been a member of the Sunbeam Club and then I saw printed a list of us oldies who had served 50 years. In my early twenties I was a member of the Trail Riders Federation and frequently sent reports on the state of Hampshire green lanes I had ridden to Ralph Venables. He suggested I join the Sunbeam Club. I lived near John Russell and we often had long chats putting the world to rights. I rode in a few trials and soon moved on at Ralph's further suggestion (!) to helping with the organising and was secretary of the meeting for the Gordon Jackson a few times and once, the Southern Experts. I was a committee member and helped Babs Shatwell with the Pioneer Run and I remember rushing down to Dick Little's place on various missions. Committee meetings were held in a room near Parliament Square; it all seems so long ago. It was! I was elected membership secretary and remained active in the trials observers' gang until life fell apart and motorcycling ceased for a while.

When I returned to two wheels it was on a Ducati which was not much use for trials and certainly not a veteran. I just loved riding on the roads and Italian bikes had the soul that the faster and more reliable Jap bikes lacked. To date I have had three Ducatis, six Moto Guzzis and one Moto Morini. Having started an engineering business and a new family in the seventies life has been busy. I follow the activities of the club and read the 'News' from cover to cover. I hope one day to get myself a vintage bike of some sort and take part in runs that the club organise.

To continue the 'Chairman's Chat' I have known Steve Chapman for over 20 years, having first met at the Bol d'Or endurance race at the Ricard Circuit. He and I usually meet once a year when taking part in the Welsh Rally. We at PCMA Products and Services Ltd (that's a plug!) made a couple of pedal spindles for Paul's veteran Triumph AP I740 which helped keep the old girl going. The engineering business is not just about hundreds of widgets as we are still an old-fashioned jobbing shop making all sorts of low volume parts.

I appreciate the effort that goes into running the club and look forward to my 60 year stint being mentioned.

Best regards to all, Rick Summers

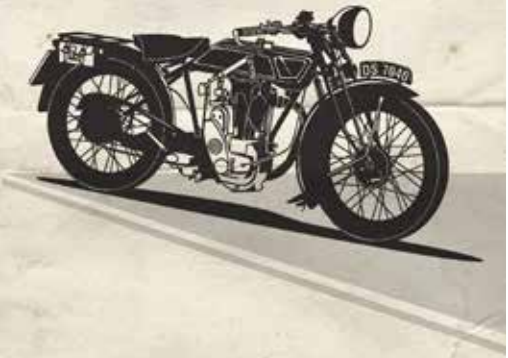
CLASSIC BIKE INSURANCE?

THE HARD WAY

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

THE EASY WAY

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



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Don't forget to quote "CCSMC" when contacting to obtain your **15% discount** on new policies and renewals

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Obituary

Bill Pile 9 December 1929 – 3 August 2021

Frank Mace



I first met Bill at a Vintage Motorcycle Club Meeting in Ashburnham, East Sussex around 1990. Having recently acquired the remains of a Sunbeam and seeking help I was told to make the acquaintance of a certain Bill Pile who was Sunbeam Marque Specialist for the Club and was sitting down at the other end of the Club Hut.

This was the start of an enduring friendship in which I counted myself lucky and fortunate to have met such an interesting, witty and knowledgeable man. We particularly got to know each other well during, in Bill's words, a set of escapades. Together with Spike Holman and Ted Finch we would take a week's riding holiday each year, predominantly mounted on Vintage bikes, around this country, the West Coast of Scotland and two trips to France often sat in the saddle for 200 miles each day. I always shared a room with Bill as the other two had nasty snoring habits. I soon found out that Bill was a very sociable kind of chap and was always keen to make conversation with anyone who approached us enquiring about our bikes and being the elder statesman and gentleman of the group could be relied on to make the important decisions. It soon transpired that Bill had a strong affinity for ice cream and woe betide me if I didn't stop at an ice cream parlour each day to satiate this need. His favourite tipple was Mackeson but due to unavailability in France was replaced by white wine.

Bill was born in Pluckley Kent, then moved to Bookham Surrey aged six when his father took a Head Gardener's job there. Aged 14 he attended Guildford Technical College moving on to an apprenticeship with the GPO. After two years of saving hard he bought his first motorcycle, a 1931 Sunbeam, and as he told me, the pushbike was thrown in the hedge and all future two wheeled transport from that moment involved an engine. He did his National Service with the RAF at Ventnor Radar Station on the IOW.

Having built their own house, he married Beryl in 1953. A son, Chris, was born in 1958 and a daughter, Jackie, in 1963. His working life was spent in Telecommunications either abroad in Uganda, Dar- es-Salaam, Western Samoa and Bahrain or in this country in London while Beryl ran a Post Office, initially in Camberley and later on in Southsea. On retirement they moved to East Sussex having a succession of lovely houses near Ashburnham, Chiddingly and Waldron.

All this time Bill's interest in motorcycles continued unabated, along with son Chris owning a wide selection of machines but always involving the Sunbeam Marque. He kept his '39 High Cam all his life. He was a regular at the TT after his first visit in 1951, and rode there in VMCC events often coming away with a trophy. Abroad he, along with Chris, competed in the Durban to Johannesburg pre '36 Run.

Bill Pile 9 December 1929 – 3 August 2021 Continued **Frank Mace**



He was a regular attendee of all the SMCC events and runs including the Pioneer Run but was particularly fond of the residential runs completing many Welsh Weeks, Warwickshire Weekends and Shropshire Midweek Breaks the latter in which we rode together on my very first one.

He was a very active and longstanding member of the SMCC regularly writing articles and giving talks. He took on the running of the Pioneer Run for a few years, and afterwards was to be found marshalling at the start each year. He was a very active rider still out and about in his eighties and still attending meetings when his riding ceased.

He was interested in classic cars owning several, a PA Cresta being one of his favourites, and gardening in which he and Beryl took great pleasure in design.

Bill lost Beryl four years ago from which he never really got over and gradually over time became more frail passing away peacefully in his sleep.

He was a very good friend to me, a true gentleman, and I shall miss him terribly. Bill was a great family man and he leaves his son Chris, daughter Jackie, grandsons Thomas and Jordan and great granddaughters Maisie and Ella and our sincere condolences and thoughts go to them.



Obituaries

Robert Foote

Richard Rosenthal



Retired aero engineer Robert Foote who was 67 died as the result of a racing accident at Brands Hatch on Saturday 31 July 2021 while acting as a volunteer marshal at the BARC (British Automobile Racing Club) car championship meeting. The day's racing was immediately abandoned and a minutes silence was observed before Sunday's race programme started at the Kent track as a mark of respect for Robert.

As the former mayor of Epsom and Ewell Mr Foote, a keen motorcyclist who was restoring an elderly Ariel, willingly flagged away all starters for the 2015 Sunbeam MCC Pioneer Run® with a huge smile and later joined the finishers at Brighton. Robert is pictured centre, with then Mayor of Brighton, Cllr Brian Fitch, on his left and our current President, Baz Staple, at the 2015 SMCC Pioneer Run®. The Sunbeam MCC offers its thoughts and condolences to Mr Foote's family and friends.

Dorcas Webber

Baz Staple

The many friends of Alan and Dorcas Webber will be sad to hear of the passing of Dorcas, who supported Alan. They rode in such events as the Graham Walker and Welsh Week with Dorcas on the pillion or in the 'chair'.

Alan was also a faithful regular in the Pioneer, accompanied by Dorcas and being part of the old bike family. Knowing that her condition was untreatable they continued to go out together and to be as normal as possible. When solo riding became inadvisable, they resorted to sidecar outfits and their old cars. Alan and Dorcas are poictured aboard their 1912 Rex.

The Sunbeam MCC offers its thoughts and condolences to Dorcas' family and friends.



Brian Hatton

Geoff Morris

It was Lt. Col. 'Tiny' Ayers that first introduced me to Brian Hatton. At the time (late 1970's/ 1980's) Brian was an outstanding technical draughtsman working initially for Temple Press, publishers of 'Motorcycling' and later to become part of The International Publishing Company in Sutton, Surrey. They published a range of technical and transport magazines and Brian's drawings were used to great effect to illustrate engines and machinery so that the reader could better understand how things worked. Some were so complicated that one drawing could take weeks to complete. As a former draughtsman myself I could appreciate the skills and time involved.

At the time I was the Sunbeam Club's Pioneer Registrar and I used to enjoy research and in particular locating original photographs of Pioneer Machines. Brian got to hear about this and kindly introduced me to IPC's archivist at Quadrant House, Sutton. There in the basement was an unbelievable sight: tens of thousands of glass plate negatives of all kinds of transport dating back almost a hundred years. These were big 'negatives' many taken on mahogany cameras with bellows, mostly full plate (6½ by 8½ inches) and half plate (4½ by 6½ inches). With Brian's introduction I was allowed full access to roam hundreds of dusty shelves bulging with precious glass plates. Of course, I was seeking motorcycle images and was not disappointed. I was able to identify many unknown or untitled negatives and to add them to such information as the archivist already had. I went to Quadrant House a number of times and because I was able to date and identify 'unknown' machines, I was allowed to purchase (with no copyright stamps or restrictions) dozens of large format photographs which their expert photographic printer did for me. I had explained that I'd like to illustrate the odd club magazine article with several of them.

Brian used a scooter to commute to Sutton and on his way home to Chislehurst he regularly used to pop into my house in Wallington for a chat and a cuppa. He was an intelligent man and very pleasant to know. Eventually IPC moved all their negatives (literally tons of them, so heavy were they) and after storage at a Mitcham premises the whole archive was bought by The Stilltime Collection at Greenwich. It's worth looking up, with over a million photographs to browse. Anyway, that was my first phase of knowing Brian, all to do with photographs and archive material at Sutton.

The Sunbeam Club's 'Welsh Week' was the last prolonged period where we struck up a connection, as I started going regularly with Chris, my late wife, in 2006 and Brian was already an old hand. Based at Aberystwyth University and what's more at Pantyceyln Hall where Prince Charles stayed whilst learning the Welsh language, it was a super week with unsurpassed roads and scenery and bonhomie in spades. Brian impressed me as he took a rorty flat-tank 1927 model 25 Norton which he trailered all the way on his own (something I wouldn't be keen on) and I presume loaded it up on his own in Chislehurst. He was in his seventies then and he always had a marvellous car boot packed neatly with spares, lubricants and riding gear for every change in climate. I once had to rely on Brian for much needed oil for the flat tank AJS I was riding. A lesson learnt for me; thank goodness his preparation was miles better than mine.

Brian was a stylish rider and the Norton was in its bend-swinging element on the deserted roads. Brian had a particular friendship with Charlie Jenner from Handcross. Charlie was another one who drove (invariably his Morgan) all on his own to 'Aber'. It's a long drive from the South of London, taking the best part of seven hours due to the more rural network of roads once you cross the Severn Bridge. Just above Pantycelyn Hall was the truly magnificent National Library of Wales. Its setting on top of a hill had magnificent views and Brian and Charlie could invariably be seen there after evening dinner, putting the world to rights. Plenty of seats to contemplate from. In earlier days of the event, Charlie used to take his brother and so there was a triumvirate sitting on top of the hill.

Brian was a natural artist and if he sent me a sketch of say a Norton leather toolbox it was done with finesse. He also did the artwork and design for the Verralls advertisements that appear in the monthly magazines. Apart from his natural friendliness which will remain with me always, his legacy of artwork will be a permanent contribution to the history of motorcycles.

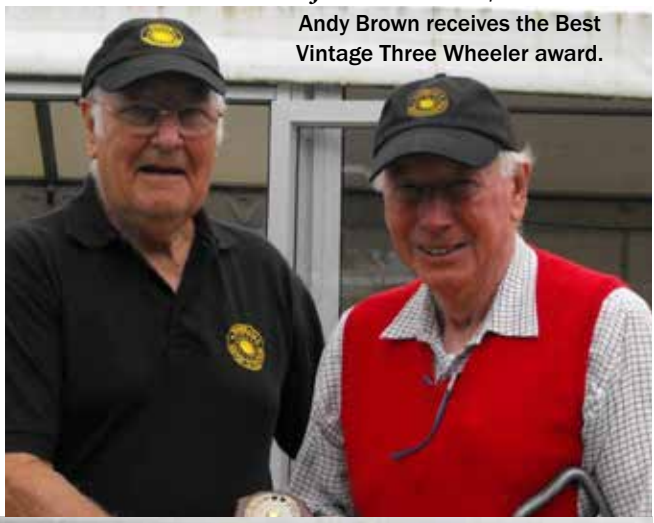
Out and About

The Graham Walker Run

Jane Anderson / Gill Tarrant

Awards Presented by Tony Lloyd.

Best Veteran Solo:- Peter Gibson.
Best Veteran Three Wheeler: Nigel Cornelius.
Best Vintage Solo: Charlie Tindle, 1923 AJS.
Best Vintage Three Wheeler: Andy Brown 1934 Morgan.
Best Post Vintage Solo: Ryan Docketty 1935 Velocette.
Best Lady Rider: Shulah Tindle, 1927 Sunbeam Model 6.
Neil Sinclair received the Len Heath Trials trophy from Tony Lloyd



Andy Brown receives the Best Vintage Three Wheeler award.



Shulah Tindle receives the Best Lady Rider Trophy



Neil Sinclair receives the Len Heath Trials Trophy.



Charlie Tindle receives the Best Vintage Solo Trophy

The Constable Run 5th September

Martin Staple and Marian Johnson

Welcome back and a big thank you to all those who came to Monks Eleigh to take part in the 13th Constable Run on Sunday 5th September 2021. After a year off due to COVID restrictions it was a pleasant surprise to see everyone so enthusiastic.

Thank you also goes to Corn Craft Tea Rooms who once again excelled themselves by providing superb full English breakfasts and sumptuous lunches ranging from cheese and ham ploughmans to a roast beef dinner.

There were 18 of us who took part this year but that didn't deter us from having an enjoyable day. The Constable countryside was a pleasure to ride through and admire especially in the fine weather, (which, by the way we also pre-booked!). All riders arrived back to Corn Craft safe and sound albeit some making their own diversions!

We hope that more of you will be able to join us next year on Sunday 4th September 2022, make a note in your diary - same time, same place. See you then!

Awards

The bike that everyone wanted to own: the Stephen Healy Cup. Awarded to Frank Dolman on his 1933 Zundapp

The Most Desirable Unrestored Machine: the Chris Stiles Cup. Awarded to Rob Kitchen on his 1930 Sunbeam.



Rob Kitchen and Marian Johnson



Frank Dolman and Marian Johnson

Dutch Veteran Off-Road Weekend

Roel and Hennie van Maarseveen

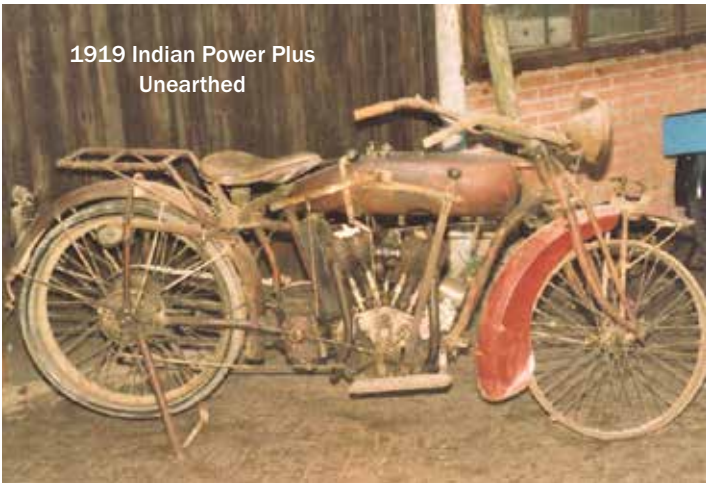
On the 7th and 8th of August we had with two rallies planned with some friends, one on Saturday of 50 miles and another on Sunday of 45 miles, mostly over very small forest paths and sandy roads in the very North of Holland, close to the German border.

The weather forecast was not very good for the weekend but it turned out that on both days during the rallies we had no rain at all. Yes, the forest paths were wet so it was great to go back in time, like the beginning of the 20th century.

On Saturday morning we met at the big farmhouse of our hosts Lex and Elly Biermans, there was coffee and cakes and the start was planned at about 13.00 hours. From all places riders arrived on their pre-1908 motor bicycles, like Stany Wouters from Belgium with a Sarolea V-twin of 1905 and Arend Heijs with a very nice-looking Werner from 1903, fitted with an 1899 Dion Bouton engine in 1911. This was going to be the first Dutch rally with the Werner for Arend and then mostly off road! Stany Wouters started the Sarolea V-twin and soon there was a very thick fog of smoke all over the garden and farmhouse, we did not see one fly or mosquito the whole weekend anymore and the woodworm came out of the farmhouse with little white flags, this was too much for them. Stany had forgotten to take the oil out the Sarolea, because of the Corona pandemic the bike had not run for the last 1½ year so all the oil was still in the crankcase.

Lex had used some old underpants to make made some blue signs to mark the routes. The signs were placed high in the trees and if there was no sign, then continue straight on, even if it looks as if there is no road or you think you're riding into somebody's garden.

We were a party of three for the weekend: my wife Hennie on the 1914 Sunbeam, Gijs our son on the 1904 Rex and myself on the 1903 Excelsior. Soon after the start we went through the peat area. This was for decades an enclave of slums and turf huts and the main source of income was smuggling, over all the small forest paths from Germany. If the police found a smuggler's route, then the locals buried the goods in the woods and waited till the coast was clear again. You still see people walking there with metal detectors and we were told that three weeks ago an old Indian Power Plus was unearthed that had been used for liquor smuggling with the idea they could escape quickly. But this Indian hit a tree and so was broken-up and buried in the woods.



1919 Indian Power Plus Unearthed

On the route there were some sandy roads that looked like the sand on the beach nearest to the sea; so just hard enough to ride quickly over but do not brake or ride too slowly! We do not brake anyway, as it spoils the paint on the wheels, braking we do with the cut-out and the valve lifter.

Through wildlife areas we came to Finsterwolde, a small village. On a corner there was a nasty sleeping policeman on the road, but we managed to stay on the bikes. In the direction of Oostwold we came on a road that was made of broken debris, this went on for miles and miles and I wondered if the front fork of the Excelsior would break. It looked like we had come to the end of the world and we were shaken to pieces, what a terrible way to die, but all of a sudden we arrived at Oostwold.

We did not expect that people could live there, but we came to the house of a collector of old

Dutch Veteran Off-Road Weekend Continued. **Roel and Hennie van Maarseveen**

motorcycles, mopeds, pushbikes etc. All the riders arrived there one by one, and all had their own story and had to fix things on the bikes. Arend had to fix the petrol pipes to the carburettor, and petrol came out, but we were able to fix this matter. We had something to drink and a cake in the garden and after a while we went on, after thanking Hans and Wilma for the stay in their garden and the drinks.



Carburettor Problems for Arend Heijs and his 1903 Werner

We drove for some time together with Ben Wieringa on his 1904 Peugeot and Vincent Belgraver on his 1903 Ladies model Kerry; these bikes were performing really well.

On the way to Blijham our son Gijs noticed some trouble on the 1904 Rex but we could fix it and made it to the second stop, a museum of Commers. They collected a lot of Commers and all the details, very interesting after some time we thanked Albert and Marianne for the museum tour and went on again through wildlife areas back to Vrieschgeloo. What a great day this has been, we heard that only Fred Hesseling with the 1904 Peugeot had to push the bike back to the start because about three miles from the finish the pin from the valve had come lose but after five minutes he was back to life! Most of us checked our bikes so they were ready for tomorrow. What a great day we had, and now Elly and some helpers presented us with a very nice dinner, which we ate in the sunshine. We all thanked Lex for his great route, we all felt as if we had gone back 100 years in time!

On Sunday we were supposed to start at 10.00 o clock but 'the clouds were crying' so we drank one more coffee and by 10.30 it was dry and we never did see any more rain that day.



Jan Opheikens' 1905 Cottereaux Project

We went round Westerwolde, over farmer's roads in the direction of Wedde. Gijs had taken the 1907 Brown for today and I had taken the 1903 Pebok; Stany Wouters had a 1905 Bayard, a Belgian motorcycle; Janus Huising was driving a 1903 Chanon French bike; Mark and Geert the Boer were driving both days a 1904

Dutch Veteran Off-Road Weekend Continued. Roel and Hennie van Maarseveen

George Richard machine and a 1904 Peugeot; Jan Opheikens drove a nice 1908 Terrot. There was more wind today but the Pebok did not mind, and we drove along the river Dollard towards Wessinghuizen, where is an enclave of very old farms. We rode over sand and gravel roads, a bit tricky, but we managed. All of a sudden, we smelt apple cake; this was our visit to the family Opheikens, famous for their great apple cake and nice collection of old bikes. Jan Opheikens recently had bought a project, an old French Cottereaux motorcycle from 1905 with Minerva engine in it, hopefully next year it will be ready for the road.

After the nice break we drove through a village called Veele. We were supposed to go right before the graveyard but I did not notice this until too late, so I drove into the graveyard. A man in a black suit came and asked “Hallo sir, are you coming to make a reservation?”. No, no, I shouted, and turned the Pebok and drove quickly away from the graveyard, and could hear the man shouting with his heavy voice.

After following more farm tracks, we came to a sand road with big potholes. The sign tells me yes go on but the sand track gets worse and I see a big quagmire in the middle, it looked like a moon landscape with big craters and they were full of water. I saw a cyclist on a mountain bike coming towards me on the same track, then the quagmire in the middle appeared; I must keep my speed going otherwise I'll stall the Pebok. The cyclist thinks the same but I can see him thinking what on earth is that coming towards him, so all of a sudden he chooses the quagmire. After passing him I turned my head and saw all is well, he is standing in the water up to his ankles but is waving at me, what a gentleman he was.

We rode through a very small village called Jipsinghuizen where there were two fords and a bridge, I had to take care otherwise I would land in the water with the Pebok, but I managed and after some more driving we arrived at the finish.

Wow what a day again, everybody is excited, everyone made it round the route, everybody deserved a big 10! Of course, there was a lot of maintenance during the day but we did it.

In 1900 these were normal conditions, and when people finished a day like this, they removed a gutter from the house and stood under the water from the gutter; there were no showers in those days! Thanks go to Lex, Elly and all the helpers: you gave us a brilliant weekend, could it be like this for ever?

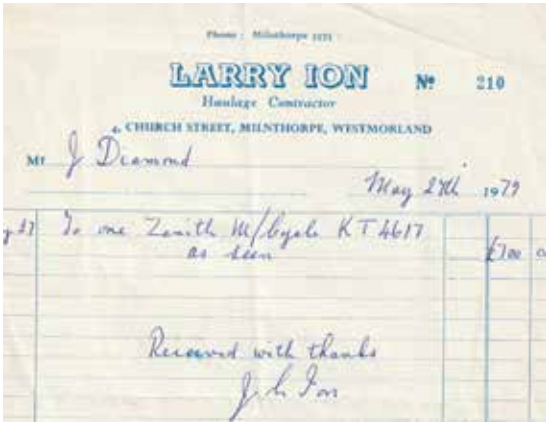


Features and Articles

Hidden History Of Our Bikes Part 4

Roel Van Maarseveen

1912 Zenith Gradua 500cc Single Cylinder Sidevalve - UK Registration KT 4617



LARRY ION № 210

Haulage Contractor

4, CHURCH STREET, MILNTHORPE, WESTMORLAND

Mr J Diamond

May 2nd 1979

To one Zenith M/bycle KT 4617 as seen £100 0

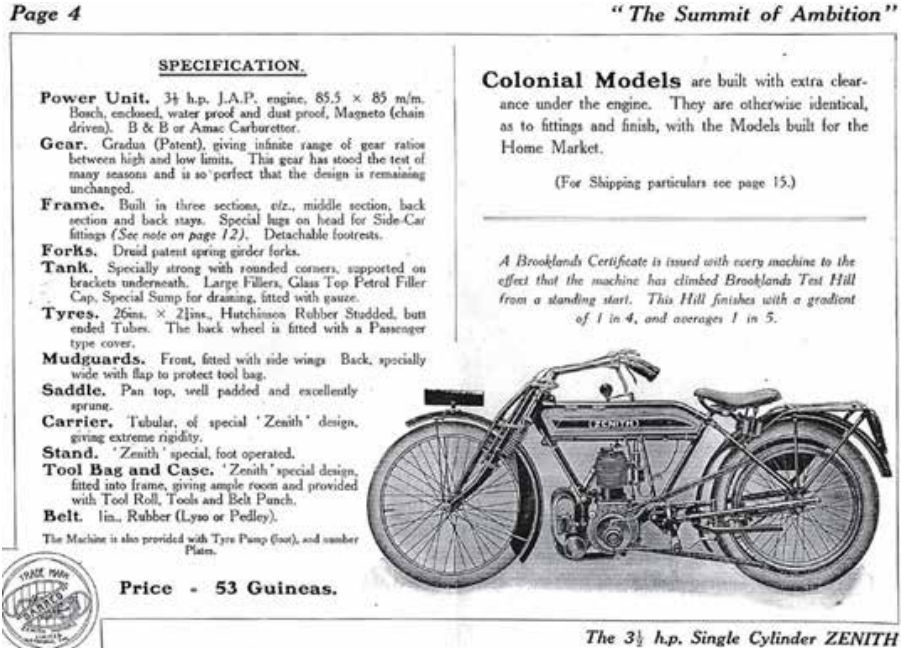
Received with thanks

J L Ion

After Mike Sherwin passed away in 2015, some of his bikes, including multiple Zeniths, came up for sale. Mike was known for his engineering feats and bikes that were in superb condition. It is said that he spent more time and money on maintaining his bikes than on himself. That's how in 2016 KT 4614 ended up at the Dutch dealers Yesterdays: a 1912 500 cc JAP engined Zenith with the famous Gradua gear.

The bike was as new and we were wondering whether Mike had built this up himself from parts or whether its history could be traced. The bike came with a modern V5.

This was the starting point for contacting Mike's heir, on whose name the bike was last registered. He sent us on to the VMCC's Zenith marque specialist, Tony Donnithorne, who knew both KT 4617 as well as John Diamond, who was the owner before Mike bought it in 1999. John turned out to be extremely helpful and the next day we received an amazing mail with photographs and the bill showing he bought the bike in 1979 from Larry Ion of Milnthorpe, pictured above. Larry had bought the bike in the same state a few years before, and had not changed anything on it.



Page 4 *"The Summit of Ambition"*

SPECIFICATION.

Power Unit. 3½ h.p. J.A.P. engine, 85.5 × 85 m/m. Bosch, enclosed, water proof and dust proof, Magneto (chain driven). B & B or Amac Carburettor.

Gear. Gradua (Patent), giving infinite range of gear ratios between high and low limits. This gear has stood the test of many seasons and is so perfect that the design is remaining unchanged.

Frame. Built in three sections, *viz.*, middle section, back section and back stays. Special lugs on head for Side-Car fittings *(See note on page 12)*. Detachable footrests.

Forks. Druid patent spring girder forks.

Tank. Specially strong with rounded corners, supported on brackets underneath. Large Fillers, Glass Top Petrol Filler Cap, Special Sump for draining, fitted with gauze.

Tyres. 26ins. × 2¼ins., Hutchinson Rubber Studded, butt ended Tubes. The back wheel is fitted with a Passenger type cover.

Mudguards. Front, fitted with side wings Back, specially wide with flap to protect tool bag.

Saddle. Pan top, well padded and excellently sprung.

Carrier. Tubular, of special 'Zenith' design, giving extreme rigidity.

Stand. 'Zenith' special, foot operated.

Tool Bag and Case. 'Zenith' special design, fitted into frame, giving ample room and provided with Tool Roll, Tools and Belt Punch.

Belt. 1in., Rubber (Lyso or Pedley).

The Machine is also provided with Tyre Pump (foot), and number Plates.

Price - 53 Guineas.

Colonial Models are built with extra clearance under the engine. They are otherwise identical, as to fittings and finish, with the Models built for the Home Market.

(For Shipping particulars see page 15.)

A Brooklands Certificate is issued with every machine to the effect that the machine has climbed Brooklands Test Hill from a standing start. This Hill finishes with a gradient of 1 in 4, and averages 1 in 5.

The 3½ h.p. Single Cylinder ZENITH

1912 Zenith Gradua 500cc Single Cylinder Sidevalve - UK Registration KT 4617

John did remember Mike had an original new-old-stock cylinder and piston with the bike, which he fitted. Through our helpful friend in Scotland, we also managed to learn more about the bike's registration. KT 4617 was first registered in Kent in March/April 1915, although the machine is clearly older. Luckily, contrary to the larger cities, the Kent county archive was not trashed after part-digitalisation in the eighties. Due to the current Corona situation sadly the archive cannot be accessed at the moment, but as soon as possible we hope to find out more about the first owners of this bike. We sold the Zenith a few years back to Arend Heijs, who put a Dutch registration on it and has ridden many Veteraan Motoren Club (VMC) and other rallies on it, like the wonderful Early Motor Bicycle Run in Scotland and of course the Anglo-Dutch rally in 2019.



The Zenith as found...



And as it is now...

News from The Hudson Clutch Company

Graham Hudson

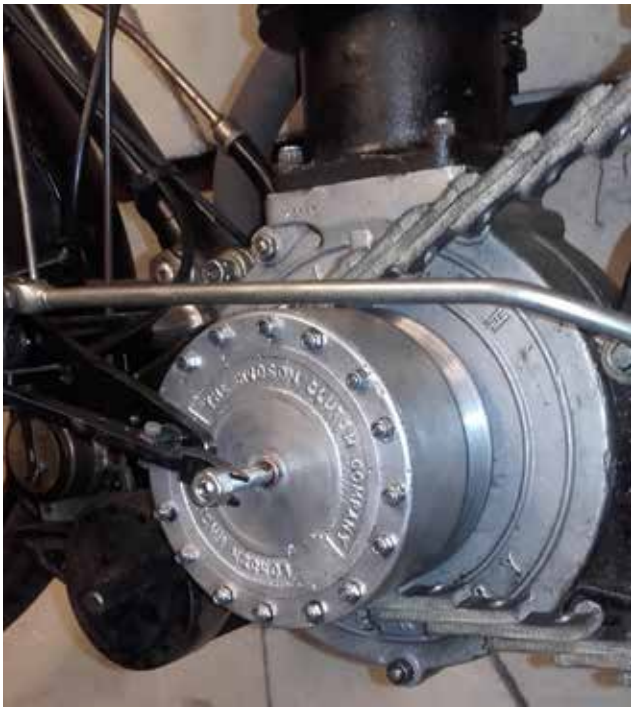


Following on from my previous article "Taming the 1908 Fixed Engine Triumph" (Issue 904), work has been progressing at a pace to increase production to match sales enquiries. The Hudson Clutch Company has been formed and carries a magnificent logo to match the quality of this product.

Various improvements have been made with the purpose of speeding up production, reducing weight, reducing withdrawal loads on the main bearings and lightness of operation. The latest model is the Mark 4 which incorporates all these improvements and carries the magnificent faceplate cast in aluminium together with the drum which allows the clutch to run in an oilbath.

Unfortunately, sales figures have proved disappointing with no sales to date, and only three enquiries for supply of mechanical clutch with installation and servicing. One of these turned out to be an enquiry as to whether it would be possible to arrange home visits, following a catastrophic spelling mistake in the advert! Basing any hope of commercial success around the YouTube demonstration (search online for: 1908 Triumph with Clutch and Centre Stand) has proved to be a disaster and the Commercial Director responsible for cutting off my head in the video has now been "promoted" to recovery team driver.

The mission statement of the company records its ambition to make a sustainable clutch. With this in mind the sourcing of materials is of premier importance. Most of the aluminium used in the torque separator is from recycled beer cans. A minimum of sixty-four cans are required for each casting. I know this because I have personally drunk them all myself which probably accounts for the abysmally slow production figures (four units per year). I console myself with the thought that these figures are probably somewhere in line with the original bike production rate.



Having taken advice from Theo Pulleyseparateoulis (well known for handing out money for futile causes) he advised me to enter the machine, sporting the Mark 4, into a popular motoring event like The Monte Carlo Rally, I moved on. The man was obviously an idiot, but wait, what about the ultimate test of man and machine "The Pioneer Run". This could only improve sales and could enable me to get a discount on the amount of beer necessary to produce each unit.

Fully heartened with this plan I decided to assemble my sketches into working drawings to enable other fellow enthusiasts to construct their own power splitters for a modest fee. Full production of the units is at present on hold until I can sell the three units already made.



Graham Hudson

I am keen to disprove my detractors who have intimated that I will suffer a broken crankshaft, split crankcases and other serious maladies from the use of this Kupplung, but if you should come across a Motorradfahrer sitting by the road on the way to Shoreham Airport, spare a thought for the amount of beer consumed in the name of progress.

To be continued.....

THE HUDSON CLUTCH Co.



If you are interested in obtaining one of these clutches please contact me by email huddo52 (a) yahoo.com

Pioneer Dating Committee

John Waghorn

Another e-mail meeting of the Pioneer Dating Committee was held in May. There were only three bikes to consider, an unusually small number, but I wanted to clear the decks before the Covid-19 restrictions were eased and the Club Committee met.

As you are probably aware, the VCC now accepts 12 pre 1905 motor cycles for their annual Emancipation Run (the London – Brighton). For an entry to be accepted the bike must be on the Pioneer Register, as they regard the Sunbeam Club as a reliable authority on these early vehicles.

The highest Pioneer Certificate number on the Register is now 2147, but there are 16 numbers where motorcycles have been removed from the Register, or duplicated, or just unused for some reason. So, the total number of Veteran motorcycles on the Register is 2131. Many of them have not been seen for some years, but I'm sure they are all out there somewhere, and now and again a bike will come to light after a long period of hibernation.

The machines added were as follows:

Pioneer Certificate No. 2145 - 1912 Douglas 348cc.

Douglas are the second most numerous bikes on the Register after Triumph, there are 182 of them. Obviously, it was a very popular machine in its day, a winner of many awards in competition, having a smooth engine, with enough power to go anywhere, and also light and easy to handle. Thousands of bikes similar to this one were supplied to the Army in WW1 for Despatch Riders, the major difference between them being that the Army ones had a much stronger frame. *Pictured below.*



Pioneer Certificate No. 2146 - 1902 Clément 143cc.

First seen at the Paris Salon in December 1901, this was Clément's attempt to enter the market to supply engines etc., to convert a roadster bicycle into a motorcycle. They were very successful for a couple of years, but the market moved on, they sold in many countries in Europe including Great Britain, and also to Australia and the USA. As well as engine sets, they sold complete motorcycles and this is one of them – a Clément engine in a Clément frame. *Pictured next page.*

Pioneer Certificate No. 2146 - 1902 Clément *Pictured below.*





Pioneer Certificate No.2147 - 1906 Griffon 354cc, Zedel engine with no engine number.
Notice the magneto in a compartment in the tank driven by a vertical shaft, something which was also done by BAT from Penge. Continental machines are notoriously difficult to date as they were rarely imported to Britain so were not covered by our motorcycle press. If anyone has dating information on them, excluding Bourdache's "La Motocyclette en France", I'd be delighted to hear from you. *Pictured below.*



Dave Pittuck

Richard Woodcock

I was so impressed and interested in Jane Anderson's piece last month on our mutual friend Dave Pittuck's lifelong love of motoring and legendary 'altruism', and feel that I must add my own addendum:

In 1989, I was fortunate enough to purchase my 1913 Rex V-twin veteran motorcycle, complete with Pioneer Certificate. It had been campaigned in the 1950s by the former owner Bob Scarsbrooke who never did enter a Pioneer Run, but completed several VMCC Banbury Runs. After the 1958 Banbury Run the bike was completely dismantled and stored in a series of tea chests for the next 31 years. This rare machine was to be my first restoration, and my initial assessment was delight that virtually all parts were present, save for the rear stand (the bike had formerly had a side-car attached) and dismay that almost every part was thoroughly worn out! The challenge was daunting and for the next 22 years, I fiddled about with it, but didn't make much progress.

In 2012, I decided that a new strategy was required and decided to farm out some of the work, and through a mutual friend, Roy Brown, Dave Pittuck volunteered to take the rebuilding of the engine on, as Dave had a similar 1913 Rex/Jap. Many journeys took place between Dave's home in West Sussex and my home in Warwickshire, either Dave coming up to see me or me travelling down to visit him and his charming wife Jenny, a round trip of some 240 miles! Dave's initial assessment of the engine was grim and the cast iron barrels required specialised welding. However, Dave had already dispatched the items to the equally legendary Juris Ramba in Latvia, who also has a 1913 Rex/Jap. Dave and I became firm friends and the engine project soon diversified to Dave straightening the twisted frame and stripping the ROC two speed rear hub. Meanwhile the petrol tank went to a contact of Dave's for repainting, the Magneto for rewinding and other parts distributed elsewhere, at Dave's direction.



Dave Straightening the frame on my kitchen floor

At last, in early 2014, I was able to reassemble the Rex and it was finally ready to be fired up after a 56-year relapse! The Rex is started using a handle engaged on the rear hub and frantic winding, assisted by the re-manufactured decompressor. However, Dave came up trumps with a borrowed paddock starter and she willingly burst into life. Brimming with confidence, and having taken some rudimentary lessons, I entered the 2014 Pioneer Run to celebrate the Rex's centenary, however my glee was short lived when the rear hub locked in high gear at the bottom of Reigate Hill, ten miles into the expedition.



Dave Pittuck and Colin Humphries making final adjustments to the Rex following a 56-year hibernation

Having trailered home, Dave agreed to strip the rear hub again and this time I worked as his apprentice to learn the dark art myself. We toiled all day in his workshop, and just as the sun was setting we went for the final assembly. But then disaster, I lost my grip on the cast iron clutch ring, which promptly rolled off the bench and broke in two as it landed on the concrete floor. I was aghast at my clumsiness, and all but in tears, however Dave was typically unmoved and shrugged his shoulders saying "oh well, all is not lost, it can be welded by a friend of mine"! And welded it was, and the hub has endured many runs since including several Banbury Runs and two Pioneer Runs without further problem! The engine did seize on a practice run due to oil starvation from the drip feed metering and Dave rebuilt the engine for a second time, incorporating his own lubrication modifications and improvements.

There was however also a further dimension to this happy alliance, when I discovered that Dave also shares with me a penchant for Morgan three-wheelers. Following an unexpected legacy from my aunt, Dave found me a 1938 MX2 Matchless barrel back, to buy in Oxford. Once again Dave turned out to inspect and advise on the successful purchase, and has been a constant source of advice and guidance over the past few years to ensure its continued pleasure over many miles of rallying.



Dave Pittuck negotiating the deal before I purchased my 1938 Morgan MX 2 Super-sports.

Those who know Dave will verify that he has a wry sense of humour, and when I make the frequent telephone calls to his home, I usually announce myself with the quip "Is that the Rex help desk?" or alternatively "Is that the Morgan help desk?", to which he invariably replies "No, sorry, he's gone out ". It is a fact of no doubt that without Dave's skill and guidance the Rex would be unlikely to have ever taken to the Queen's Highway again in my ownership or that the Morgan would have continued to give me such continued great pleasure. As for Jane Anderson's description of Dave's altruism, I fully concur and have added it to my vocabulary. Surely Dave's greatest achievement however is that those of us that have been fortunate enough to receive that generosity, are now similarly enthused to reciprocate and to spread the philosophy to others!

New Member's Machines: 1921 P&M

Tom Norman



An Age-Old Problem?

'Ziplock'

The rust-causing properties of ethanol in fuel have been an issue for some time. Not sure how relevant this method is nowadays, certainly it's recommended that eye-protection and gloves are worn when using the modern products available today. Taken from Pearson's 'Matchless Motorcycles' published 1948.



All matchless fuel tanks are of the steel welded type. On ex-WD models which have been exposed to inclement weather without a filler cap being in place, or when alcohol fuels with water content have been used, a formation of rust may possibly occur. Periodic fuel stoppage due to this can be rectified by the following treatment.

A small supply of strong commercial ortho-phosphoric acid is required. Use two parts water (hot if possible) with one part acid. Plug the petrol-tap holes, then pour the fluid into the tank and leave it for 10 to 30 minutes, according to the degree of rust formation. Pour out acid, rinse the interior several times with water and allow tank to dry thoroughly. The acid can be retained for further use if desired. Note phosphoric acid has a corrosive action on clothes, and hand should be rinsed after contact.

Trials

Surrey Youth Trials Club at Brooklands

Eddie Renham



Surrey Youth Trials Club pictured at the top of Brooklands Test Hill





Surrey Youth Trials Club practising on their test circuit at Brooklands Motorcycle Day

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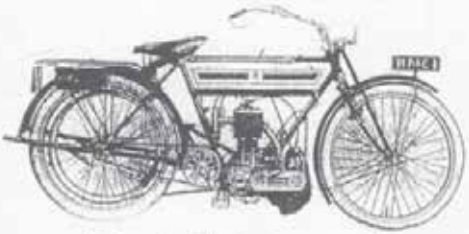
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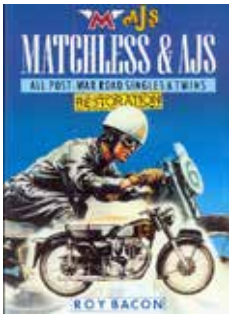
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CLUB EVENTS CALENDAR 2021/2

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

For general event enquiries contact Nick Goodwin, our Events Secretary, on 07973 285497 or email **eventssecretary (a) sunbeam-mcc.co.uk**

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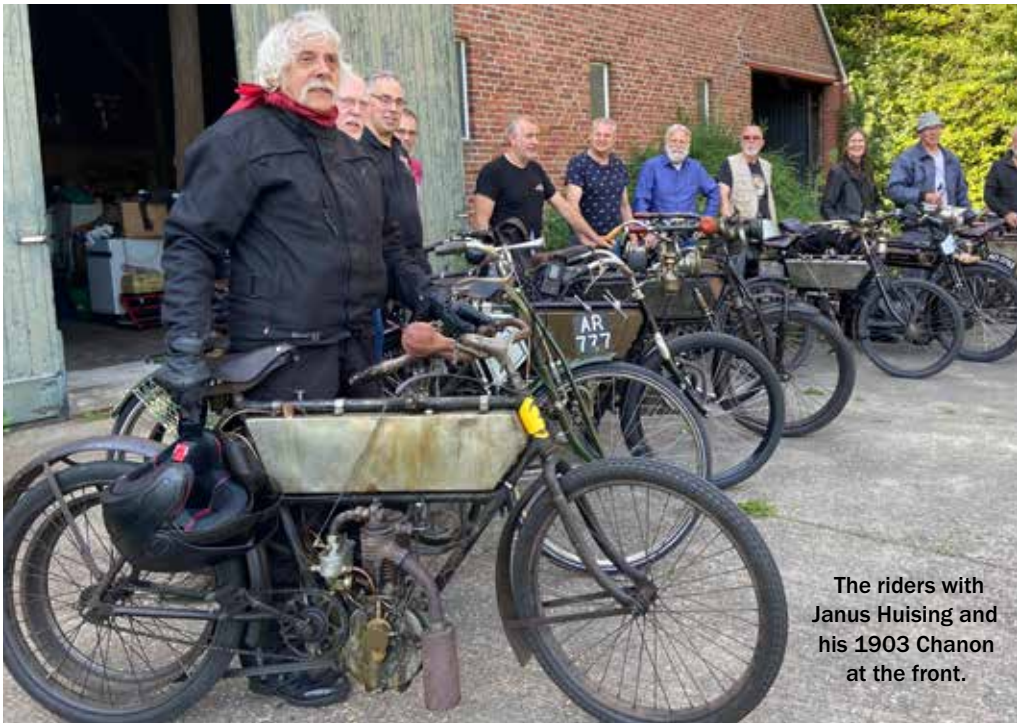
Date	Event Venue	Contact	
Noon Saturday 2nd October	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace (a) ymail.com**	All welcome
Note revised date. Sunday 3rd October	Volunteers needed **81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Ian McGIll 01293-771446 **pioneerorganiser (a) gmail.com**	New Finish Venue Pre-1915
7:30 pm Thursday 7th October	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
8:00pm Monday 18th October	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 (a) gmail.com**	All welcome
8:00pm Monday 18th October	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	**Richard Martin 01727 859796**	All welcome New Date
7:30 pm Thursday 4th November	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
Noon Saturday 6th November	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace (a) ymail.com**	All welcome
8:00pm Monday 15th November	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 (a) gmail.com**	All welcome
12:00 noon Saturday 8th January 2022	**Chairman's Lunch.** Shipley Bridge, Antlands Lane, Burstow, Surrey RH6 9TE	Ian McGIll 01293-771446 **pioneerorganiser (a) gmail.com**	All welcome, subject to current C19 restrictions.
Friday 6th May Tuesday 10th May 2022	**Warwickshire Weekend** Kings Court Hotel, Kings Coughton, near Alcester B49 5QQ	Jenny Staple **jennybaz.staple (a) gmail.com**	Closed to Club

Dutch Veteran Off-Road Weekend

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Arend Heijs with his 1903 Werner



The riders with Janus Huising and his 1903 Chanon at the front.