Sunbeam Motor Cycle CLUB NEWS

Issue 919 October - November 2022

Always Ahead!



2022 Pioneer Run® Veteran BAT at the Very Wet Leonardslee Tea Stop. Photo: Sean Kirrane

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 December / January: 1/1/2023

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Editorial and News

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Hello Everyone,

Some sad news to report is the death of Neil Sinclair, who was our long-standing Trials Secretary. He will be very much missed.

Some 2023 dates are coming through, so check your diaries and support our club events. All the best for Christmas and the New Year, Julie Diplock

Christmas and New Year Greetings from the President



Baz Staple

At this time of the year I would like to wish all members a very happy Christmastide, as well as a healthy and very good 2023.

May you during the coming year realise your ambition and obtain that rare and difficult spare; remember, seek and ye shall find!

With a lot of doom and gloom around us, relax as things may not turn out as bad as the media predict. Enjoy the company of family and friends and get riding in the new season with all that it promises.

Chairman's Lunch 2023

Ian D McGill

This is an invite to all Club members to attend the annual Chairman's Lunch on Saturday 7th January 2023 at The Shipley Bridge PH Antlands Lane, Burstow, Horley Surrey RH6 9TE.

We have reserved space, and meet from 12 noon. Please mention you are a SMCC member and you will be directed to our tables. Order your meals and drinks and pay as you go.

We look forward to meeting you for the first event of the new year, contact me on 07419 341889 with any queries. Meanwhile, wishing you all a very Happy Christmas and a Good New Year.

Welsh Week: Friday 16 June to Friday 23 June 2023

Tim Kemp

Once again Radnor Revivals will be hosting Welsh week at Llanbister. This event is open to Sunbeam MCC members, using appropriate machines. We offer interesting routes suitable for 'our' types of machine. Contact Tim Kemp at **tjskemp#btinternet.com** or 07876 597697 for more information.

2023 Membership Renewal

Nick Hooper

Membership renewal is due on 1st January, we have held rates at the same level again, being £24 for UK, £30 for non-UK and £5 for family members.

If your contact details have not changed within the last year then a bank transfer, cheque or paypal payment including a note of your name and initials is sufficient. The club bank account details are on the membership renewal form printed opposite. If you do need to complete a form, feel free to email an image of that instead of posting, if that is easier.

Call or email Nick Hooper, contact details opposite, if you have any membership related questions.

Chairman's Chatter

Paul Bullock

Another year nearly over, and I am looking forward to next year with bumper entries in all our events! The Pioneer Run was a great success albeit with a greatly reduced entry, partly caused by the appalling weather. I would like to thank all those involved who give up their time in helping with this event every year, the only reward being the satisfaction of seeing the riders (very wet riders) enjoying themselves. Please note that we are always on the lookout for extra marshals and helpers.

Next year the Pioneer Run® is provisionally booked for the 1st October 2023 so there is plenty of time to ensure that your veteran bike is up and running in time. We would like to think that we will have more riders next year. If you cannot ride yourself why not loan your bike to a friend or colleague?

This year we had three major sponsors who were Bonhams, Peter James Insurance and Bascomb and Drew. Peter James Insurance are offering up to 20% discount for Club Members so please support them. Apparently next year's Run is going to be held in splendid weather, (we hope).

If you wish to watch the start you can see it on You Tube at **https://youtu.be/ZMU3eICDYMU** courtesy of The Classic Motorcycle Channel.

Notice of Annual General Meeting 2023

We have arranged a provisional date on which we hope to hold the Annual General Meeting of the Sunbeam Motor Cycle Club Ltd, this is Sunday 21st May 2023, the time and venue will be notified to members in due course.

Ixion Cavalcade Rises Again

Dan Towers

Dave Masters, who ran the Ixion Cavalcade in Bexhill-on-Sea was looking for someone to take over the run as it needed someone new at the helm. Club members Colin Gunn and Dan Towers have stepped up and have taken over the run, with some assistance from Dave himself and it will be run again on Sunday 14th May 2023. There will be a shorter run for veteran and low powered machines of around 25 miles and a longer run of 50 miles. Bikes up to 1939 are welcomed.

Final details such as the routes and lunch stop are currently under review, but the great news is that event will once more start from St. Barnabas Church, Bexhill, where Ixion, or Canon Basil Davies (1879 – 1961) was the parish priest for a number years. The Ixion Cavalcade is dedicated to the memory of this well-known motorcycling correspondent, pundit, race reporter, broadcaster and one-time road tester. He penned regular columns for The Motor Cycle (The Blue-Un) published by Iliffe & Sons Ltd from 1903 until his death in 1961 under the pseudonym Ixion.

In addition to writing a handful of motorcycling books including Motor Cycle Cavalcade and Motor Cycle Reminiscences he edited many other books for Iliffe and Sons Ltd under various pseudonyms including Road Rider, Road Runner and simply BH Davies.

In the first instance, you can register your interest with Dan via email: **DanMoto#mail.com** . Once the regulations are finalised, he will send you a copy.

On another note, if anyone has a copy of the route sheet from previous Ixion runs please could they forward it to Dan.

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924 — Always Ahead

Member of FBHVC — Affiliated to the ACU

A club which welcomes members with any make of motorcycle, catering for Veteran (pre-1915), Vintage (1915 -1930) and Post Vintage (1931-1939) machines

Membership application/renewal

All members receive Club News every two months. New joiners are sent an initial membership pack.

We look forward to welcoming you to our events, details of which can be found on our website www.sunbeam-mcc.co.uk

Name _____ Date of Birth _____

Address _____

_____

Postcode _____ Telephone Number _____

email _____ For renewals - membership No _____

Family member (1): Name _____ Date of birth _____

Family member (1): Name _____ Date of birth _____

Signature _____ Date _____

Remittance

Full Member (UK) £24, (Non UK) £30 £_____

Family Member(s) @ £5 each £_____

Payment method: Cheque / Internet / PayPal (circle one) Total £_____

Post or email to:

SMCC (Membership), 7 Leyton Cross Road, Dartford. DA2 7AP

membership@sunbeam-mcc.co.uk

See overleaf for payment details.

Payment Information

Cheque payable to **Sunbeam MCC**.

Internet or other direct transfer to: **Sunbeam Motorcycle Club Ltd No 2 a/c**, **090153** (Sort code), **39197706** (Account Number), payment reference of **"New"** and **member's name.**

Payments from abroad **BIC is ABBYGB2LXXX** and **IBAN is GB52ABBY09015339197706**

PayPal via the [Pay or send money] > [Pay for goods or services] feature to:- **membership@sunbeam-mcc.co.uk** with **"New"** and **member's name** as a note.

Subscription Renewal

All subscriptions are due for renewal at the annual subscription rate on 1st January each year except:

a) Those who join after 30th June are entitled to a 50% reduction, but once only.

b) For those who join after 30th September, membership will run until the end of the following year.

Notes:

1. "Family member" relates to another living at the same address as the full member and sharing one magazine. Family members are not entitled to the club member reduced rate event entry fees.

2. Dates of birth are utilised only for average age analysis.

3. Membership records are held digitally, only for club purposes. They are never disclosed to third parties.

NEWSFLASH:

Sunbeam MCC Fights the Rising Cost of Living!

There will be no increase to club subscription fees for 2023; UK Subscription fees for 2023 are to be held at an inflation busting £24.

Renewals are due on 1st January 2023

Help us keep costs down by renewing promptly.

Our Heritage and Future

Baz Staple

The Club has unfortunately seen less people riding in our events and yet in 2022 we had an almost full calendar again. In 2023 we hope we can encourage people to start riding our lovely old bikes again with a good selection of events on offer. The Conyboro Run was a casualty in 2022 but we now have a new team eager to run this event which has previously been very popular at the motorcycle orientated Six Bells pub, Chiddingly.

Most importantly we do need a new team please to undertake the physical job of running the Garden of England event at the lively Headcorn Airfield. Julian and Joanne Swift are able to do the paperwork, so please contact them 01233 756346 or any committee member to help run our third oldest continuous old bike event.

Those of you with computers please watch out for our event news and entries on the club website as this medium is cheaper than the horrendous cost of postage. The Club has to keep its costs down as we rely on a small profit from each event to support the annual membership fee.

Going back to the suggestion why are less riders entering events? Is it still a Covid concern or just have we, after two years of lockdown, lost our get up and go?

Whilst I'm physically unable to ride bikes now, both Jenny and I enjoy going out to our events and rubbing shoulders with our old mates, as well as meeting new faces and chatting about our intriguing hobby and interest. I've always felt there is nothing like the camaraderie that bike people have, but particularly old bikes.

So I entreat you to check over your machine and come out and enjoy the music and atmosphere in 2023.

Sammy Wins Again: Royal Automobile Club Historic Awards

Sammy Miller MBE is greatly honoured to have been crowned Winner of the Collections category at the Royal Automobile Club's Historic Awards at a grand ceremony in London's Pall Mall, on the evening of the 24th November. It is a great tribute to our Museum complex and further cements our place on the world map as the world's leading motorcycle museum. Sharon Bumpsteed, our Museum Manager, attended the ceremony and accepted the award on Sammy's behalf, presented by David Bond, Managing Director of Footman James who supported the award category.

This prestigious award recognises the phenomenal collection on display at our magnificent museum in New Milton, and is credit to Sammy's decades of dedication to motor sport, both on and off the track. Each motorcycle has been hand picked by Sammy for its engineering innovation, its racing history or for its significance to motor sport. Of around 500 bikes, almost all are in running order and are meticulously maintained by a team of volunteers.

We are extremely honoured to receive this accolade and incredibly proud of the further benefit it brings to New Milton and the New Forest in supporting the tourism industry in the area. We are looking forward to a successful 2023, continuing to promote New Milton and the New Forest.

Judges' Comment

The Sammy Miller Museum houses an exceptional collection of more than 500 motorcycles, including some of the greatest competition machines of all time, in a series of themed halls on a site which includes family-friendly attractions including a cafeteria, live animal and bird collections and craft shops. The standards of restoration and display of the motorcycles are of the highest order, with the machines displayed in a way which allows the public to get close to every exhibit. The whole museum is the very embodiment of founder Sammy Miller's personality, limitless enthusiasm and meticulous attention to detail, and his regular presence in the restoration workshop and on the exhibition floor not only lends it a unique atmosphere but also makes it one of the most appealing destinations for motoring enthusiasts, and a worthy winner.

Club Condolences to HRH King Charles

Baz Staple

The Sunbeam Motor Cycle Club Ltd.

Affiliated to the ACU
(South Eastern Centre)

F.B.H.V.C. member

FOUNDED 1924

Please reply to

18 ChieveleyDrive
Tunbridge Wells
Kent TN2 5HQ

01892 535671

9th September 2022

To The Private Secretary to His Majesty King Charles III

Buckingham Palace.

London. SW1.

Dear Sir

Would you please convey to His Majesty King Charles on behalf of the Sunbeam Motor Cycle Club and our 600 members our expression of extreme sadness to him and the whole Royal Family on the death of the Queen after such a loyal and long reign.

This club founded in 1924 has witnessed many monarchs but none have surpassed her 70 years of duty, kindness and faithfulness.

We also offer our allegiance to King Charles III and Camilla, his Queen Consort.

Yours sincerely

Baz Staple



It was so very kind of you to send me such a wonderfully generous message following the death of my beloved mother. Your most thoughtful words are enormously comforting, and I cannot tell you how deeply they are appreciated at this time of immense sorrow.

Charles R

Club Meets

New Dates: Club Meetings at The Horse and Groom, Essex

Frank Mace

The East Anglian Region Meetings of the SMCC from November 2022 will change to take place on the ***Second Saturday*** of the month, at the same venue, The Horse and Groom, Cornish Hall End, Finchingfield, Essex CM7 4HF

Therefore the dates for meetings will be : Saturday 10th December Xmas Party
Saturday 14th January
Saturday 11th February and so on.

Also, due to Covid, the Norton Club Visit and our increase in numbers, the pub now requires us to inform them of our numbers attending and to pre-order our food. Therefore I will email menus to those attending, let me know if you wish to, please. On receipt of your food choice (five days before the date of the meet if possible please) I will email the pub with our order. Food and drink to be paid for at the bar on arrival. For more information contact 07497 000981 or email **frankmace#ymail.com** .

Club Meetings at London Colney, Herts

Richard Martin

Club Nights take place 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

Wessex Club Meetings at Winscombe.

Ray Hudson

There was a good turnout at the August meeting with some interesting machines veteran, vintage and up to 1953 Norton. Meetings take place on the first Saturday of the month at 12 noon the Woodborough Inn, Winscombe, North Somerset BS25 1HD. Contact me on 07384 632 627 or email **raymondleohudson#hotmail.co.uk**

Club Meetings at West Kingsdown Village Hall, Kent

Rob Smith

September

We welcomed Alan Jones and Bill Brooker, both one-time employees and motorcycle testers for Associated Motor Cycles Ltd. (AMC) at Plumstead, South London to give a talk with photos and a video of their experiences at the firm during the final years of the British Motor Cycle Industry.

Alan worked for AMC for several years during which he estimates he rode 30,000 different motorcycles in every kind of weather to test them and was proud to say he never crashed once. There was usually eight testers with an average of 60-90 machines to be road tested for a few miles each day, sometimes extra mileage would be covered with the speedometer disconnected! Also the police were to be avoided if possible back in those quieter days out on the roads.

Bill had trained in furniture design but was unemployed when he accepted an offer to join AMC in early 1967. Initially he began on the clutch plate press machine which had been manufactured in 1905 and by his account was an awkward and uncomfortable job to do. Eventually Bill was offered a role in the experimental department and in his words 'I did a bit of everything'. Bill once had the use of a prototype machine for a weekend on which he rode it to Brighton, the machine and Bill attracted quite a bit of interest, including the local constabulary as no-one had seen the model before. Bill had to convince them, without any ID or documents on him that he was a tester for the manufacturer! A Matchless G11 which had been built to be sent to the USA for an all-night run was giving problems

Club Meets

Club Meetings at West Kingsdown Village Hall, Kent Continued **Rob Smith**

with its oil tank repeatedly splitting requiring the testers to take the machine up and down the A2 at speed for four miles to check the repaired tank was good to be signed off and the machine dispatched.

Following the introduction of the Norton Commando some fatal incidents had occurred in the USA with five people killed due to failure of the frames on the machines when used on desert rides. Modifications were made to strengthen the frame design and were required to be tested almost to destruction to prove they were safe. Alan and Bill were employed on the team riding the test bikes at Chobham and Snetterton at speeds up to 60-70mph plus, over cobbles, concrete sleepers and jumping them off ramps 2-3 feet in the air repeatedly to attempt to find any weaknesses in the modifications. Alan showed a video of standard-8 film shot at the time showing the bikes being thoroughly abused to prove they were safe. He has good memories of the Commando, in them being very smooth to ride above 20 mph and 100 mph cruising no problem. By 1966 however AMC had collapsed and been amalgamated into Norton Villiers Ltd. The Plumstead factory closed in 1969, later to be demolished and Alan along with Bill both began new careers while production of the surviving marques and models and remaining staff moved to Andover in Hampshire.

Our grateful thanks go to them for sharing their memories, George Smith for arranging the talk and Katherine Hook for bringing her mini-PA system.

Afternoon Meetings at West Kingsdown Village Hall

By the time you read this the afternoon meetings on the usual third Monday in the month from 2-4pm will have commenced for the next few months. They will still feature the round robin email reminder, tea/coffee and biscuits and will be run as social meetings. You are very welcome and encouraged to bring any items of interest of motorcycling or anything you wish along. Please support the meetings if you are able to – it pays for the room hire and ensures their continuation.

October

A big thank you to everyone that came along to support the first afternoon meeting and brought several items of interest including organiser George Smith's spare veteran Levis engine stripped to show the internals and some very interesting items of literature from others. The meetings will hopefully continue in this form with the usual refreshments until next spring. If you have anything at all of interest, whether motorcycling or otherwise please feel free to bring it along.

November

There was great support once again for the second afternoon meeting with over twenty people coming along and on a very wet day too, thank you everyone. Among the interesting items on show was Baz and Jenny's photo album created during their years organising the Garden of England Run, a veteran Douglas set of crankcases with internals brought by Chris Wright plus a Pioneer Run® album compiled by Roy Plummer from photos in the club archive.

For more details contact George Smith on 01474 852960 / 07929 883665 or by email on **t110george47#gmail.com**

Letters

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

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

Quadrant

Dear Julie,

I was interested to see the picture of Sammy Miller in the last issue, with his restored so-called Quadrant of 1898.

Quadrant's first motorcycle, the Autocyclette, appeared in the Autocar magazine on October 5th 1901, having made various improvements during that season. The machine that Sammy has, that Arthur Taylor put together in 1900, consists of a nice example of the Lloyd and Priest crossroller (shaft drive) ladies bicycle of 1900, at the earliest, with added crossbar for gentlemen.

There were variations of this cycle. The first, patent numbers 6435 and 6436 of 1897, were applied for on March 11th 1897 and accepted on January 2nd 1898. I have yet to find anyone who has one with the frame as per the patent. The drive-shaft of this rotates inside the offside lower frame rail, fixed wheel with spoon brake onto the front tyre.

Next was the machine for 1898 as advertised in the Cyclist Year Book of 1898. A change was made to the supports to either end of the crossroller gear on the lower frame member. Only two of this type are so far known and my friend's wife has a very nice ladies model of this. This machine still has the drive-shaft through the centre of the fixed lower frame member.

The third variation was changed again, being simplified. Now the tube, with crossrollers at each end, was rotating around a fixed bar on the inside. A back-pedalling rear brake was also introduced. This brake (patent number 16,082) was applied for on August 5th 1899 and accepted on May 5th 1900. Fitting this required a freewheel on the rear hub. This freewheel was the Morrow type, a sprag with rollers and ramps. Also introduced in 1899 was the spear point Fleur-de-Lys on top of the front fork blades. This back-pedalling brake, which worked well, was continued on various models of cycles and motorcycles up to 1907, with slight change to the anchor point at the rear of the lower frame tube.

Lloyds Crossroller gear was made into a four-speed gearbox, with reverse, and fitted into the Quadrant 14-16 HP and 20-22 HP car. First patented in 1906, accepted April 12th, number 16,286 with continued modifications. It was also pre-select; was it a first? Who knows! These two Quadrant cars were on stands 76 and 77 at the Third Midland Motor Show, Bingley Hall, Birmingham on January 18th to 26th 1907 together with motorcycles.

Incidentally, I know it doesn't mean much, but the diamond shaped tank decals that were fitted to Sammy's machine before restoration were only fitted on Quadrant models from 1923 to 1925.

Finallly if I had fitted a Triumph engine in a Norton frame when I was a youngster I would have called it a Triton or an EK Special. I wouldn't have called it a Norton. Likewise, Sammy's machine surely can only be called a Taylor Special of 1900 at the earliest. Can anyone enlighten us on the Le Brutus engine? That would be interesting.

Regards,
Eddie Keightley, Quadrant Marque specialist.

Editor's Note: *Our Pioneer Registrar John Waghorn tells us the following: "The Brutus engine: all I can find out is in Bourdache's book "La Motorcyclette en France". I can only find two mentions; it was made in 1900 at 23 rue Germain-Pilon, Paris by L Leclerq, engineer and constructor, and it had problems with lubrication."*

Letters

Re: Veteran Ukantes Stand

Hi Julie,

That enquiry by Mark Roper about the veteran Ukantes stand in Issue 918 got my research antennae twitching because firstly I'd never heard of it and secondly the picture is clearly marked 'PATENT'. So, what was the patent? Well, we have little to go on. Espacenet, my normal 'go to' patent website, unsurprisingly found nothing under 'Ukantes' so my digital assistant was called in aid. This found an entry for Price and Co for the 1908 Stanley Show on the brilliant Grace's Guide website: **https://gracesguide.co.uk/1908_Stanley_Show:_Motor_Accessories.** This read:

Price and Co.

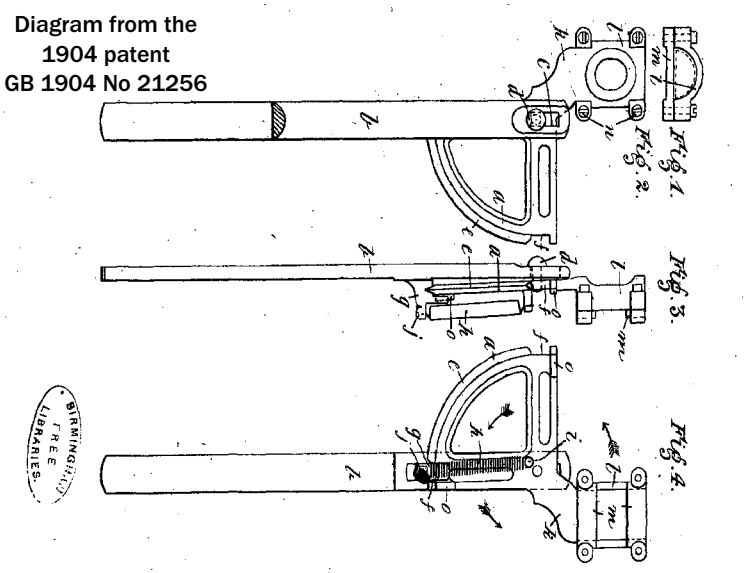
*Mount Pleasant, London, E.C. *Stand No. 201. The speciality here is the "Ukantes" patent stand for motorcycles. These are clipped on the rear tubes and fold up rearwards. They are made both for front and back wheels. Several motor-cycles are shown fitted with these stands. The latest model sells at 9s. 6d. Retail.*

Aha, so we have a name, Price and Co. And possibly this name may be of the patent holder. So, making the bold assumption that the patent would have been gained some time prior to 1908 but probably not before 1905, another search on Espacenet using 'Price' as the search term and limiting the search between these dates found patent GB 1908 No 7520 – 'Improvements for supports for motorcycles and the like'. This was filed by Thomas Price of Mount Pleasant so without doubt a direct connection with the Grace's Guide entry. This 1908 patent in turn refers to patent GB 1904 No 21256 again filed by Thomas Price (at a different address). Both clearly show an arcuate stand as shown in the picture. So my research itch is scratched, until the next one!

Many thanks for an always interesting Club News.

Best regards, Nick Jeffery

Diagram from the 1904 patent GB 1904 No 21256



Hi Nick,

That is fascinating, thanks. Since I sent the email, I bumped in to a Club member Chris Ronalds who had one original and one reproduction stand. They are now in my possession and I am in the process of making patterns to have some cast.

Regards, Mark Roper
roper#pinchcliffe.co.uk

Letters

Pioneer Run: Where Have They All Gone?

Dear Julie,

Now despite a great run, I suffered a little discomfort. As usual I decided to wear my tweeds, long socks and shoes. At the start there was some light rain, so I decided to put on my waterproofs. I set off and after about only five miles I found out they were not. The rain set in heavy for the rest of the run. Before leaving home, my wife Sheila insisted that I put on my long johns and vest. So by the time I got to the finish EVERY PART OF MY BODY WAS WET. I had no change of clothes so I stayed that way till I got home. I studied the programme but could not find the name of who was in charge of the weather. Perhaps that could be included in future?

Today I have just filed this year's Pioneer Run programme away. Whilst doing so I pulled out the 1987 programme and noticed a huge difference in the number of riders entered, 466 in 1987. Now I fully appreciate that many of the riders in the 1987 run are no longer with us, but where are all the motor cycles? I guess the covid thing might have kept a few away but not to the point of only 138 entries this year.

What is causing the decline in numbers? For me, I have always looked forward to the Pioneer Run in the spring, as for me it is the start of another Veteran and Vintage year. Could the move to October be part of the drop in numbers? I appreciate that moving it back to the spring would mean the organisers having to organise another run within six months or miss a year.

It is unlikely that I shall ride my Wilkinson TMC on the public road in the future, due to the size of the bike and my age (84 years) so it will be sold on. But I would hate it to become a museum piece, as in the past it has given me so much pleasure meeting and talking to people who might have not done so had I been on one of the well-known makes of bikes.

So please members think about ways how we can encourage owners or carers of Veteran bikes to enter for this very important event in the Veteran calendar.

Lastly, I wish to say a very big THANK YOU to all those involved in putting on this very important and pleasurable veteran event.

Yours,

Richard Mummery.

Pioneer Run

What ho Julie,

Well done the volunteer marshals for turning out on a pretty rotten morning for this year's Pioneer Run.

Slightly to my surprise I enjoyed it hugely, despite the endless rain and standing water, and the bike (a Campion) never missed a beat.

I have now done all three of the recent routes and although I am sure a number of members would prefer a seafront finish to my mind the present arrangement offers the best and safest riding route with an interesting final location and easy access for tenders.

All the best,

Allan Wilkinson

Obituaries

Neil Sinclair 1969 - 2022

Tony Lloyd

It is with so much regret that we record the sad and untimely death of Neil Sinclair.

In recent years he has fought against cancer with humour and courage, spending long periods in hospital and undergoing debilitating courses of chemotherapy.

Whenever he had periods of remission he would work through his many contacts to try and rebuild Sunbeam's waning influence in the world of trials. He was a Committee Member since 2000.

He was one of our last active trials riders and was very successful in the sport. He started when he was 10, mentored by his Step-Grandad the legendary Dick Little, taking over the Trials Section when Dick passed away. Often as Secretary of Meeting but always involved in organising or laying out with his long-term friend Neville Lewis. In those days the Sunbeam MCC organised seven trials a year with Neil at the helm aided by his lovely wife Debbie, his Mum Liz and many family members. Our sincere condolences and sympathy go out to them on their sad and untimely loss.

We often chatted together on the phone discussing ways and means to keep the Sunbeam flag flying and usually we would drift onto football to moan about our teams' misfortunes; he was a committed Southampton FC supporter.

For many years he was instrumental in organising the Southern Experts, the Greybeards and Talmag Trials etc. He struggled hard to maintain Sunbeam's lead in the trials world and regard for Neil in the trials brotherhood was instrumental in ensuring that Sunbeam's name continues in the Southern Experts and Greybeards. He was also interested in the Club's Veteran and Vintage side. For many years he helped out at the start of the Pioneer Run.

Jim Connor and the Hookwood Club and Joan Westbrook sent their condolences. Jim remembers watching Neil develop from Schoolboy Trials to a very competent adult rider. He is full of praise for Neil's efforts in incorporating the Gordon Jackson Trial into one of Jim's Thames Valley Group Trials. Neil took on the lion's share of the work: Secretary of Meeting, Signing-on, collecting monies, organising prizes, publishing results, etc. This carried on for five years until interrupted by covid.



Neil Sinclair being presented with the Len Heath Trials Trophy by Tony Lloyd in August 2021

Neil also enjoyed skiing and golf often with Neville who remembers Neil acting as Father Christmas at their annual get-togethers.

The funeral on Oct 8th was well attended by Sunbeam members.

Chris Pile 1958 – 2022

Frank Mace

Chris was born on 26th January 1958 in Epsom, Surrey, to a keen motorcyclist, his father Bill, and so was set in a direction for his life.

He was educated at the City of London Freemen's School in Ashtead and followed his father into the telecoms industry as an engineer for BT. He stayed with BT for seventeen years before branching out to work for a variety of other telecoms companies until taking early retirement. When between jobs, he would help out club member Guy Haffenden at his engineering works, turning his hand to all manner of things.

At the age of around twelve, whilst on holiday with his parents who were working in East Africa, he took up the art of riding motorcycles and never stopped. He raced sidecars in his twenties and was a keen trials rider, a sport he continued with his eldest nephew Thomas in later life.

Chris came from a motorcycling family, both his uncle and grandfather, along with dad Bill, were all avid motorcyclists. Chris developed a strong interest and passion for all aspects of these machines from the veteran era through the whole range to current and modern, with a fondness for all makes but particularly Sunbeam and Yamaha. He was very knowledgeable, especially with Sunbeam models.

It was down to this that I first met Chris some thirty years ago when I needed information on a Sunbeam. There started a friendship that took us to all corners of the country chasing elusive bikes and parts, and we got to know each other very well during those long van journeys.

Chris's interests extended not only to bikes, of which he owned a great many over many years, but also to classic cars, having had a Vauxhall Cresta and Triumph Stag with his father, then a Triumph TR6 and his latest acquisition, an immaculate VW Beetle.

Chris was a batchelor and for many years he shared a home with his parents. Over the last few years, he dedicated himself to caring for dad Bill who had become very frail. Nothing fazed him or was too much to do, and he did a wonderful job. He had a large garden to keep tidy and was no stranger to mowing and tree planting. He was very interested in modern art and loved animals. Chris always found time for others and was one of the kindest, most thoughtful people I have known. He was always ready to help out, whether it was looking after his nephews when they were young, or helping out as they grew older, or being there as a friend.

He was a long-standing member of the SMCC and, along with Bill, organised the Pioneer Run for two years. He rode in it on many occasions or, if not riding, undertook marshalling duties at the start. He was the club quartermaster for some time and always helped me with the Conyboro Run. He observed at Club Trials and essentially helped the Club whenever he could. He acted as the Club's Marque Specialist for Sunbeam. He rode in most of the Club's runs, being particularly fond of the residential ones of Shropshire and Warwickshire, always riding on his flat tank long-stroke Sunbeam. I shall really miss his company for these events.

Chris had also made many friends within the VJMC and most holidays were spent riding abroad on his beloved Yamahas.

Chris was a private, very kind man who was always willing to help in any way he could and quite happy to put himself out for you. He was a very good friend to me, as he was with a great many others, and I shall miss him terribly. Losing him on the 19th August after a short, severe illness which he bore with great bravery and dignity, has come as a shock and is quite unexpected. I feel for his family to whom we extend our deep heartfelt condolences. Chris was 64 years old. He leaves a sister Jackie and nephews Thomas and Jordan and their respective families.

Life won't be quite the same without him.



Chris on his Sunbeam in 2006

Out and About

The Third Bolney Vintage Run – 20th August 2022

Paul Bullock


Roy Bills' 1937 OHC Benelli.

Despite the glorious weather the turn out for this run was very poor with only eight members taking part, for this reason we were delighted when a non-member turned up on a fantastic 1937 500cc Benelli. It is our intention next year to open this run up to machines built prior to 1940 in order to enable all Club eligible machines to take part. Despite the small number of entries, it appeared that everyone was enjoying themselves with Rob Pond supplying sausage rolls and hot drinks for riders and spectators as well as spending the Friday setting out the route for this run and the Summer Pioneer Run on the following day. Only one rider had bike problems and had to cut the route short and return home for some fettling, better luck next year Nigel!

Editor's Note: *I was lucky enough to have a ride on the Benelli at the Filching Manor test day in July and I can confirm it goes as well as it looks!*

The Fourth Summer Pioneer Run – 21st August 2022

Paul Bullock

Following the Vintage Run on the Saturday, we returned to the Motorcycle Workshop at Bolney on the Sunday for the Summer Pioneer Run. Again, Rob Pond supplied food and hot drinks assisted this time by his young grandson who did a great job of helping with the bar-b-que. The same route was used with a small increase in rider numbers, 12 riders entered but we had only 10 starters. It would be super if we can increase the numbers again to the 2018 numbers of around 35. It was great to see our President Baz Staple at the event together with his wife Jenny who assisted with the food. Most riders got round the course with only two having problems. During the start when the riders set off I was approached by a West Sussex County Councillor who said how nice it was to see old bikes being ridden in a sensible manner at sensible speeds!



1914 Veteran Wolf.

Many thanks to Rob Pond for organising the weekend events and food and also to Tony and Jeanette of The Motorcycle Workshop for allowing us to use their premises for the start and finish of the event.

14th Constable Run – 4th September

Martin Staple and Marian Johnson

Once again if was another successful day at Monks Eleigh for the Constable Run on Sunday 4th September 2022. There were 24 riders, some with pillions, who took to the roads in Suffolk to ride through the wonderful Constable countryside. We had the usual 'Sunbeam weather' and a good time was had by all.

Thank-you to Corn Craft Tea Rooms who once again did us proud with their excellent Full English Breakfasts, ploughmans and roast beef meals and also a big thank you to those of you who come back year after year to support the event; especially in these present climes. We've had many nice comments over the years saying what a lovely run it is.

"The bike that everyone wanted to own", The Stephen Healy Cup, was awarded to Ian Dickson on his 1927 500cc Sunbeam Model 90 and "The Most Desirable Unrestored Machine", The Chris Stiles Cup was awarded to David Emmerson on his 1937 500cc Royal Enfield.

If you haven't ventured to this side of the country to take part before and would like to find out for yourself next year's date for your diary is Sunday 3rd September 2023. See you then!



Marion Johnson awarding The Stephen Healy Cup to Ian Dickson.



Marion Johnson awarding The Chris Stiles Cup to David Emmerson.

September Challenge 2022 Report

Alex Thompson

After a week of very changeable weather the forecast was for a fine, rain free day and on Saturday September 10 the great day arrived. . Marshalls and helpers all arrived by 9 am and the notices all mounted. Our first guests arrived, were quick to unpack and were ushered into the farm shop for the welcoming bacon butties with tea and coffee. Joy as usual was very efficiently issuing route maps, riding numbers, administrating the signing on and answering all the questions about long or short routes.

At last, all the entrants had arrived, sadly one or two could not make it. They were sadly missed; several have been long- time supporters. 11:30 and all are primed and ready for the off. Last one departs and the breakdown van follows with John and Yvonne shooting off to man the two gates In Bransdale. Joy and I follow the short route riders as their support.

The 70-mile long route is via the low country and then progresses to the dales, farms and villages in Bransdale, Farndale (famous for the large display of daffodils in spring) then begins the long climb up to the top of the moors to The Lion Inn, on Blakey Ridge. Unfortunately, the weather has just taken a turn for the worst and the fantastic views over the vale of York are now obliterated by fog.

September Challenge 2022 Report Continued **Alex Thompson**

Our riders are not deterred and proceed down the moor road and into Rosedale, the weather clears on the way down and the sun once again makes an appearance. The route continues via Lastingham, Hutton le hole and finally to the start.

The 65-mile short route riders set off on the much gentler route around the Vale of Pickering, Castle Howard and the Hovingham estate properties and villages. They finally return via Salton, Normanby and Marton to the start.



John Emanuel's 1914 6 HP Veteran Humber Combination.

We do not usually make a point of singling out any one person but we are mentioning John Emanuel for taking novice passenger Mrs Brateley in his veteran Humber side car and completing the long and in places arduous long route. An admirable achievement to them both.

Back at Beadlam Grange, the staff were on full alert preparing the sumptuous evening meal of Yorkshire pudding, beef stew with veg, red cabbage, mashed potato and gravy organised by Joy.

Thank you all for your continuing support and to all new entrants. We would like to say a big thank-you to Mr Rooke, everyone at Beadlam Grange and all who helped to make this a perfect day. Also thanks go to our new back up driver Dennis, who kindly helped out at very short notice.



Erik Alderson's Twenties Indian Scout.

Many thanks everyone because after a very difficult time we were encouraged by you all to stage the event. A very healthy turn out with many long-term supporters.

A Note For Your Diaries: we return by popular request next year on Saturday 9 September 2023.

Type Two Enjoyment at The 2022 Pioneer

Nick Goodwin



Grey skies for Nick Goodwin and helper at the start.

The blue sky was framed by the occasional fluffy white cloud, the warm autumnal air was filled with the tweeting of small birds … anyway, that was Saturday 1 October. Sunday 2 October as we all know was a completely different matter. My back-up team (wife and 11-year-old boy) and I woke up at 5am and looked at the rain lashing down and seriously questioned the project in hand. We did eventually get to Epsom by 7pm and by a miracle the magneto internals were still dry. I usually cling-film the mag when rainy.

Last year I had a stoppage just two miles from the end after increasingly loud mechanical noises suggested an imminent seizure. This was after walking up most of the hills after Crawley and getting push starts from passing civilians. This year my intention was to just get as far as I could and do less hillwalking. With the rain hissing down and a damp complaining engine I gave my chances of finishing at 30%.

Chugging up to Reigate Hill (BTW, I was impressed with the bilingual signs) the engine on my 2¾ hp Dougie had settled down and I passed a lot of riders at the side of the road tightening up belts and making adjustments. Coming down the hill I discovered that my brakes had become merely decorative and I could only slow the bike with the decompressor and shoe leather! In 1914 riders had atrocious roads, however they didn't have traffic lights and pedestrian crossings. Timing the approach to traffic lights requires a bit of maths and a big dollop of luck. Seeing little old ladies reach for the button on crossings caused me to internally scream NO, NO, NOOOOOOooooo!!! I think everyone can agree Crawley is a nightmare, too many lights followed by hills. I do hope the chap that had lost part of his clutch on the road found it?

Arriving at Leonardslee I decided my boots were completely waterproof, that is, all the rain had channelled down my legs, into my boots and had refused to drain out! There is a point where you can't get any wetter and it was at this point that I started to enjoy the ride. The engine had settled down and I made most of the hills in top. Most of the riders that I had seen at the side of the road (some stopped multiple times) passed me. Was that a cheery wave or a two fingered salute?

Coming into the airport I was impressed at the number of people that had made it to the finish. A huge amount of type two* enjoyment was had by all. Thanks to Ian, Clerks of the Course and all people responsible including marshals, boy scouts etcetera for making this all possible.

** **Type One enjoyment*** is that experienced at the time e.g. drinking cold beer, having a leisurely walk etc.

Type Two enjoyment is that experienced after the event e.g. unexpected achievement, surviving a near-death event or the end of extended uncomfortable travel on antique machines. See back cover picture of Nick and his 1914 Douglas at the finish.

The 2022 Pioneer Run® Results

The Lt. Col. 'Tiny' Ayers Memorial Trophy. To the rider with the Greatest Combined Age of Rider & Machine.

No. 137. Tony Donnithorne 1913 Zenith Gradua Total Years: 200 (pictured page 23)

Runners Up:

No. 22 Derek Webb Machine 1909 Triumph Total Years: 195

No. 43 Jonathan Bewley Machine 1911 FN Total Years: 194 (pictured page 26)

The Laurie Fenton Memorial Trophy. Greatest Age Difference between Rider and Machine.

No. 42 Vyvyan Bewley Machine 1911 FN Age Difference: 92 (pictured page 26)

Runners Up:

No. 41 Sam Bewley Machine 1913 FN Age Difference: 82 (pictured page 26)

No. 147 Sam Walker Machine 1912 Triumph Age Difference: 81

The Ladies Award To the Best Lady Rider

No. 48 Rider Dee Searle Machine 1914 Triumph

The Bob Currie Memorial Trophy. To the Rider with the most Meritorious Performance.

No. 34 Rider Dave Meades Machine 1913 Triumph

The Classic Motor Cycle Trophy. Generously Donated by The Classic Motor Cycle Magazine for the Best Authentic and Un-Restored machine.

No. 125 Rider Christopher Cook Machine 1914 Douglas

Dutch Horsepower Team Trophy. To the Team of Three Riders, one from each Class, with the Greatest Combined Age of Riders & Machines.

No. 8 Rider Ken Lee Machine 1904 James Class One

No. 22 Rider Derek Webb Machine 1909 Triumph Class Two

No. 131 Rider Philip Clarke Machine 1913 Indian Class Three

The German VTV Trophy. Generously Donated by the German VTV MC Club To the Best New Comer.

No. 147 Rider Sam Walker Machine 1912 Triumph

The Brian Verrall Memorial Trophy. Generously Donated by Mrs. Margaret Verrall to the Best Three Wheeler Machine.

No. 3 Rider Geoff Gray Machine 1900 De Dion Bouton (pictured page 21)

The Ray Newton Memorial Trophy. Generously Donated by Mrs Betti Newton to the Best Vee twin Machine.

No. 47 Rider Les Searle Machine 1914 Bradbury (pictured page 24)

The Wally Lambert Memorial Trophy. Generously Donated by the Lambert family to the Best American built machine.

No. 131 Rider Philip Clarke Machine 1913 Indian

The Pioneer Registrars Trophy. Generously Donated by John Waghorn.

No. 5 Rider Dr Shaun Crofton Machine 1902 Slinger (pictured page 22 and 23)

The Sunbeam MCC President, Baz Staple, presented engraved Pioneer Run® Medals to Cllr Clive Woodbridge, the Mayor of Epsom and Ewell, and Cllr Andy McGregor, the Chairman of Adur District Council. He said: "On behalf of the Sunbeam MCC may I thank the Mayor of Epsom and Ewell and the Chairman of Adur District Council for their support of the event. Thanks also go to all the volunteers who gave their time today, and especially to the riders who carefully look after these wonderful machines and display them so well. We look forward to welcoming you on Sunday 1st October 2023."

Some 2022 Pioneer Run® Prizewinners



Best Three Wheeler Machine. Geoff Gray's 1900 De Dion Bouton pictured at the start, with Club President Baz Staple and the Mayor of Ewell & Epsom looking on. Photo: Jenny Staple



Geoff Gray's 1900 De Dion Bouton pictured at the finish. Photo: Paul Bullock

Some 2022 Pioneer Run® Prizewinners



The Pioneer Registrars Trophy was won by Dr Shaun Crofton, 1902 Slinger. Pictured at the start, with Club President Baz Staple looking on. Photo: Jenny Staple



Shaun Pictured at the Shoreham Airport Finish. Photo: Jenny Staple

Some 2022 Pioneer Run® Prizewinners



A close up of Dr Shaun Crofton's 1902 Slinger at the Leonardslee Tea-stop. Photo: Sean Kirrane

Cllr Andy McGregor, the Chairman of Adur District Council presents The Lt. Col. 'Tiny' Ayers Memorial Trophy to Tony Donithorne. Photo: Jenny Staple



Some 2022 Pioneer Run® Prizewinners



Winner of The Ray Newton Memorial Trophy Les Searle on his 1913 750cc v-twin Bradbury.
Photo: Sean Kirrane

2022 Pioneer Run® On The Road Montage

Tony Lloyd



2022 Pioneer Run® - A Family Affair

Jonathan Bewley

Dear Julie,

Just in case you have not got enough to fill the next club news, I thought this photo might fill a space.

It shows five Bewleys on the start line on the Pioneer Run. From left to right are No. 42 Vyvyan Bewley, on a 1911 shaft-drive FN; No. 41 Sam Bewley 1912 Rudge Multi; No. 13 Philip on a 1905 FN four-cylinder; No. 43 Jonathon on a 1911 shaft-drive FN and No. 12 David on a 1904 belt-drive FN.

Pity about the weather, but we all finished OK and enjoyed the run after we had dried out!

I must comment that Shoreham Airport car park does nothing to help the conviviality and enjoyment of the run, let's get back to Brighton and get the entry numbers back up

Sincerely,

Jonathan Bewley



Team Bewlay in the pits at the start. Picture below Marcus Whatling



2022 Pioneer Run® Tribulations

John Mugleston

The event was exciting, wonderful, and real hard work at times. Apart from the Chater-Lea's slipping v-belt being trying on the steeper inclines, and the almost ineffective brakes in the wet, I suffered a



John Mugleston on his 1909 Chater Lea leaves the start at Epsom.

rear flat tyre coming down the hill into Reigate, just entering the one-way system.

This would have brought things to a close for me, were it not for a spectator who very kindly (and enthusiastically!) jumped into his car and toured three local garages for one of those tyre inflating aerosols. It seems that the rear valve had been leaking from being slightly loose rather than an actual puncture, so this was completely effective and quite a boost in the rain. This kindly gent was adamant he would accept no money and to boot gave me a spare aerosol!



The 1909 Chater Lea at the Leonardslee tea-stop.

After this, everything was going well until a Mini driver pulled out in front of me at a mini-roundabout! I could see this unfolding had shouted and waved an arm, and a swerve was enough to avoid colliding thankfully. Braking was not a viable option in the wet.

After the Leonardslee rest stop the weather dried up making for better going, with the Bonniksen speedo registering a heady 35mph at some point.

Thanks again to the no doubt huge numbers of volunteers who turned out in the rain to make it all possible, brilliant!

2022 Pioneer Run® At the Start

Tony Lloyd



Club President Baz Staple at the Start.

2022 Pioneer Run® At the Shoreham Airport Finish

Tony Lloyd





Some Notes on the Bradbury Co. Ltd. of Oldham Lancashire 1852 – 1924: Part Three 1915 on.

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*

The catalogue for the 1915 season shows a Two Speed Chain cum Belt model, still with the single cylinder 554cc side valve engine with non-adjustable tappets plus a Three Speed all Chain Drive horizontally opposed engine model.

This is the first reference to a Twin Cylinder machine made in the Company's catalogue, but as a matter of great interest, there is mention of a Twin Cylinder Bradbury in the "For Sale" columns of THE MOTOR for September 1903. This may well be something that an enthusiastic private owner may have made-up, but this information is of much interest and is included in these notes for what it is worth. In 1915 there was a big "V" Twin of 749cc, three speed, all chain drive, which closely resembled the Big Twin AJS of the period.

Owing largely to the chain of unhappy events which lead to the non-appearance of the Bradbury Co. at the War Office Official Trials immediately prior to the Kaiser War, the manufacture of motor bicycles and their spare parts was discontinued for the 1915 – 18 period in favour of a 100% effort on munitions.

After the War (in 1920), efforts were made to re-enter the motor bicycle market with models, many of which had been identified with the pre-War years, but which met with only moderate success.

By this time, however, and possibly by the successful use by the DR fraternity, Triumph and Douglas among others, were now firmly established and although the Bradbury Co. marketed a range of models through the years till 1923, their efforts were to prove fruitless and the Companies affairs passed into the hands of the Official Receiver (Mr JAMES HOWARTH who had been Manager and Secretary of the company was appointed), in spite of an offer of financial assistance by one of the Big Four banking concerns.

Messrs. Bradbury and Co. Ltd. was officially "wound up" in January 1924 a sad event for the many who had worked there for so many years, in the words of an ex-employee who still survives, "a tragedy that should never have been allowed to have happened".

Varied reasons have been given to the writer as to the cause of this failure among which are "no design and development policy", "the wrong sort of directors for the motorcycle market", and "they suffered a severe loss of Trade faith when the 87 and 89 cylinder bore differences were discovered". It will be of interest to note at this stage that the Official Receiver, Mr JAMES HOWARTH was, prior to the Kaiser War, responsible for the manufacture and marketing of the "JH" motor bicycle, which was made in Castle Mill, Castle Mill Street, Oldham during the period that the Bradbury Co. had temporarily ceased manufacture.

Mr JAMES EASTWOOD also found employment with the "JH" concern as Foreman during this period. The "JH" concern, however, closed down during the Kaiser War period and the Castle Mill Street works were taken over by Mr PERCY PLATT another well-known Bradbury employee, as a motor bicycle engineering and servicing concern.

With the final closing of the Bradbury Co., so came to an end another of the Pioneer motor bicycle manufacturers who somehow managed to "miss the boat" at a time that its fully equipped factory was capable of commencing manufacturing operations on at least as big a scale as most other concerns of the time, and it provides much food for thought as the fact that whereas the Bradbury Company appeared to have prospered for the 48 odd years prior to the beginning of the century, which saw the

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

Part Three 1915 on Continued. **by R T Dent, January 1959.**

first of the Bradbury motor bicycles, it took only 23 years --- including the First World War, of course --- for the Company to fade right out.

As there is no information available to the writer to indicate whether the manufacture of machine tools etc. etc. was continued side by side with the motor bicycle programme, it would appear that the demise of this once famous and prospering engineering concern could not have been caused by the mis-handling of the motor bicycle side alone.

The main factory premises, the Wellington Street Works, still stand and now houses a garage and a sheet metal workers.

It will be of interest to record that one of the ex-employees of the Bradbury Co. and from whom the writer has had much help with these notes, was "directed" during the late War period and worked on producing parts for Lancaster bombers and worked exactly 10 yards from the bench at which he had spent so many happy hours, twenty years or more previously, assembling Bradbury motor bicycles.

About fourteen Bradbury motor bicycles are known to exist today ranging from a 1903? model in the Maidstone, Kent, area to an immaculate 1922 Big Twin in the Northampton area, whilst there is a least one machine of this make known to be running in South Africa.

An early 2½hp a.i.v. type engine, recently discovered in Salisbury, Wiltshire, area in very sorry condition through long years of exposure, is now in the hands of the writer.

The writer who is by no means an expert in the details of the motor bicycle industry, has penned these few notes from information sought whilst restoring his own 1910 model, in an endeavour to place on record what information that has come to light concerning the Bradbury Co, for the interest of students of the Veteran motor bicycle.

To be continued: Some Personalities of the Bradbury Co. Wellington Works, Oldham.

A 250cc Levis

John Hill

The Birmingham Museum's Collections Centre at Duddesdon holds in storage a vast range of many interesting items accrued by the Birmingham Science Museum. It is open to the public every other Friday afternoon for a pre-booked tour.

One of the motorcycles residing therein is an interesting 250cc three-port Levis two-stroke, pictured below. It could be taken at first glance to be works rider Geoff Davison's winning 1922 TT machine as it wears No. 11 racing plates and road registration number DU 81. A photo of Geoff aboard with both of those features visible appeared in a photo in 'Motor Cycle' in July 1922. DU 81 plates were used on the road between the ferry and Levis team HQ in Peel that year. In the photo of Geoff refuelling in the pits, with a boy scout cleaning the number 11 racing plate, the registration plate is removed.





DU 81 was a number being used by Butterfields of Stetchford from 1912 and during 1920-21 it was worn on a machine known at the Levis works as the S.O.B – Success Or Bust. Or something similar. It was being developed and campaigned at speed trials and hill climbs by Bob Newey, Levis designer and company director. It was the same bore and stroke (67 x 70) as the production 250's. It had a blind head iron cylinder with aluminium finning shrunk on above the exhaust port. Semi-circular aluminium blocks were screwed to the crankcase mouth which reached up inside the piston just short of the gudgeon pin bosses at BDC to increase crankcase pressure. The external flywheel was relocated to the offside for clear access to the engine sprocket for quick gearing changes. It has a Fellowes magneto and a Senspray carburettor. A 'lump' was screwed into the top front of the combustion chamber to increase cylinder compression. Newey reported that the overheating of the 'lump' caused pre-ignition after long bursts. But at short duration sprints and hill climbs it performed well. Newey won the 250cc class at Essex Club's Kop Hill climb in 1921 and loaned it that day to Geoff Davison, who having problems with his own machine. Geoff rode it in the 500 and 750 classes describing its acceleration as 'vitriolic'. It achieved many wins ridden by Newey, Davison and Bob Pugh. The engine in the museum machine is S.O.B.'s original engine. Its engine number is '1920 TT 1'. But Geoff Davison said S.O.B. 'was a sprint unit being developed by Newey in addition to the 1920 TT machines.'

The 250's ran in the Junior TT until 1922, the first year of a separate Lightweight class. In 1920 Levis did well with RO Clarke, Gus Kuhn and Frank Applebee finishing 2nd, 7th and 9th, which represented a 1-2-3 among the 250's and took the team award and were the only full team to finish. 1921 did not go as well, Geoff Davison on his first Levis team ride lost to New Imperial rider Doug Prentice by two minutes owing to a last lap drive belt failure at Creg-ny-Baa.

The development of S.O.B led to the design of the 1922 race winning engine in which the aluminium crankcase compression blocks were cast integral, cylinder compression increased, the bore decreased to 62mm and stroke increased to 82.5mm. Big end and crankshaft bearings were rollers, two on the drive side. It had a built-up crank assembly. The outside flywheel was on the drive side with the engine sprocket outside it (the production road machines having the sprocket behind the flywheel and plain bronze bushes throughout the one-piece crank assembly.) The 1922 TT winning Levis averaged 49.89 mph, finishing 13 minutes ahead of second place man Dan Young on a Rex-Acme. Levis with Geoff aboard also won the French and Belgian GPs that year. The year was run on all chain drive.

By 1924 the four-strokes were gaining in performance and reliability and S.O.B. was no longer a top performer at sprints and hill climbs and was dismantled.

But in 1954 Geoff acquired, in Birkenhead, S.O.B.s original engine and built it into a Levis model J sports frame. At some point he modified the plain big end to take 3/16" ball bearings in the one-piece crank assembly. He rode in VMCC events, and gained a premier award in the Levis Cup Trial in 1956, which was an event he had won outright in 1921, '22 and '23. He raced it at Silverstone in 1958. In 1959 Bob Newey still had the log book for DU 81 and gave it to Geoff to re-unite with the re-framed S.O.B. Geoff eventually donated S.O.B to the Birmingham Science Museum in 1962, also wearing his TT winning No. 11 plates.

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Members Advertisements

Wanted

Bradbury three-speed gearbox for a circa 1920 model.

(10/22)



Pioneer Run programmes for 1982 (45th), 1989 (52nd) and 1998 (61st).

(10/22)

Levis three-port conrods: 7/16" & 1/2" small-ends. R/H Levis brake pedal. 21" x WM0 or WM1 40-spoke rim. Lightweight Sturmey Archer clutch with 6 x 5/8" splines.

(10/22)

Seeking either a Bosch ZAV 60 deg. magneto, or equivalent Thompson Bennet (unsure of T-B references). Must be 60 degree, anticlockwise on sprocket end, 35mm spindle height. Also any **Royal Enfield 3 HP** 1913-19 parts including hubs and petrol tank.

Armstrong three-speed hub mk3 LS complete or parts for.

(10/22)

JAP compression release valve(s) for the heads of 680 SV V-twin on 1927 Zenith. The type that screws down onto a tapered seat. Old or replica!

(08/22)

1922 225cc Royal Enfield Handlebars.

(08/22)

Royal Enfield 1913-19 425cc twin. Seeking most parts after picking up a bare frame and glass oil tank recently. Likely to be uphill struggle - please help an Enfield obsessive. **Burman 1931-33 hand-change four-speed gearbox** type AD or AP wanted. AD type has 2 horizontal bolts in base, AP is pivotal mounting. As fitted to Calthorpe, OK Supreme and New Hudson.

please leave message (08/22)

Belt rim: a new or very good used belt/brake rim for a 1913 Triumph Roadster. **1934 Triumph XV.** Wanted: parts, information or anything to help complete the rebuild of a 1934 Triumph XV, that's the bike with the little Villiers engine.

(08/22)

WANTED Veteran P&M prefer one ready to ride or needing small recommissioning work.

(06/22)

Veteran motorcycle wanted pre-1915. Triumph would be preferable but all makes will be considered, as I'm hoping to ride in the October pioneer run, a dream I've had for many years. Please contact

(06/22)

For a 1911 Triumph 3½hp the following items which will at least allow me to test this machine on the roads: **Pedaling gear, Rear wheel** with drive and brake pulleys, **Decompressor lever. Also, advice and or help** from any owners of similar machines living close enough to visit LA10 (Sedbergh).

(06/22)

Clement type B engine parts or any related items.

(06/22)

For Sale

1928 Sunbeam Model 9 500cc Twin port single. Very good condition, recent big end, tyres, fuel tank refurbished. Completed 8 consecutive Banbury runs prior to Covid. Ill health forces reluctant sale. £12,500 Sensible offers considered. **1957 AJS Model 16 350cc.** Excellent condition throughout. Fully renovated and in superb condition. Ill health forces reluctant sale. £4,250

See pictures overleaf. (10/22)

My late father's lovely Vintage full length leather motorcycle coat circa 1930/40. Recently professionally restored by first class leather restorer (Byson) at a cost of £710 . Looks fantastic. Size chest 40", sleeves 25", length 49". Best offer accepted.

(10/22)

1913 Motosacoche 290cc side-valve four-stroke. The new owner must not restore it! Comes with Pioneer Certificate and some Pioneer Run medallions. £8,500 ono . **1914 Wall Auto Wheel** 118cc automatic inlet valve four-stroke. Engine wheel is totally self-contained with engine, magneto, fuel tank, silencer and stand. £5,250 ono.

See pictures and more details overleaf. (08/22)

TRIUMPH 1908 500cc Single speed. Mabon clutch included. Original registration. Lots of history and Pioneer runs. Easy starter, runs well. Long ownership, in very good condition, ready to ride. £15.000.

(08/22)

Pioneer Run Programmes for 1958, 1959 and 1960. All in very good condition.

Editor's Note: Chris not a club member, but thought it would be of interest to members.

1920 Model H Triumph project. All major components, correct frame and engine nos, may be able to help with other parts, subject to negotiations. £2750. Phone Mike Lawson (Dorset) (08/22)

BSA Empire Star B24 250cc 1938. Superb example with correct numbers. Foot-change, 20" front wheel, horizontal brass carb, old log book and V5C. Three owners, excellent runner. £6,600

(06/22)

Zenith petrol/oil tank c1912 with filler caps, sight glass, taps and oil pump. The pump may be slightly later. Some original paint along with surface rust and grime. Appears sound. Dimensions are length 25", width 7", depth 3.625". Can email pictures. Price £275 or thereabouts. Collection Bolton or possibly Marlow.

(06/22)

Norton CS1. Rare machine in good order. Built 31/7/30, matching numbers and has optional foot change from new. Photos on request £25,500.

(W Yorks) (06/22)

1937 Coventry Eagle Flying 250 N25/2, A rare machine in good order with original registration number, £6200. For further details and photograph contact

(Kent)

(06/22)

Single bike trailer complete with lights, spare wheel and loading ramp. £200.

(East Sussex) (06/22)

Complete basket-weave sidecar and chassis. Excellent condition. £1800. For further information and extra photos contact

(04/22)

1929 Chater-Lea 350cc. 'Face Cam' model. £20,000.

(04/22)

BSA 1916 and 1918 4.5 HP cranks barrels and crankcases. Good belt drive rims and beaded edge wheels, all reasonable prices and negotiable. Phone

(04/22)

Members Advertisements

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1928 Sunbeam Model 9 500cc
Twin port single.
See classified advert previous page.



For Sale:
1957 AJS Model 16 350cc.
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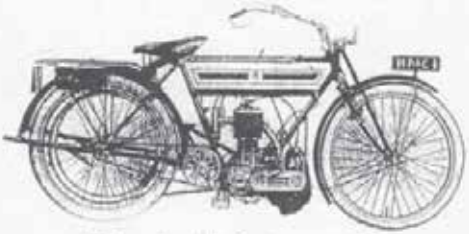
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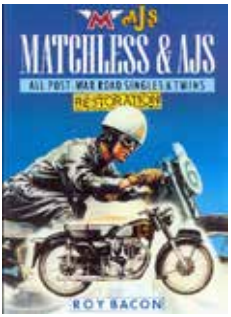
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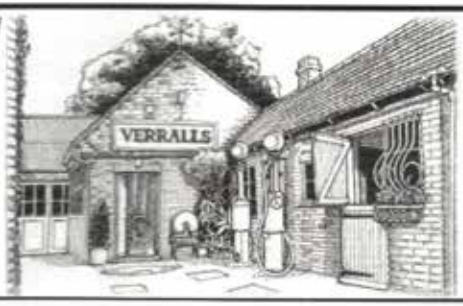
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Wessex Club Meeting

First Saturday of the month at 12 noon.
At the Woodborough Inn, Winscombe, N Somerset BS25 1HD
The pub has a large car park with tables for outdoor dining.

For more information contact Ray Hudson on
07384 632 627 or **raymondleohudson@hotmail.co.uk**
Future dates are: 3rd December, 7th January, 4th February etc.
Look forward to seeing you there!

ELK Promotions 2023 All-Motorcycle Events in the South East!

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Classic Motorcycle
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Ashford Classic Show & BikeJumble
Easter Bank Holiday Monday
10 April
Ashford Livestock Market, Ashford, Kent, TN24 0HB. M20 Junction 10 / 10a

Romney Marsh Classic Shows & Bikejumbles
Sunday 7 May
Sunday 25 June
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CLUB EVENTS

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

Date	Event Venue	Contact	
12 noon Saturday 3 December	**Club Meet:** Woodborough Inn, Winscombe North Somerset BS25 1HD	Ray Hudson 07384 632 627 raymondleohudson@hotmail.co.uk	All welcome
7:30 pm Thursday 8 December	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
Noon Saturday 10 December	**Club Meet:** Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF	Frank Mace 07497 000981 **frankmace@ymail.com** Now on the second Saturday.	All welcome
2:00pm Monday 19 December	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47@gmail.com**	All welcome
8:00pm Monday 19 December	**Club Night** Broadlakes Social Club London Colney Herts AL2 1DG	Richard Martin 01727 859796	All welcome
7:30 pm Thursday 5 January 2023	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer needed	All welcome
12 noon Saturday 7 January	**Chairman's Lunch.** Shipley Bridge, Antlands Lane, Burstow, Surrey RH6 9TE	Ian McGill **pioneerorganiser@gmail.com**	All welcome
Monday 8 Thursday 11 May	**Shropshire Mid-Week Break.** Ironbridge, Telford, TF8 7DW	Judith Coote 01926 497475 **jacoote58@gmail.com**	Closed to Club
Sunday 14 May	**Ixion Cavalcade** St Barnabas Church Bexhill-on-Sea East Sussex	Dan Towers **DanMoto@mail.com**	Pre-1940
Sunday 21 May	**Club AGM:** Venue TBC.	Peter Ashlee 07951 996313 **secretary@sunbeam-mcc.co.uk**	All welcome
Friday 16 June to Friday 23 June	**Welsh Week** Radnor Revivals Llanbister	Tim Kemp **tjskemp@btinternet.com** 07876 597697	All welcome
Sunday 1 October	Volunteers needed **83rd Pioneer Run®** Epsom to Brighton City Airport	Ian McGill **pioneerorganiser@gmail.com**	Pre-1915



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2022 Pioneer Run®



Nick Goodwin on his 1914 Douglas at the Finish



1914 Rudge Multi 139 Martin Brown at the very wet Leonardslee Tea Stop. Photo: Simon Webb