Sunbeam Motor Cycle CLUB NEWS

Issue 891 April - May 2018

Always Ahead!



Simon Roud : Pleased to Arrive at Brighton!
Photo Simon Dack
www.simondack.co.uk

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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CLUB MAGAZINE OF THE MONTH

Sunbeam Motor Cycle Club News – a well-structured read

Sunbeam Motor Cycle CLUB NEWS

Hello Everyone,

Well despite the horrid weather, due to the efforts of The Pioneer Run® organisers and marshals we're still able to have a Pioneer Run special this edition, well done to all participants.

Back in January, myself and other Club Magazine Editors held a get together, which was very enlightening especially as it included a tour of Mortons' Media archive.

I was really chuffed to see our magazine selected as Club Magazine of the month in February's Old Bike Mart, with a very positive review. Well done to all contributors.

Keep 'em coming, all the best, *Julie*

Chairman's Report

Tim Penn

It has been nearly a year since I was elected as the Club's Chairman and it has been a relatively steep learning curve and as they say "you learn something new everyday".

I would like to thank all the Committee for their time and effort they have put into the Club. I would like to especially say thank you to Arnold and Jacqui for their effort for the Club. They leave a legacy of efficiency and calm. May I wish them well for the future.

On that note may I welcome Paul Bullock who has offered to take the role on as Secretary as from the AGM. I hope he will enjoy the role once he gets to grips with the paperwork!

The motorcycle projects have taken a bit of back seat as it has been mighty cold in the garage, hopefully the spring will bring warmer weather.

As the membership grows so does the number of events, so I hope over the Spring and Summer you are able to enjoy your machines on an organised run or out and about with friends. Have fun and ride safely.

2018 Oxon/Bucks Run : Postponed

Andy Middleton

Due to unforeseen circumstances, the Oxon/Bucks Run, scheduled for Sunday 15th April, has been postponed to late Summer, at a new venue.

Thanking those who have expressed an interest in taking part in April, watch out for a new date to be announced.

For further updates keep an eye on our website **www.sunbeam-mcc.co.uk**

Deadline for June / July Issue: 15th May 2018

Rose of the Shires Run – 10th June

Andrew Leslie

Come and join the Northamptonshire motorcycling fraternity in celebrating the fantastic efforts of Mr A E Catt in 1911 in the SMCC 'Rose of the Shires Run'. Over 105 years ago, Albert took his 3 ½ Triumph for an endurance ride that totalled 2200 miles in six days averaging over 400 miles per day and 23mph. We want to celebrate this fantastic achievement by riding our pre-forties bikes around this picturesque area. While the route (that takes in pleasant scenery, roads used for historic sprints and hill climbs), is designed for pre-thirties bikes as always, we have invited a 'guest' class to make sure the pre-forties bikes in the area get out of the sheds.

The run consists of a morning run, lunch stop (Ploughman's optional) and afternoon run totalling around 50 miles. We start and finish in Stoke Bruerne, and you could make a week of it by staying to do the VMCC Banbury Run the following weekend.

Entry forms can be found online at **www.sunbeam-mcc.co.uk/events/event/rose-of-the-shires-run** We look forward to seeing you there!

First Northern Pioneer Road Test: 1st July

Wallace Holmes

We have received quite a few entries for our first Northern Pioneer Road Test, together with many enquires, so fingers crossed the event will be successful.

What is encouraging many entries are from some way away; Somerset, Cornwall, Scotland and Wales. Word is getting about. You will be aware the route covers some fantastic country, also many historical places of interest.

These include Middleham with its Castle where Richard III lived, Castle Bolton where Mary Queen of Scots was imprisoned, Hardraw Fall which is the highest single drop fall in the country, Asgrigg where much of All Creatures Great and Small was filmed. Hawes is famous for Wensley Dale cheese and you can see the cheese being made. Bainbridge lunch stop boasts a lovely village green and also the shortest river in the country.

Some very rare motorcycles have entered, and the Beamish Museum are supporting the event by entering two of their motorcycles.

For more details and entry forms visit **www.sunbeam-mcc.co.uk** or contact me 01325 460554 **multuminparvo # hotmail.co.uk**

International Round Kurland Rally 12th to the 15th July

Juris Ramba

The International Round Kurland Rally in Latvia has been organized since 2003 and has seen different parts of Kurland, Latvia's Western-most region.

The format has changed over the years from timed runs to an untimed touring event with a good standard of accommodation, good food, excellent and cheap beer, interesting routes along the Baltic coast, old German and Livonian castles, manor houses and very beautiful countryside. Latvia is mostly flatland with very few hills and no mountains, so even the oldest motorcycles can cope with our roads with comparative ease. The distance of the Kurland Rally is usually around 500 kilometres that is covered in four days of which three are the riding days as the first day is for getting acquainted with other participants and the surroundings. The 2018 Kurland Rally will again be visiting Vidzeme or Midlands in English. The Road Run routes will be different from previous years, visiting and seeing new places of interest including an ancient watermill and a trip on a historic steam narrow-gauge railway as well as exploring a different region of Latvia.

The State of Latvia will be celebrating 100 years in 2018. If you have not been to Latvia before, then this is the year to visit Latvia and the Kurland Rally is the historic motorcycle event to ride in. You will of course be made most welcome.

Please have a look at the rally website: **www.kurlandround.lv** or email ra-moto1992 # gmail.com

Steam & Cream at Bluebell Railway Thursday 5th July Ian McGill

A provisional booking has been made for members to have a ride-out from possibly The Six Bells at Chiddingly to the Bluebell Railway for a ride to East Grinstead and cream tea on the 3.45pm train.

Cost for this is £21.50p, which includes unlimited rail travel during the day and cream tea. Any members interested should send a cheque, for the full amount, made payable to the Sunbeam Motor Cycle Club Ltd and send to Ian McGill, The Oaktree, 13, Victoria Road, Horley, Surrey RH6 9BN.

Any bookings MUST be made by Thursday 5th June 2018, after this it will not be possible to secure a seat.

Details of the ride to The Bluebell Railway will be posted at a later date. Should you not wish to ride there is plenty of parking at the station, but please be there by 3.15pm latest.

Veteraan Motoren Club of Holland Events David Davies

The Veteraan Motoren Club of Holland and the Sunbeam Club have one very important thing in common: they both apply a machine 'cut-off date' of 1940. The VMC of Holland publish a comprehensive calendar of events many of which are of interest to British enthusiasts. There are numerous ways to travel to Holland, nearly everyone speaks better English than we do, the food and the beer are good and the lack of pot-holes makes a pleasant change.

As a general rule, route cards are not issued. Directions are provided by markers prominently displayed at road junctions. This works very well – until you miss one.... Many events are timed. The Dutch are past masters at this so expect some exacting riding. Nearly all event organisers expect you to bring with you a 'drip mat' to eliminate oil spillage at coffee and lunch stops.

You will note that many events are on consecutive weekends, thus two or three events can be patronised in the course of one visit.

Things really get going in April with the "98cc plus Toerit Peize" on the 14th April and the National Two-Stroke Day (including an autojumble) in Moergestel on the 15th April. The next weekend sees the 11th "Rondom Gees" on Saturday 21st April and the "Horsepower Run" for machines built before 1921 at Veenhuizen on Sunday 22nd April. The following weekend sees the 40th "Enter Rit", held in Enter of course.

In May we move to Germany for the 27th "Spokenkiekerfaht" in Harsewinkel for pre-1926 machines on the 12th May and the 39th Ibbenburen Rally for pre-1940 machines which will be held from the 18th to the 25th May. Ibbenburen is always a bit special as many rare machines make an appearance and demonstrate their performance (or lack of it) on the town's trotting track.

One is spoilt for choice in June with the 22nd Zuid Limburgse Heuvelrun from 8th to 10th June. The 19th Zelhemse Rit on the 9th June and the 33rd Witte Wievne Rit in Lochem on the 10th June.

The "Rund um Bad Munstereifel" for pre-1940 machines will take place on 23rd June in Insul/Eifel and staying in Germany, we have the 33rd Windmill Rally in Kaltenkirchen from 20th to 22nd July.

The "Oude Klepper Parade" in De Haan, Belgium is scheduled for 19th August and the 53rd Hengelo Rit occupies the weekend of 25th and 26th August. This event is frequently combined with the "Gorredijk Rit" on 1st September and the "Nuttert van de Heide" Rit on the Sunday 2nd September. These two events are both held in Friesland in villages quite close together.

Finally, we have the "Old Crocks" run in Westhofen, Germany over the weekend of 22nd & 23rd September for pre-1906 machines.

Looking forward to 2019 we have the "Vintage Revival Montlhery" for pre-1940 machines over the weekend 11th & 12th May

The 1200 km "Trondjemsridet" for pre 1946 Machines planned for 8th to 11th June 2019.

And the 18th "Anglo-Dutch Reliability Trial" to be held in Baarlo, The Netherlands, from 5th August to 10th August 2019.

Contact address: Secretariat Veteraan Motoren Club, p.a. Biesterveld 1 7251 VR VORDEN Holland
info # vmcmotor.com www.vmcmotor.com

Sunbeam MCC Club Stand at Brooklands

John Buckingham

Join us on our Club stand on Sunday 1st July as Brookland's celebrate a staggering legacy of motorcycling at Brooklands matched with the best of today's bikes and super-machines. The event will showcase some of the historic bikes in the Museum collection, many of which will be demonstrated by the Brookland's Motorcycle Team. The famous Test Hill will provide a unique opportunity to see how the pre-War race bikes fare against today's super-machines. Always a crowd pleaser, the Hill was constructed in 1909 to test acceleration and power and has been in use for events since the Museum opened.

Auto-Carriers, AC Sociables and the Warrick

Paul Spencer

With the help of other AC Sociable owners, I recently decided to start a non-commercial website dedicated to Auto-Carriers, AC Sociables and the Warrick. I did this with two aims. The first was to try to list and document all the surviving vehicles. The second was to provide information and resources for owners in order to keep these wonderfully eccentric cyclecars on the road. For example, an owner in Australia has written a description of how the gearbox works, and I have documented my own recent gearbox rebuild. There are also many period articles. Most of the information I currently have is on the web site at **www.acsociable.org** . Some information has been given to me in confidence, and so I hold a separate document so I have as complete a history as possible of each vehicle.

I am now appealing for more information on the vehicles. So, for members with one of these interesting vehicles, or just information, I would welcome an email to **paul.spencer # boynings.co.uk**

Ed Note: Our AC Sociable Marque Specialist is Ian McGill 01293 771446 acsociable1 # sky.com

From the Membership Secretary

Brian Empsall

Please give the following new members to the Club a warm welcome:

Paul Apps	Surrey	Michael Jeffreys	Buckinghamshire
Mark Bennett-Odlum	Sussex	Alex Milne	Essex
Owen Connell	Cambridgeshire	Aidan Owens	Hampshire
Anthony Eaton	Kent	Andrew Pack	Surrey
Paul German	West Sussex	John Parry	Ceredigion
Kevin Goodman	West Sussex	Jason Pellett	Hertfordshire
Eric James	Essex	Nick Penney	Leicestershire
James James	Essex	David Thomas	West Midlands

2018 Subscriptions

Thank you to all of you who have paid their subscription for 2018. You should by now have received your membership card. If by chance yours has not arrived do please let me know; neither I nor the system is 100% fool proof! If you have not yet renewed your subscription do please do so straightaway to ensure continuity of membership and to continue to receive your Club News. The subscriptions for 2018 are:-

Full UK Member £22
Full Overseas Member £28
Family Members (UK or Overseas) £5.

Individual notification of outstanding subscriptions will be found on the reverse of the address label with this edition of Club News.

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. The writer of the Best Letter of the Issue will receive a Sunbeam MCC Machine Badge. This extremely attractive badge is made from enamel and brass in the traditional manner, with an integral bracket to fit any machine. Get writing and it could be you next issue. If you're not lucky enough to pen that winning letter then they are available to purchase from Rob Smith, our Regalia Officer - see inside front cover for contact details.*



Scottish Quadrant - a Correction

Dear Julie,
Regarding my letter in the last issue, I wrongly dated the Quadrant sidecar as 1903/4; it should be 1904/5. Put my faux-pas down to a senior moment!

Incidentally, the registration number 0-954 was probably a Quadrant number as the Priests were pictured on a later Carrette with the same number.
Regards, Eddie Keightly

Brammer Belt - Thanks

Dear Julie,
I had a wanted ad in the clubs journal for 25 links for a Bramner belt. Sunbeam members have been very helpful, I now have exactly what I needed. Will you please cancel my ad, thank you.
Kind regards,
Ronald Florens, Ostend, Belgium

Club Trials

Fellow members,
Although we are a large club our trials side over the last few years has diminished. Firstly, did you know we had a trials side to the club? Secondly if we want it to continue can you assist say once a year to help with marking or signing riders on? It's a day out in the fresh air. The next trial will be in Kent it's the Greybeards trial so should suit many folk. Please contact our trials secretary Neil Sinclair **sinclairndlp # hotmail.co.uk** and say yes!
Thank you, Neville Lewis

The Pioneer Run® 2018 - Bouquets

Dear Julie,
On Sunday I braved the cold weather to drive to Epsom. I was expecting the run to be cancelled, but on arriving at Epsom I found the brave volunteers informing me to sign-on and drive to the new start location.
We arrived at the new start and set off to Brighton and in the true sprit of the Pioneer Run my pacemaker worked a treat.
Would you pass on my sincere thanks to the committee for making it possible for the run to go ahead well done for all their help.
Next year it will be warm and sunny, trust me!
Kind regards, John Guppy

The Pioneer Run 2018® - Bouquets



Richard on Brighton Seafront
Photo Simon Dack www.simondack.co.uk

Hi Julie,

Firstly I would like to say a very big thank you to the organisers and all the marshals who saw that entrants got a ride down to Brighton. On arrival at Epsom, over very bad road conditions for the last two miles, I was told by a very nice marshal to take my number get it stamped and sign-on then drive to Pease Pottage coffee stop that was to be the start point. This I did and arrived at Pease Pottage and was directed to parking area. I asked a marshal if there was a starter and he said I don't think so. I had a bacon roll, unloaded, kitted up and rode off as I thought it would make room for others as it was getting pretty crowded. On the Saturday, I rang Ian to see if it was OK to ride my little Baby Triumph as I thought the road conditions would be a little too challenging for the Wilkinson. So off I went and had a trouble-free run down, of course I was early but rode most the way with several others. Traffic was very light, there were one or two beside the road making adjustments but looked like they had the situation under control, and surprise surprise, there were several groups of people waving us on. Through Brighton I caught every traffic light at red! This was not too much of a problem as the little Triumph chimed in straight away after a "paddle start" [no clutch]. For me it was a comfortable ride despite the cold. Sorry I haven't got anything exciting but that's how my run was. About a mile out of Epsom we passed a solo rider who was going to do the whole route, unfortunately I could not see his number. I hope he made it.

Once again I would like to say thank you to all those involved, ALL THE MARSHALS I ENCOUNTERED WERE VERY HELPFUL, WELL DONE ALL.

Men of Kent, Dunkirk Jumble. Firstly, thanks to all who came in such bad weather conditions. We made £750.00 for the Air Ambulance. A good crowd of Germans came a spent money, they were over for the Pioneer Run so the date turned out to be the right one. See you all next year.

I hope there is something of the above you can use and thank you for producing a super Club News
Regards,
Richard Mummery

Dear Julie,

When I and my parking area assistant David Carter arrived at Epsom Downs at about 6.15am, the 'Signing On' hut was in position and Rob Pond and several helpers were on site. No attempt was made to activate the usual entrants parking field and the conservators had left the gates locked. So David and I had no specific job.

There was about 2" of snow on the ground and the roads from the M25 changed from watery slush to thick slush around Tattenham Corner etc. It was also bitterly cold (It felt like minus 10ºC) and after about 5 minutes outside one was very glad to get back in to a warm vehicle.

It was felt that many riders might choose not to ride in the current conditions at Epsom but that an alternative start from the Pease Pottage 'Coffee stop' might be more acceptable. However it was decided that to start from Epsom should still be at the riders choice if they wished to do so.

Accordingly 'Signing On' remained at Epsom, the usual start gate was opened up by removing posts and rail in one lift (for reinstatement later), a convenient Union flag was raised at the Start point. Liz Frost, Mayor of Epsom and Ewell and her Consort were in attendance and at 8am Continued...

The Pioneer Run ® 2018 - Bouquets

... waved the first rider off, a trickle then followed during the morning.
However, as there was only room for temporary parking at Epsom, most riders signed on and then drove to Pease Pottage to start their Pioneer Run from there.
This event happened because Rob Pond and others were determined that one day's freak weather was not going to destroy months of preparation. This plus the determination of some of the entrants to ride ensured that the 2018 Pioneer Run did take place broadly as planned.
Whether the unpleasant riding conditions, especially the cold, plus the reduced numbers of fellow riders made it worthwhile for those who did take part, is for them to decide. Twice in five years this event has been at the mercy of the weather. Now with much better long term and short term weather forecasting maybe the 'Go/No Go' decision should be made no later than say 6pm on the preceding Thursday before any long distance/foreign entrants start their journey and the Start/Finish areas have been fenced etc?
Also as Brighton and Hove City Council effectively set the date of the event perhaps altering the Start/Finish venue should be considered but that is for others to discuss or decide?
Guy Haffenden

Hello Julie,
They say a picture says a thousand words, well this is described perfectly. The bike is an '09 Triumph TT, it was running perfectly; unfortunately I wasn't. I am currently recovering from a double or combined kidney and pancreas transplant that leaves me a bit breathless at times, however due to the excellent weather on Sunday 18th March my mates all had a side bet of ten pounds that I would not make it. In the picture (this ought to be called "only another 50 yards") I had just been cut up and stopped by a 'considerate' driver and considering the traffic as seen in the picture I decided to push to the waiting marshals, as I was all out of "push" to bump it. They were super helpful and gave me the last bump start to get me over the line. Bingo £50 up! This money will be donated to Addenbrookes Hospital transplant dept in Cambridge.



Spike with his Trusty Triumph.
Photo Simon Dack www.simondack.co.uk

I would like to thank all the marshals and club staff for turning out on that inclement day and also a big thanks to Ian Jennings (who's advice helped get the bike running correctly) and Simon Wells, my tender driver.
Not forgetting a super big thanks to Addenbrookes and all the NHS staff.
Whilst it was hard work on the day and super cold I really enjoyed the day and the thoughts of giving up are now long forgotten, 'til next year!
Spike - Stuart Pike. (Reminder to self: get a bike with pedal start!)
Editor's Note: Many thanks to Spike for the letter, it's won you a Super Sunbeam MCC machine badge

Pioneer 2018 - Response to Brian Smith's Letter, page 12 February - March Club News

Dear Brian,

Thank you for your letter to our editor, regarding the Pioneer Run route.

You have some very good points, and I would add that you are not on your own with comment, however many things need to be addressed and discussed before a route change could be implemented.

I have many times in the last fourteen years that I have organised the event asked riders about the route and would they like a change. The general opinion is that if the route were changed and we did not go to Brighton it would not be the Pioneer Run as we know it.

Routes could be changed, perhaps leave A217 at Hookwood, ride though Lee Street and meet the A23/B2023 and ride down Balcombe Road, but unfortunately this has several steep hills that would beat low powered machines, also there is no area for the coffee stop.

The big problem is getting over the South Downs, but one could also ride as usual to Henfield but continue on the A2037 to Shoreham then along the coast road to Madeira Drive; all OK until you get to Kings Road Hove, from then on there are traffic lights at every junction which is not good for single speed machines.

May I suggest that you would perhaps like to ride in our Summer Pioneer Runs, the first being on 1st July at Leyburn. North Yorks. Or there is the Second Summer Pioneer Run at Handcross in Sussex.

Both of these runs will be on reasonably flat country roads.

Kind regards,

Ian D.McGill. President Sunbeam MCC & Pioneer Run® Organiser

Dear Julie,

I was very interested to read Brian Smith's thoughts on the dangers of the present Pioneer Run route. I made similar comments to the organisers a number of years ago when I highlighted in particular the dangers of crossing over two lanes of virtual motorway traffic on the approach to the Patcham roundabout on a veteran machine with a probable 50 mph speed differential between it and the lunatics trying to navigate across the same two lanes but in the opposite direction in order to gain access to the A27 Bypass road. It seemed like an accident waiting to happen and I felt particularly concerned for overseas riders who would be less familiar with our road layout. I suggested an alternative route that would leave Henfield via the Adur valley through Small Dole to Shoreham and thence along the sea front into Brighton to finish at the pier as before. Not only would this avoid the A23 into Brighton but I believe it would follow a more scenic route and also be devoid of major gradients. Of course, there would still be the traffic congestion along the seafront but we suffer traffic congestion on our trip through Brighton in any case. At the time I thought it only fair to let the organisers (who I know have a great deal on their plate already) consider such an option before making a public debate of the issue and I did have word back that it would be considered but having heard nothing more perhaps now is the right time to hear the views of other members on the subject.



Brighton Chief Marshall Tim Penn with Colin Jenner.

Best Wishes, Peter Jackson.

Obituary

Stanley William White 11th March 1925 – 21st January 2018.

John Appleton

Sadly, Stan White passed away on the 21st January 2018 aged 93, after a short stay in hospital. He was not a religious person so there was a short interment service and he is buried at the churchyard in Llangedwyn in North Wales where he owned a cottage.



Stan White with his Trusty Triumph

Stan had been a member of the club since the fifties, riding in most of the events of that era, but in recent times he acted as a concours judge.

Stan was born in Mitcham where he lived with his parents and sister. He was schooled locally until he went to Wimbledon Technical College where he studied mechanical engineering. Achieving HNC standard he later became a chartered surveyor and a member of the Institute of Mechanical Engineers. His work took him all over the world. I think Australia was a favourite as he had many friends there who lent him motorcycles and up until a few years ago he used to visit to avoid our winters!

Stan's interests were many and varied. As a youngster he joined the Scouts. Later he trained as a silversmith and was commissioned to make various items, all of a very high quality. He had a long-time interest in pedal bicycles, most of which are dotted around in museums and garages and we know not where. Also, Austin Chummies were a favoured form of transport. Mastering the Welsh language was another of Stan's achievements.

Of his motorcycles we will all remember the Trusty Triumph with the angled back-rest, pictured. It was this machine that went to Australia and Stan rode in the Centenary Celebration event, a tale in itself.

Stan was a very private person, not giving much away so I would like to thank club member Bob Anderson, a long-term friend, for his valued help in writing this obituary.



Club Meets

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

These are 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 or **t110george47 # gmail.com**

January

We welcomed Ian Thomson back to give another of his excellent talks; this time on Battleships of World War Two. Ian described the genesis and different types of the great Battleships of the Allies and Axis forces in the years following World War One. He also described all the major naval campaigns worldwide that they were involved in through the war years and the eventual realisation to all the nations involved that these mighty weapons could be damaged or even destroyed by just one or a squadron of a few smaller, cheaper and easier to manufacture aircraft. Ian gave his talk without notes or even the benefit of his photos to accompany him because on the night his laptop with all the images , intended to be shown through the Club Projector, suffered a bad attack of stage fright.

Once again Ian's talk was in aid of ABF: The Soldier's Charity **www.soldierscharity.org** and from a glass for donations a grand total of £72.00 was raised. Thank you everyone very much for your support and our thanks to Ian for giving his talk under difficult circumstances.

February

Club Member Robin Vince gave another excellent aviation-themed talk to a packed room on 'Weird and Wonderful Products of British Aviation' with photos. Britain's aircraft industry got into its stride in the mid-1930's with several new designs appearing that would soon play a vital role in the forthcoming World War as well as some new ideas such as the Cievra Autogyro, the precursor of the helicopter.

Following the Allied victory in 1945, many more new and unusual designs were to appear with some definitely falling into the 'weird' category for their looks and some being decidedly difficult to fly by their test pilots. Others in the 'wonderful' category were to achieve great success such as the Short SB5 which played an important role in the development of what would eventually emerge as the Lightning Fighter capable of flying at Mach 1 and in RAF service for nearly 30 years; the Short SC1, the world's first Vertical Take-off and Landing Aircraft which made the Harrier possible. Other aircraft such as the Fairey Delta 2, the first aircraft to fly at 1000mph in level flight and achieve the World Air Speed Record in March 1956 was later used with modifications for development towards Concorde , the world's only (so far) commercial supersonic airliner.

Sadly the decision by the then Defence Minister Duncan Sandys to abandon fighter development in favour of unmanned missiles in 1957 set the British Aircraft industry back several years which meant it lost out to overseas competition although it was eventually reversed. By the late 1960's most of the aircraft manufacturers which had been household names during World War Two had been amalgamated into the British Aircraft Corporation, today fragments of it survive as British Aerospace.

Our thanks to Robin for another superb talk and bringing his laptop/projector, Robin himself served in the RAF during the years that many of these aircraft emerged so has a great deal of first-hand knowledge of them.

March - cancelled due to inclement weather.

Forthcoming Dates at West Kingsdown:

April16th:
May 21st.

Club Meets

Club Nights at Six Bells, Chiddingly, East Sussex

Paul Rees

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.

February 1st. Photo evening.

February club night was an evening of reminiscing over photos from past events etc. Unfortunately I was unable to attend, as my troublesome back had finally seized up completely and I was "hors de combat". Now, several weeks later and making my osteopath several hundred pounds richer I am back in action, in time for the riding season. I understand that the evening was well attended and was great fun. Maybe do it again some time?

March 1st.

March club night unfortunately had to be cancelled due to the inclement weather, or "Beast From The East", as it was dubbed by the media.

April 5th. A talk by Ian Thompson on the Luftwaffe in World War II. Ian's talks are always very popular, being well researched, well delivered and managing to teach us something new, even on subjects that many of us are already quite well read.

Forthcoming Dates at Chiddingly

May 3rd

May marks the start of our riding season and will commence with a country lane run, finishing at the Star at Waldron. This is a biker friendly pub, in a beautiful village and is an ideal meeting place for riders and non-riders alike, so please come along by whatever means of transport you may choose.

June 7th

June club night is another easy ride out, finishing at the Rose and Crown at Fletching, another beautiful village well worth a visit.

We are looking for suggestions for a venue for the fish and chip run this year. It must have seating and parking. Hastings has been suggested, but we would welcome your thoughts on this before a final decision is made.

Club Meetings at The Vine, Essex

Frank Mace

The Essex meet takes place at noon on the first Saturday of the month at 'The Vine', Vine St, Great Bardfield, Braintree, Essex CM7 4SR, 'phone: 01371 811822, www.vine-greatbardfield.co.uk - all welcome.

Next Meeting Dates:

5th May

2nd June

For more information contact **frankmace # ymail.com or** on 0749 700981.

Club Meetings at London Colney, Herts

Richard Tann

In conjunction with the Scott Club, The Sunbeam Club meets at The Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG. The meetings take place at 8:00pm on the second Tuesday of each month. For more details contact **richard.tann # btinternet.com** 02089 535732 All welcome.

Next Meeting Dates:

8th May

12th June

Out and About

The 79th Pioneer Run 18th March 2018

Ian McGill

Again we were threatened with snow and it arrived on Thursday, then cleared, so hope was that was 'it'. So, a few contingency plans were made, some thoughts of cancellation, but that is not a good decision with a lot of entrants, especially those who have a long distance to travel from home.
Damned if we do and damned if we don't, so in at the deep end which is usual for Pioneer entrants, we would run as usual and maybe have a delayed start.

Most of Saturday we received phone calls to enquire 'Is it on?', the answer being YES.

Early Sunday morning, more calls came in, unfortunately from riders pulling out as they were either stuck in snow or could not get out of their driveways. Even the contractor delivering the commentary caravan was stuck behind a jack-knifed lorry on the A3.

Up on Epsom Downs on a very cold morning is not the best place to be, and with the snow still laying, Rob Pond, the Clerk of the Course, made the decision to offer riders a start at Epsom, or travel to the coffee stop at Pease Pottage for a not so cold start with safer roads, and this is what most riders went for.

Now on the road, riders started to arrive on Madeira Drive. Most had smiles on their faces but were cold, so many thanks to the Bonhams hospitality marquee for hot drinks & biscuits.
Bearing in mind the cold and the early arrivals, it was decided to bring the award presentation forward, only to hear that the Mayor of Brighton & Hove had fallen and damaged her ankle. Step forward the Lady Mayor from Epsom & Ewell who had already arrived on site, and very kindly handed out the awards.

Not our usual number of finishers, but all who arrived did very well. In all out of 322 entries 137 signed-on and 128 arrived and signed-off.

Sincere thanks to all volunteer helpers and the Pioneer Run committee, in that I include all marshals at Epsom, Handcross, Madeira Drive and the Travelling Marshals, Finish Monitors and Programme Sellers and all who assisted on the day.

Also, thanks to Ben Walker's Team from Bonhams who kindly provided the hospitality facilities.

Not to forget the Brighton Senior Scouts, who, hidden away on Dukes Mound, managed to get all the tender vehicles and motorcycles parked.

Many thanks to all riders, we hope that you enjoyed your day, and look forward to meeting you all again on what is at the moment a provisional date of Sunday 24th March 2019.



Nick , Jason and Matthew Pellett off to Brighton on 1899 De Dion Boutons (8 and 9) and an 1899 Corre do Dion Photo: Nick Pellett

The 79th Pioneer Run 18th March 2018 : Results

Ian McGill

Rider Achievement Awards for 50 Pioneer Rides. Baz Staple 1913 AJS.

Rider Achievement Awards For 40 Pioneer Rides. Colin Jenner
John Buckingham
Ewart Baldwin

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

No:88	Rider Baz Staple	Machine 1913 AJS	Total Years. 192

Runners Up:

No: 181	Rider Dave Fox	Machine 1914 Douglas	Total Years. 190
No: 56	Rider Jonathan Bewley	Machine 1909 Triumph	Total Years. 188

The Laurie Fenton Trophy. To the Rider with the Greatest Age Difference between Rider & Machine
No: 217 Rider Morgan Thomas Machine 1912 Alldays & Onions Age Difference: 84yrs

The Ladies Award. To the Best Lady Rider.
No: 75 Rider Christa G-Lehmann Machine 1910 Wynn-Minerva

The Bob Currie Trophy. To the Rider with the Most Meritorious Performance.
No: 43 & 295 Joint Winners. Chris Cook (No. 43) & Chris Cook (No. 295).
Machines 1907 Quadrant (No. 43) & 1911 Triumph (No. 295)

The Classic Motor Cycle Trophy. Generously Donated by The Classic Motor Cycle Magazine.
For the best 'Authentic & Unrestored machine.
No: 318 Rider Mick Jeffries Machine OK Precision

Dutch Horsepower Team Trophy. To the Team of Three Riders. One from each class, with the Greatest Combined Age of Riders & Machines: Team Bewley, Total Years: 483

No:4	Rider Philip Bewley	Machine 1898 Leon Bollee	Class One
No:56	Rider Jonathan Bewley	Machine 1909 Triumph	Class Two
No: 125	Rider Sam Bewley	Machine 1914 Rudge-Multi	Class Three

The German VTV Trophy Generously Donated by the German VTV Motorcycle Club.
To the Best Newcomer.
No: 31 Rider Frans Van Den Bliek Machine 1904 Werner

The Brian Verrall Trophy. Generously Donated by Mrs Margaret Verrall.
To the Best Three Wheeler machine.
No: 237 Rider Geoff Wheeler Machine 1913 Royal Enfield Sidecar

The Ray Newton Trophy. Generously Donated by Mrs Beti Newton To the Best V-Twin machine.
No: 273 Rider Simon Elliott Machine. 1913 REX/JAP

The Wally Lambert Trophy. Generously Donated by the Lambert family.
To the Best American Built machine.
No: 192 Rider Philip Clarke Machine. 1913 Excelsior

The Pioneer Registrars Trophy. Generously Donated by our Pioneer Registrar John Waghorn.
No: 89 Rider Martin Staple Machine 1912 Rudge-Multi

The Sunbeam MCC President Ian McGill presented Engraved Pioneer Medals to:-
The Mayor of the City of Brighton & Hove Councillor Mo Marsh
The Mayor of Epson & Ewell Councillor Liz Frost.

The 79th Pioneer Run 18th March : The Start at Epsom Downs



The Start at Tattenham Corner, Epsom: Mayor of Epsom and Ewell Liz Frost with her consort and Bill Dunlop from Fife, down to ride No 127, a 1913 Humber to Brighton. Photo: John Kidd



The scene at Tattenham Corner, Epsom: Photo: Renny Morgan

The Secondary start at Pease Pottage



Herbert Markus from Germany with his 1910 Fafnir at Pease Pottage. Photo: Renny Morgan



Alan Williams prepares to start on his 1903 Kerry. Photo: Sophie Williams



Baz Staple sets off on his 50th Pioneer Run aboard his 1913 AJS Photo: Renny Morgan

The Pioneer Run®: On the Road



Club Member John Searle with his 1914 James Combination: wise choice for the conditions!. Photo: Renny Morgan

1897 Leon Bollee drive
Photo Simo
www.simonda

Club Member Dick Leaver on his 1913 Douglas. Photo: Renny Morgan

The Pioneer Run®: Arriving at Brighton



Hans Van Der Linden
1914 Ariel Combination
Photo Simon Dack
www.simondack.co.uk



en by Philip Bewley
n Dack
ack.co.uk

Chris Dawkins
1911 Triumph
Photo Simon Dack
www.simondack.co.uk

The Pioneer Run®: At the Finish

Simon Dack www.simondack.co.uk



Alan Williams and his 1903 Kerry (19) take a well-earned break.

Photo Simon Dack
www.simondack.co.uk



At Madeira Drive. Photo Simon Dack www.simondack.co.uk

September Challenge **Photos: Alec Thompson**



John Emanuel's 1914 Humber combination, very tasty!



Graham Wilson's 1930 BSA sloper

Features and Articles

Obscure Makes: J.H.

John Hodson





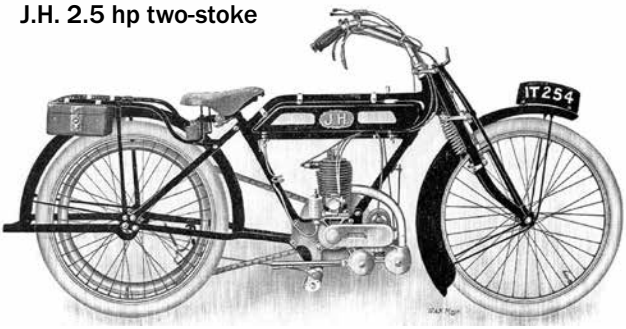
In about 1914 James Howarth (General Manager, pictured left) and James Eastwood (Motor Cycle Foreman, right) left Bradbury & Co Ltd of Wellington Works, Oldham, Lancashire. Howarth resigned from Bradbury's after 31 years service whereas Eastwood had been employed by them for 22 years at the time he left. Bradbury's were established in 1852 and had built up a strong reputation in the manufacture of sewing machines before they ventured into motor cycle production in about 1901.

It is not clear why Howarth and Eastwood decided to leave Bradbury and Company. Eastwood had significant motor cycle trial and hill climb experience, for example, in 1911 he successfully completed the 390 mile Irish End to End with co-rider Hugh Gibson in 14hrs and 9½ minutes, on a Bradbury outfit. Perhaps he hankered after riding a motor cycle to which he had made a significant contribution in the design and manufacture. At the time he left Bradbury & Co Ltd James Eastwood and his wife Lily had six children. He was taking quite a risk in joining James Howarth in his new venture.

As proprietor of the J.H. Motor Engineering Works of Castle Mill Street, Mumps, Oldham, James Howarth would have the freedom to run his own company and presumably an interest in motor cycles.

In October 1914 the J.H. Motor Engineering Works introduced two lightweight motor cycles, both powered by Villiers engines. The general specifications of the machines were similar both being fitted with Brown and Barlow carburettors, Dunlop or Palmer tyres on 26-inch wheels and Dunlop drive belts. The 2¾hp bike was fitted with a Villiers four-stroke engine of 349cc. Transmission was via a two-speed gearbox and chain-cum belt drive with cone friction clutch operated by Bowden cable and handle-bar lever. This machine sold for 44 guineas. The less powerful model was equipped with the Villiers 2½hp two-stroke engine of 269cc. Chain driven UH magneto, petroil lubrication system, double silencer, direct belt drive and a tank holding 1¼ gallons of petrol and two pints of oil were included in the specification.

J.H. 2.5 hp two-stoke



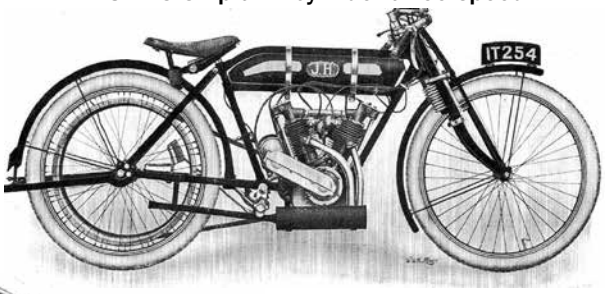
This machine sold for the lower price of 28 guineas. Later in 1914 the 269cc model was offered with two or three speed gears at extra cost and models fitted with a 6hp JAP engine, a 8hp JAP engine or a 6hp MAG engine were also introduced.

1915 saw J.H. offering a very comprehensive and rather ambitious range of models. About 12 different variants were available. The specifications included dropped pattern low built frame, Senspray or Brown and Barlow carburettor, Middlemore & Lamplugh or Lycett saddle, pannier bags, a folding kit of tools, chain driven high tension magneto, Druid or Brampton forks, on all but the higher performance machines, where only Druid forks were offered. Foot operated belt rim rear brakes and cable operated Bowden front brakes were employed. Wheels fitted were 26inch in diameter with standard spokes except on the high-power machines where Voiturette rims with special strong spokes were used. Appropriate Dunlop or Palmer Cord tyres were fitted. Number plates were also supplied.

The 1915 2½hp models were much the same as 1914 except that a model with Sturmey Archer three-speed hub gear was now available. The 1915 2¾hp model appears to be identical to 1914.

Next in the range for 1915 was a 3½ hp V twin cylinder machine powered by either a MAG or JAP 496cc engine. A choice of either a three speed Sturmey Archer hub gear or Sturmey Archer countershaft gearbox with all chain or chain-cum-belt drive was offered. Prices varied from 48 guineas to 58 guineas according to the drive specification.

J.H. 3.5 hp twin cylinder three-speed



J.H. 6 hp twin cylinder combination



A 6hp V-twin bike, described as suitable for sidecar work, was supplied with either a 742cc MAG engine or 770cc JAP engine. The price, regardless of which engine or gearing was fitted, was 70 guineas. Three speed chain or chain-cum-belt drives with countershaft gearbox were offered and a four-speed version was available but only with chain-cum-belt drive. An 8hp model was also provided; the MAG engine version was 72 guineas in price whereas the JAP engine version cost 76 guineas.

Finally for 1915, a twin cylinder combination was sold with either a 6hp or 8hp MAG or JAP V-twin engine. The sidecar was coach built or built with cane; a commercial box version was also offered. The 6hp and 8hp outfits cost 80 guineas and 82 guineas respectively. All the large V-twins were fitted with aluminium footboards rather than the footrests employed on the less powerful models of the J.H. range.

Despite a thorough search of available contemporary literature, including the 1915 J.H. brochure, I have not been able to find any information on how these bikes were finished! Presumably the frame and other cycle parts were finished in black enamel and nickel plating was used for the bright parts. The petrol tank, which varied in capacity from 1¼ to 2¼ gallons through the range, was of an attractive design but what was the colour scheme?

Obscure Makes: J.H. Continued **John Hodson**

Apart from the addition of a Lady's model, the motor cycles offered for 1916 were much the same as the 1915 range. However, due to the increased cost of materials and labour, from 1st October 1915 the price of single cylinder models increased by 10% and twin cylinder models by 20%. According to the Red Book the same models were proposed for 1917 but prices were not given. With the cessation of motor cycle production for civilian use in early 1917, it is far from certain that JH motor cycle production continued into 1917. In common with many engineering concerns of the time it is likely that they were involved with war work.

I am only aware of one J.H. motor cycle surviving, but unfortunately this bike has lost its original registration number to a Mercedes Benz car, so it is not possible to easily determine whether or not this bike is still in use.

It seems that James Howarth chose the wrong time to leave Bradbury and start motor cycle production, but he was not to know that the UK was soon to be involved in world war.

I wonder what happened to James Haworth, James Eastwood and the J.H. Motor Engineering Works after Word War 1?

Sources of Information

J.H. Illustrated Motor Cycle Catalogue 1915.
Motor, Marine and Aircraft Red Book: Motorcycles, 1913-1917.
The Motor Cycle: October 1914 and November 1914.
I am grateful to John Waghorn for access to the Ayers Collection of Literature.

Rose Of Torridge Run
Sunday 20th May

New event in North Devon, starting and finishing at the Merry Harriers Garden Nursery, Woolsfardisworthy, Bideford, Devon EX39 5QN.

The run will cover approximately 30 to 40 miles with route card and route directions (yellow arrows). Food and drink will be available at the start and finish.

A breakdown service will be in attendance carrying fuel as petrol stations are few and far between in this district.

This is a new venture in a new area for the club and your support will be appreciated. A list of B&Bs, campsite accommodation and hotels is available.

Details, entry forms and regulations are available from

www.sunbeam-mcc.co.uk

or contact Nevil Barham on 01237 470514

or **nevil2 # btinternet.com**



THE NORTHERN
SUNBEAM MCC
Wensleydale
PIONEER ROAD TEST

"A CRACKING NEW EVENT GROMIT"

The Sunbeam Motorcycle Club Ltd., invite owners of pre 1915 motorcycles to join them for the first Northern Pioneer Road Test on Sunday 1st July, 2018 in the beautiful North Yorkshire Dales.

This social event will start and finish at Tennants Auctioneers site in Leyburn North Yorkshire, which has full toilet and café facilities, along with parking for trailers etc.,

The Veteran friendly route avoiding unmanageable hills is approximately 52 miles long, has no traffic lights and is on quiet country roads in and around Wensleydale.

An optional lunch stop has been arranged at Bainbridge village green.

Riders will be encouraged to stop as and when they like at any of the many places of interest en route, which include, for example :-

Middleham Castle - Home of Richard III.

Castle Bolton - Where Many Queens of Scots was imprisoned in 1568.

Askrigg - Where 'All Creatures Great and Small' was filmed.

Hardraw - The highest single drop waterfall in the Country at 100ft.

Hawes - Famous for Wensleydale Cheese.

Bainbridge - Boasts the shortest river in the country.

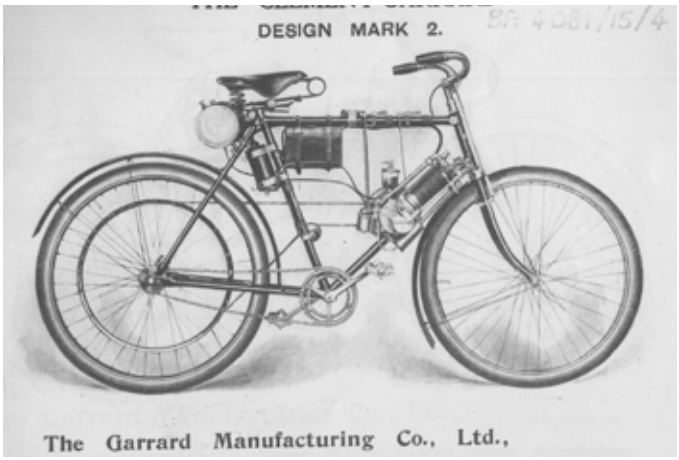
Closing date for entries is 12th May, 2018.

For more details contact:-
Wallace Holmes on 01325 460 554.
e-mail: **multuminparvo@hotmail.co.uk**
or look on our website.

Garrard, Clément and Norton: Part Two

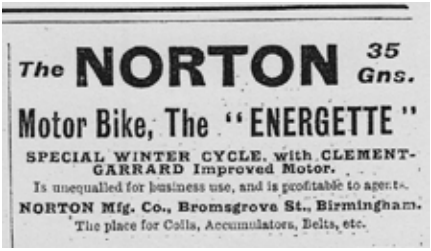
John Waghorn

The first 143cc Clément engine was introduced at the Paris Salon in December 1901 and Charles Garrard began importing them in February 1902. A larger 198cc engine was announced later in the year. The first Clément-Garrard catalogue was published in March (see picture left). The engines were an immediate success. A "motor set", all you needed to convert your bicycle into a motorcycle, cost £25 and a complete motorcycle, the 'Phoenix Park' model, was £40. In 1902 a skilled man earned £2 a week: £1 in 1902 is equivalent to £115 today, according to the Bank of England website. A 333cc V-twin engine was added later. Very few V-twins were sold, I'm told there is one of them in this country but it's not been seen for many years.



Clément motorcycles competed in the town-to-town races held in France at that time, (i.e. Paris-Boulogne, Paris-Tours etc.) and they built a bike with a V-four engine for hill climb competitions and races on cycle tracks. In 1903 Fournier on a V-four was timed at 71mph on the 666 metre Parc des Prince track in Paris.

Norton was initially checking bicycles for their suitability for the 143cc and 198cc Clément engines and made frames for Garrard using Blumfield's frame lugs. Soon he was selling a Clément-engined machine under his own name, which he called the Norton Energette. Pictured is the first Norton motorcycle advert, from Motor Cycling 12th November 1902.


The NORTON 35 Gns.
Motor Bike, The "ENERGETTE"
SPECIAL WINTER CYCLE, with CLEMENT-GARRARD Improved Motor.
Is unequalled for business use, and is profitable to agents.
NORTON Mfg. Co., Bromsgrove St., Birmingham.
The place for Coils, Accumulators, Belts, etc.

So, he was not only making frames for Garrard, he was competing with him and Garrard was supplying him with engines! Do we have Garrard to thank for helping out Norton and getting him established as a motorcycle manufacturer? The frames he made are easily identified, "Norton" is stamped under the bottom bracket or under the fork crown even for Clément-Garrards – remember the name is pressed into the tank.

Sadly for Garrard, his youngest son Ernest died after a motorcycle accident. Ernest was riding a Clément-Garrard when he swerved to avoid dogs fighting in the road and collided with a tram. He fractured his skull and died later that day. His other son, Charles George, went on to compete in hill climbs and races on the banked cycle tracks on Clément-Garrard and V-four Clément. He rode a Blumfield in the 1912 TT but retired. Later he was involved in designing the first two-stroke Villiers engine.

For 1904 Garrard added a "Suspended TriCar" to the range which cost 85 guineas. At present we don't know who made the engine. But Charles Garrard was moving on, he had spent much of 1903 and 1904 laying out the new Clément-Talbot factory in Notting Hill, London, and Clément in France were no longer making the engines. He sold his business in Ryland Street, Birmingham, late in 1904 and that was the end of the Clément-Garrard. During their short life the engines were sold all over Europe, the United States and in Australia. They were well made and quite powerful for their size and they

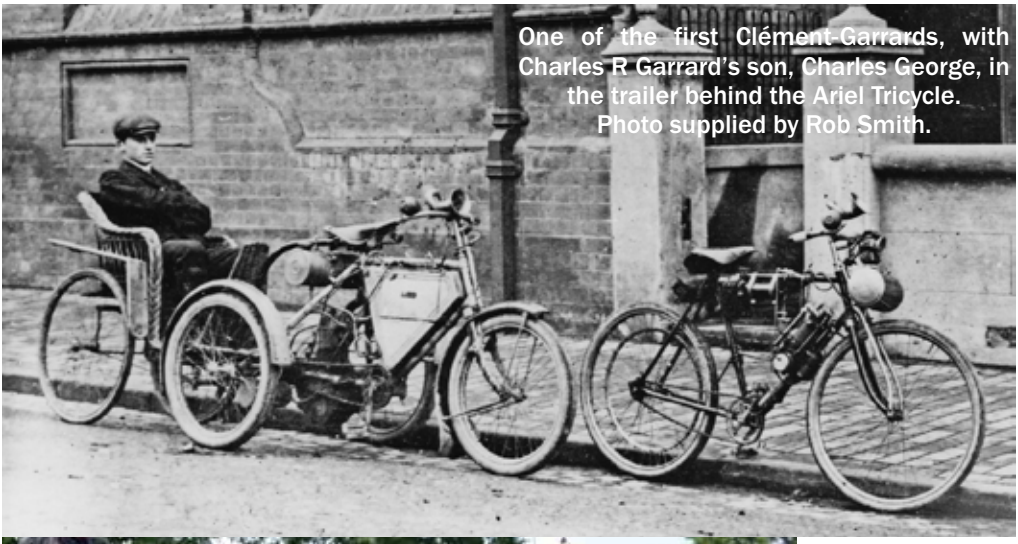
introduced many enthusiasts to the world of motorcycling.

When the new Clément-Talbot factory opened in 1904, Charles Garrard was the Works Manager until company politics forced him out in 1908. He then joined Sheffield-Simplex also as Works Manager for a short time. When he left them, he set up as a Consulting Motor Engineer to the trade, "you have a problem, come to me, I'll sort it out."

In the twenties he was running his own factory making specialised bearings in Sydenham, on what is now the site of Sydenham High School. Unfortunately, this business was forced to close, a victim of the Great Depression. For the remainder of his life he lived with his daughter May in Elmers End, Beckenham, and passed away in 1955 aged 96.

Sources of Information

Motor Cycling 12th November 1902. (Thanks to Mortons Media Archive)
Clément-Garrard catalogue March 1902



One of the first Clément-Garrards, with Charles R Garrard's son, Charles George, in the trailer behind the Ariel Tricycle. Photo supplied by Rob Smith.



Left: Andy Brown's 1902 Clement pictured at the 2016 Conyboro Run at The Six Bells in Chiddingly.

Trials

Gordon Jackson Trial: Sunday 11th February

Neil Sinclair

On the 11th February we ran the Gordon Jackson Trial at a new venue for the club, Frensham Vale, near Farnham in Surrey. Paul Casling and Neville Lewis laid out the sections with Neil Sinclair taking care of the paperwork.

The event was combined with a Hookwood Trials Club event, that enabled the clubs to lay out half the sections each. We managed a total of 18 sections which were ridden twice by the riders. Heavy overnight rain made conditions very slippery but most riders found the event to be on the enjoyable side of challenging. Jamie Rowden was the best expert on 57 marks lost.

Our grateful thanks go to those marshals and helpers who braved the elements to assist.



Rob Head and Aaron Jacobs
Photo: Gary Attfield



Paul Fishlock and passenger Debbie Merrell
Photo: Gary Attfield

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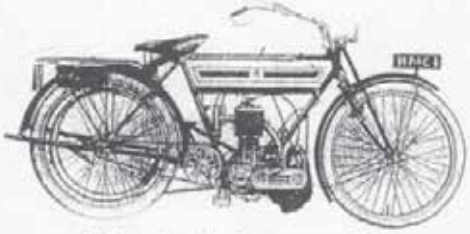
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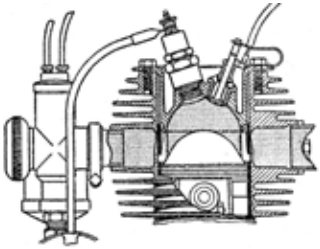
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Sturmey Archer three-speed gearbox, LS Type (LW or HW). **AMAC TT or MDY Carburetter. Webb Lightweight Forks,** Standard or De Luxe

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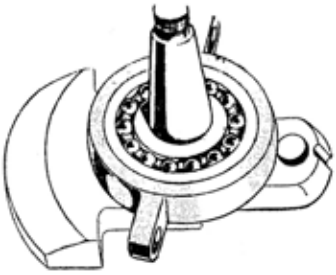
Met. Police motorcycle riding breeches Size 38" waist. **Gold Top fleece lined Riding Boots** Size 10. £30 ono the lot, plus p&p or buyer collects.



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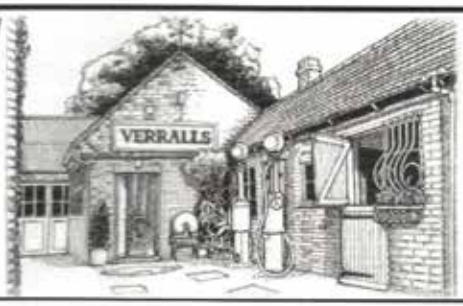
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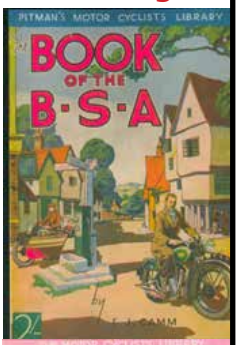


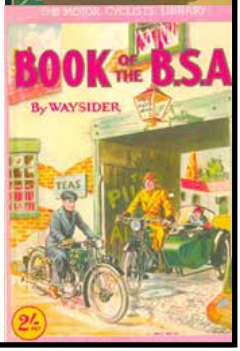


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Motor Bicycle Building 1906 by Paul Hasluck
Ransome's Motorcycling 1908
The Motorcyclist's Handbook 1911 by Phoenix
Motorcycles, Sidecars & Cyclecars 1915 by Victor Page
Motorcycles in a Nutshell 1923 by Capt S Bramley Moore
BSA Parts Book 1924
Motorcycling for Women 1928 Nancy & Betty Debenham
Motorcycle Repair and Upkeep 1930 Volumes 1, 2, 3
BSA Parts Book 1931
The Book of the BSA 1929 by Waysider
The Book of the BSA 1937 by F J Camm
The JAP Story 1895-1951
Ariel Arrow Workshop Manual





Contact: Steve Brown
steve # bsamanuals.com
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2018 Classic Bike Events in Kent and Sussex

South of England Classic Show & 'Jumble : Sunday 25th March
South of England Showground, Ardingly, West Sussex RH17 6TL

Ashford Classic Motorcycle Show & 'Jumble
Easter Monday 2nd April : Ashford Market, Kent TN24 0HB



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Romney Marsh Classic Bikejumble: 10am Sun 20th May
Romney Marsh Classic Show & Bikejumble
10am Sunday 24th June
at Hamstreet, Nr Ashford, Kent TN26 2JD
South of England Summer Classic Show
10am Sunday 15th July
Ardingly, West Sussex RH17 6TL
Romney Marsh Classic Bikejumble
10am Sunday 16th September
at Hamstreet, Nr Ashford, Kent TN26 2JD
South of England Classic Show & 'Jumble : Sunday 28th October
South of England Showground, Ardingly, West Sussex RH17 6TL

Contact Us: ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 **www.elk-promotions.co.uk**

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
2:00 pm Saturday 14th April	**AGM** The Llama Park Wych Cross, Forest Row East Sussex, RH18 5JN	01797 270209 secretary # sunbeam-mcc.co.uk Arnold Marshall	Closed to Club
8:00pm Monday 16th April	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome.
7:30pm Thursday 3rd May	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Paul Rees 01323-844766 paulrees49 # yahoo.co.uk	All welcome
Noon Saturday 5th May	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 frankmace # ymail .com	All welcome
Sunday 6th May	**Ixion Cavalcade** Bexhill on Sea, East Sussex	Ian Cockshull Ixion # sunbeam-mcc.co.uk	Pre-1940
8:00pm Tuesday 8th May	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
Friday 11th May - Monday 14th May	**Warwickshire Weekend** King's Coughton, Warks.	Jenny Staple 01892-535671 jennybaz.staple # gmail.com	Closed to Club Pre-1940
Sunday 20th May **New Event**	**First Rose of Torridge** Woolfardisworthy, North Devon	Nevil Barham 01237-470514 nevil2 # btinternet.com	Pre-1940
8:00pm Monday 21st May	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome
26th May - 27th May 2018	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Pre-1940
Noon Saturday 2nd June	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 frankmace # ymail .com	All welcome

2018

Date	Event Venue	Contact	
Sunday 10th June	**Rose of the Shires Run** Stoke Bruerne,Northants	Andrew Leslie 07599-291787 ajdleslie # gmail.com	Pre-1940
Saturday 16th June - Saturday 23rd June	**35th Welsh Week** Llanbister, Powys	John Appleton 01296-623048	Closed to Club Pre-1940
Sunday 1st July **New Event**	**First Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 multuminparvo # hotmail.co.uk	Pre-1915
Thursday 5th July **New Event**	**Steam & Cream Ride** Bluebell Railway	Ian McGill 01293-771446 acsociable1 # sky.com	Closed to Club
Sunday 15th July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 julian # julianswift.com	Pre-1940
Sunday 12th August	**56th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 acsociable1 # sky.com	Pre-1940
Saturday 18th August **New Event**	**First Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Post-1914 - Pre-1931
Sunday 19th August	**Second Summer Pioneer Run ®** Handcross, West Sussex	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Pre-1915
Saturday 25th August / Sunday 26th August	**Gingerbeards Trial Greybeards Trial** Jackson Woods, Horsmonden Kent	Neil Sinclair 07885-660939 sinclairndlp # hotmail.co.uk	Any Bike/ British Bike Riders over 40 years old
Sunday 9th September	**Constable Run** Monks Eleigh, Suffolk	Marian Johnson marj_35 # btinternet.com	Pre-1940
Saturday 15th September	**10th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 30th September	**Fifth Romney Marsh Run** St. Mary in the Marsh, Kent	Julie Diplock 01797-344277 sunbeameditor # hotmail.co.uk	Pre-1931 Flat-tank only

The 2018 Pioneer Run





Simon Roud : Pleased to Arrive at Brighton!
Photo Simon Dack
www.simondack.co.uk