SUNBEAM MOTOR CYCLE CLUB
FOR ALL MAKES OF PRE-WAR MOTOR CYCLES

Sunbeam Motor Cycle CLUB NEWS

Issue 897 April - May 2019

Always Ahead!



Frank Dolman successfully completed his 60th Pioneer Run® on his 1912 Douglas
Photo: Rob Smith

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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Sunbeam Motor Cycle Club Ltd Registered in England No. 3011502
Registered Office : Mathieson Associates , 12 Montacute Road, Tunbridge Wells, Kent, TN2 5QR

Editorial and News

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Hello Everyone,
It's the Club AGM on Saturday 27th April, more details overleaf and the Agenda and papers are printed inside this Club News. Brian our membership secretary tells me there's still a significant number of members who haven't yet renewed, chasing people must be very tedious for him. Please help your club and pay up promptly. Another plea, if you're posting photos or literature to me then please enclose a return SAE if you would like them returned.
Full Pioneer Run reports will follow in the next issue of the magazine, All the best, Julie

From The Chairman

Arnold Marshall

London to Brighton Veteran Car Club Run November 2019

I am pleased to inform Club members that the following arrangement has been agreed with the RAC and the VCC of GB, the London to Brighton Veteran Car Run Steering Group.

Following the successful trial in 2018, future London to Brighton Veteran Car Runs (LBVCR) will include Class 1 pre-1905 Motor Cycles, the entry being limited to 15 machines at present.

It is now stipulated that all machines entered must be on the Sunbeam Club Pioneer Register, their Pioneer Certificate number is to be quoted on their entry form.

Any machine which is not already on the Pioneer Register must apply to the Sunbeam Club for approval and registration prior to applying to enter the LBVCR.

The Sunbeam Club's Pioneer Registrar will be asked to confirm that the date and Pioneer Register Certificate number is correct before the entry is accepted.

This arrangement is now in place to certify to the RAC organisers of the LBVRCR that the machines entered are genuine, similar to the arrangement with the VCC for pre-1905 cars.

Club members with pre-1905 machines should apply to the LBVCR organisers as soon as entry forms are made available to avoid disappointment due to the limited entry number available.
Email **VCRadmin # goose.co.uk** , organisers on behalf of the RAC or search the LBVCR website **www.veterancarrun.com** for the latest information

Assistance / Back Up For Our Membership Secretary

Brian Empsall has expressed the view that the existing Excel spreadsheet method of recording our membership data is not ideal.

He has asked if any members can suggest a better program that is suitable for a club such as ours. Therefore anyone who may be able to help is asked to discuss what is required directly with him.
We would also like to find someone with good IT knowledge to sit alongside Brian in some way to provide support and continuity if necessary.
Please help if you can.

Deadline for June / July Issue: 15th May 2019

Notice of the Annual General Meeting Saturday 27th April 2019

Paul Bullock

The Annual General Meeting of the Sunbeam Motor Cycle Club Ltd will be held on Saturday, 27th April 2019 commencing at 2.00 pm sharp at the Llama Park, Wych Cross, Forest Row, East Sussex RH18 5JN (on the A22). Food and refreshments are available to purchase, there will be tea, coffee and cake as usual prior to any general discussion after the meeting.

Please note that any member who proposes a resolution for consideration must attend the AGM in person.

Members are advised that postal votes on proposals can now be registered with the Secretary, (contact details inside the front cover of the Club News).

Rose of the Shires Run 9th June 2019

Baz Staple

Regulation and entry forms are available from new the new organiser Rob Bayman, at 4 Bedford Cottages, Great Brington, Northampton NN7 4JF ring 07850 870094 Monday to Friday 7-9pm or email **robertbayman # btinternet.com** .

These details will also be on the Club website **www.sunbeam-mcc.co.uk .**

Participants can enjoy a friendly event in a beautiful part of the countryside and the start and finish point centred on the busy and interesting canal. Lunch can be prepaid and taken at a pub enroute. The run starts at 10.30 am from The Navigation Pub, Bridge Road, Stoke Bruerne, Towcester, NN12 7SY.

The Eleventh Golden Era Run

Graeme Rimer

Sunday, 28th July 2019

Organised by the North East Section of the VMCC, this is a sociable non-competitive event for all pre-1931 motorcycles and three-wheelers, starting from the Yorkshire Air Museum, Elvington, near York.

The Golden Era Run has become a premier annual event for early machines, and the organising team has just been presented with the VMCC's prestigious E.E. Thompson Award, presented 'for outstanding efforts in promoting or organising Club events'.

Entrants have a choice from two routes on quiet roads in the beautiful Vale of York. On their return to the Air Museum all will receive great Yorkshire hospitality at a roast lunch served in the Museum's own NAAFI.

Two circular routes are offered:

Flat: About 30 miles over roads suitable for even the earliest single-speed machines.

Hilly: About 60 miles, taking in more challenging roads for those who enjoy a hill or two.

Entry is primarily for VMCC members, however members of the Sunbeam Motor Cycle Club and those from abroad are also most welcome. Numbers are limited so please apply early to avoid disappointment. Advance entry is essential, since no entries can be accepted on the day.

Information and entry forms from: Graham Wilson, 160 Green Lane, Cookridge, Leeds, LS16 7JQ. Phone: 0113 217 6509, or 07772 724078, Email: gericwilson # ntlworld.com, or download from the VMCC website, www.vmcc.net NE Section.



From the Membership Secretary

Brian Empsall

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

Roger Brooking	Devon	Keith Hodgson	West Yorkshire
David Frank	North Yorkshire	Andrew Jarman	Hampshire
Terry Gibbons	Greater London	Roel Maarseveen	Holland
Fred Hesselink	Netherlands	Lewis Potter	Worcestershire
Grace Hodgson	West Yorkshire	Julie Rout	Surrey
	Martyn Rout	Surrey	

2019 Subscriptions.

Thank you to all those members who have paid their subscription for 2019. If we received your payment by mid-March you will have either already received your membership card with the February – March edition of Club News or you will find it with this edition (April – May). Members renewing after mid March will get their cards with the June – July edition.

I know it is all too easy to overlook the payment for club subscriptions but if you have not yet paid can you please do so without delay. Postage is a significant part of the Club's budget and we simply can't afford to send magazines to members who have not paid. Future editions of Club News will not be sent to any member who has not paid their 2019 subscription. Payment can be made by cheque, PayPal or internet banking. Full details are on the reverse of the address label with this magazine and on page 5 of the December / January magazine.

If you are in doubt, please read the reverse of the address label with this magazine to see if you or any family members are in arrears.

Thank you.

Recommended Service Suppliers: Update

Julie Diplock

Some updates to the service suppliers details list, first printed in the December 2018 / January 2019 Club News pages 20 - 22.

Belt Rims

Hans Pessink, Noorderstraat 54, 9682PT Oostwold Oldambt
The Netherlands hans.pessink # ziggo.nl

Boring and Engine Work

S.E.P. Kegworth. 39 Sideley Road, Kegworth, Derbyshire, DE74 2FJ
Telephone: 01509 673295 Fax: 01509 673244
Email: info # sep-kegworth.co.uk www.sep-kegworth.co.uk

Spring Making

Paul Savage. Unit 17, Enterprise Works, 28 Hemming Road, Washford Industrial Estate, Red-ditch, Worcs B96 0DH. 01527 521666 - **Can anyone confirm if Paul is still in business?**

Tyres, Beaded Edge and Wired

Vintage Tyres Ltd, The National Motor Museum, Beaulieu, SO42 7ZN. 01590 612261 www.vintagetyres.com sales # vintagetyres.com 10% discount to members, mention Sunbeam MCC when ordering.

Wooler Marque Specialist

Julie Diplock

Club member Dennis Brown has kindly volunteered to be the club marque specialist for Wooler motorcycles. You can contact Dennis Brown by e-mail **dennisdabrown # aol.com** , meanwhile Dennis has written an extremely informative article in answer to Graham Leake's letter inthe last edition of the Club News.

Pinhard Trophy 2018 Winner Ryan Vickers

Tony Lloyd

Delighted to announce that 19-year-old Road Racer Ryan Vickers has been adjudged the winner of The Pinhard Trophy for 2018.

This is one of the UK's most prestigious awards, the giant three-gallon cup having been presented since 1950 to the best Under-21-year-old sporting motorcyclist competing under ACU or SACU jurisdiction.

2018 has been an outstandingly successful year for Ryan taking the British 600 Superstock Title by winning 10 out of 12 races, of the other two he scratched from one to take a wild card in World Supersport and fell in the other whilst leading. Ryan was a British Youth Motocross Champion and moved over to the tarmac in 2016 finishing second in the Thundersport series on a Honda CB500. He moved to Superstock in 2017 and took most of the year to adjust gaining third, second and first in the last three races.

On hearing of his win Ryan said, " I am so happy to have won this prestigious trophy, this has been running for many, many years and lots of very famous people have also won this trophy, so I am blessed to now be a part of that list! I would like to thank all the judges and people that put my name forward for this, also thankyou to all the organisers for their hard work of presenting this award every year!"



Ryan faced stiff competition and voting was extremely close. Presentation of the trophy was at the ACU Awards Dinner on 26th January where SMCC was represented by Julie Diplock and Tony Lloyd. As usual we were treated very well by the ACU and it was obvious that Sunbeam MCC are held in respect by many people. The traditional "Entry of the Gladiators" where racing bikes are driven through the hall and up to the stage is now a high spot of the evening.

Previous winners are a list of motorcycling greats over the last 68 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Bill Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names. Last year's winner was Grass Track and Speedway rider Luke Harris.

Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club. Judges were editors of leading motorcycle periodicals, General Secretary of the ACU, President of Sunbeam MCC and 2 officials appointed by Sunbeam MCC.

1904 Royal Enfield 3½ HP 433cc Minerva

Phil Haywood



Vintage & Veteran acquired this early Royal Enfield in late 2017, in a complete, unrestored, but very original condition. The bike was missing a carburettor, and basically needed control levers, cables and oil pipes. It was sold to us as a 1903 bike, mainly because it was similar to the only other known pioneer Royal Enfield, which was also incorrectly thought to be 1903, which, incidentally, we had had for sale a few years ago. Royal Enfield only assembled a handful of motorcycles in 1903/4, and then no more until 1910. Our Royal Enfield came with no paperwork, no history, and no visible frame or engine numbers. The frame and engine numbers were soon revealed under the dirt and paint, and both are correct for 1904. It had been in a barn in Honiton, near Exeter, at the home of a vintage and veteran car and bike collector, who had bought it, in this condition, at Beaulieu Autojumble many years ago. The only other early Royal Enfield is now in the National Motorcycle Museum, and is now known to be manufactured in 1904. It was restored from a very rusty basket case without an engine.

Our bike is original and correct, and we are not going to restore it cosmetically. We renewed or reconditioned the wheel bearings, headstock bearings and bottom bracket cups. It needed one bronze bush replacing in the timing chest, and the ignition cam remaking correctly. We found a pattern Longuemare carburettor of the correct type. The refurbishment has been very satisfying and a great pleasure. We rode our Royal Enfield around the yard for the first time in February 2019, maybe the first time it has been ridden for nearly100 years? The Royal Enfield came to us with no paperwork, no known history and no registration number. We managed to read the registration D1661 on one side of the front number plate. An enquiry to the Kent County Council archives brought forward the original registration records. D1661 was registered as a Royal Enfield Minerva 3½ HP on 5th December 1904, to Mr Albert Beach, Police Quarters, HM Dockyard, Sheerness, Kent. In 1920 it was transferred to a Mr Baldwin, and then to Mr Jean, also in Sheerness.

Unfortunately, the Kent archive does not show a frame number, and despite many appeals, the DVLA will not issue the original number without a document linking the registration number to the frame.

We do have a dating certificate, a Pioneer Certificate and a V5C on an age-related number. DOES ANYONE REMEMBER THIS BIKE PLEASE, AND KNOW ANY OF ITS MORE RECENT HISTORY?

We would like to fit some new beaded edge tyres, but we are unsure of the correct size. The original RE rims measure 23¾" on the outside Can anyone help us with this please? vinandvet # aol.com 01283 509562

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. Also available from our Regalia Officer.*
If you are posting photos or literature to me then please enclose a return SAE if you would like them returned.



Pioneer Run 2019 Thanks[h]

Dear Julie,
I would like to thank all those involved in this year's Pioneer Run. It was a shame the Tannoy wasn't working at the start as I feel the general public miss out on what is happening, especially if it's their first visit. The riders seemed to cope OK and the start area was very well organised ,well done all those involved there. And this year's programme was the best yet. Full of so much information of times past, the public certainly got their money's worth there.

I got to the coast road at about 11.50 and found the road very congested with stop start traffic the whole of the way to Madeira Drive. For me on the very heavy Wilkinson with a poor clutch it made for a rather unpleasant end of journey. The rest of the route was fine, with a super coffee stop that was easy to get into and out of.

And Julie once again the issue 896 Club News was top class. I belong to several other clubs and I find "our" club news the best.

So once again thanks to all those involved.
Richard Mummery.

Recommended Service Suppliers : Update

Seeing the recommendations on pages 20-22 in the December 2018 / January 2019 Club News pages 20 - 22 prompts me to recommned a company I have recently used.

This was for the manufacture / fitting of a new big end to the crank of my 1928 BSA L28. This company was recommended to me by a VMCC member who used them for the same purpose for his 1920s BSA V twin. Both of us are pleased with the quality of the work & price. In my case £160 + VAT + £15 P&P. Upon return to me the packaging was such that the contents could have withstood an explosion.

The big end expired at the conclusion of the 2018 Ixion Run which prevented me using the bike for the rest of the summer. That's because SEP took quite a while to complete the job. The reason they gave was that they wanted to send a batch of parts for hardening (rather than individual items) in order to keep the price down. I suppose I was unlucky to be first in the queue rather than last! Anyway the finished job is excellent and the engine started and ran really well on Sunday just gone. I must admit that it also took me around 2 months to reassemble the engine and put it back in the frame! Anyway, roll-on 2019 events. The firm is:-

S.E.P. Kegworth - 39 Sideley Road Kegworth, Derbyshire, DE74 2FJ 01509 673295
Fax: 01509 673244 Email: info # sep-kegworth.co.uk Website: www.sep-kegworth.co.uk

Regards, Andy Belenkin

Editor's Note: Many thanks for your letter, it's won you a Sunbeam MCC machine badge.

Letters

Recommended Service Suppliers : Update

Hello Julie,

I recently joined SMCC, and tried to ring Paul Savage (spring maker) mentioned in the above list. Phone number given comes up with incorrect number.

I thought Paul Savage would have retired years ago, but knowing some of these old boys don't know when to give up, hoped he was still on the go. Unless someone knows different, it looks like he's not at the end of the published phone number. (Yes, I did recheck the number against what my fingers had punched in).

Will try the other firm mentioned in the list, Wm Smith & Son.

I do have a recommendation for the list, for belt/brake rims. I couldn't find anyone in the UK doing them, and a Dutch acquaintance put me in touch with:

Hans Pessink
Noorderstraat 54
9682PT Oostwold oldambt
The Netherlands
hans.pessink # ziggo.nl



This photo shows the result, which I am delighted with. I had reservations, as he rolls them, whereas originally they were metal spun (so no joint). However, the joint is nicely aligned, the rim is truly circular, and the weld is cleaned up properly.

There are a few tooling marks to the rear of the flange, but I will be powder coating, so they won't show. They are made from 1.5mm, zinc coated steel sheet.

The cost was 200 euros + vat + post. I believe the price is standard, even if the rim is more complex than mine.

Kind Regards
Keith Hodgson
www.vinvetmotorcycle.simplesite.com

Editor's Note: See updates to the list on page XX



Kop Hillclimb 21st and 22nd September 2019


Richard Duffin aboard his Scott

Dear Julie,

Many thanks for the fabulous write-up on the Kop Hill Climb Festival by Julie Matthews, who attended with her partner Richard Duffin.

This year, over the weekend of 21st and 22nd September it will be our 10th anniversary and we want to ensure we have more bikes than ever and I wanted to put a call out to all Club members to come along and have a blast up the hill or just bring your bike along for display and enjoy everything that the Festival has to offer.

The event, run totally by volunteers, raised a record £110,000 for charity last year and had over 17,000 visitors over the weekend and we want to beat those numbers this year for our anniversary.

The Sunbeam Club has a strong presence at the event and always brings along a wonderful selection of bikes, so if you haven't been before, please do consider this amazing event -you won't be disappointed!

The event opens for entrants in early April and as Julie pointed out, the event is aimed at pre-war machinery, so go to www.kophillclimb.org.uk and come enjoy this fabulous event.

Kind regards, Dan

Dan Towers Dan.Towers # kophillclimb.org.uk 07973 859602


Kop Hill: At the start 2018

London Ladies Motor Club

Hello Julie,

Regarding the current interest in women in motorcycling in the vintage period the following angle might interest some. The Great War killed nearly two million young men a, preponderance being from the officer class. this had enormous implications for the equal number of middle mand upper class young women who would never marry. The London Ladies MC would have attracted many such young women. I wonder how many of them were married? Approximately three years after the war the 1921 Census showed that for every 1000 men there were 1209 women between 25 and 29. which gives an idea of how great the problem was.

If you are sufficiently interested Google "condemned to be virgins" for an informative newspaper article on the subject. Quite a lot has been written on the subject and the writer Ester Harding has noted "that more and more women seem to be adopting a "somewhat masculinised dress and manner as well as certain masculine characteristics".

Lesbianism, unlike homosexuality, was not illegal and a bill to outlaw it in 1921 failed. I wonder was the bill in response to this new phenomenon? It was certainly clear to many, for in fashionable clubs in London's West End women danced cheek to cheek with female partners, unafraid of being pointed out, because the shortage of men had made it such a common sight.

There has been a great deal of interest lately in the London Ladies MC and of course there were the "Bluebirds" organised by Mrs Malcom Campbell at Brooklands but so far not much (or no) biographical detail to tell us the sort of lives they lived, in the decades after that war that was most damaging to every aspect of existence.

I see in this year's Pioneer Run Programme Richard Rosenthal has written a most interesting piece on early lady riders and has made mention of women in the sport elsewhere in recent times. I hope he or others with easy access to the Books can add to our knowledge in the coming months.

Best wishes

John Kidd

Editor's Note: Well that's a bit Irish! PS no responsibility accepted for any internet searches...

WWI Veteran

Mark Powell



Falkland Island's Scott

Dear Julie,

Just having a re-read of my January club news and of Nick Goodwin's Scott Flying Squirrel.

The next thing was to sort out emails and I had an email from Harriet Johnson, who will be presenting a talk at West Kingsdown on 19th August about the Falklands, where she was the Deputy Governor.

She sent me an attachment of the Penguin News, the weekly Falkland Islands newspaper, and there is a fellow out there named Steve Brown with a 1928 Scott Flying Squirrel.

They must be as common as muck, they are everywhere!

Yours,

George Smith.





More on the Dart

Hi Julie,

Thanks for publishing my article on the Dart in the club magazine, the addition of asking for information was also a good idea.

I've just received a picture of Arthur, the first owner from Peter (the previous owner), to add to my history file for the bike so it all helps.

Arthur, is sitting on a Henderson, around 1930. I am also going to contact Peter (now over 80) the second owner to see if he will come to the Ixion Run in May to meet me.

Kind regards

Martin Hirst

Laurie Fenton?

Dear Ms Diplock,

I read the article about the Wooler motorcycle. Unfortunately, I could not help Graham with the research of his bike.

Ten years ago, I won the Laurie Fenton trophy on the pioneer run (the greatest age difference driver and bike).

I asked Ian McGill and Baz Staple to know the history of this trophy and I wanted to know who is or was Mr or Ms Fenton... but no one knew anything about him or her.

Thanks, Pavel, Belgium

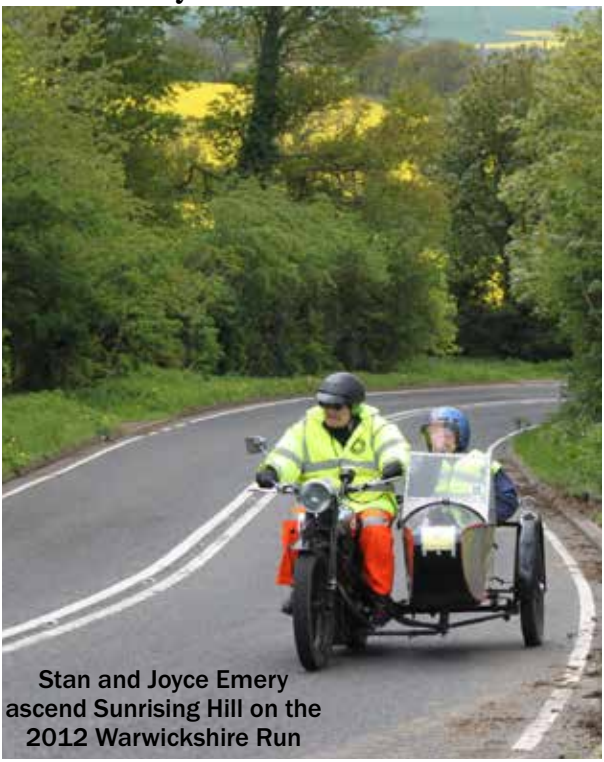
Editor's Note: Pictured is Laurie (left) at Brighton in 1983. See Club News issue .866 and 867. These can be viewed on our website: http://sunbeam-mcc.co.uk/magazine/



Obituary

Stan Emery 1931-2019

Baz Staple



Stan and Joyce Emery ascend Sunrising Hill on the 2012 Warwickshire Run

With the greatest regret we are informed that long standing member and ardent motorcyclist Stan Emery died on 4th March.

It is some four years since we've seen him and Joyce at events and one of his favourites was the Aberystwyth Welsh Week where we have missed them and their relaxed company. Stan and Joyce were regulars at the three-day event as well as Welsh Week on their faithful 1930 BSA Sloper and sidecar. Stan and Joyce were married for sixty-six years and would not lightly give up their motorcycling.

My abiding memory was of Stan, in later years, struggling on sticks over to his sidecar before the day's run with the university staff all outside to see us off. Once Stan and Joyce were comfortably aboard the machine would come to life thanks to the electric start and the previously disabled rider would go off like a young teenager.

Another time at the Shropshire three-day, Stan was baulked on a steep hill by a large vehicle coming down and unfortunately the machine ran backwards into the ditch, with the following dismayed riders righting the chair and getting them back on their feet. Stan cheerfully remarked "I had a soft fall because I landed on Joyce". Not to be deterred they brushed themselves off and headed for the next coffee break. We were all amazed by their fortitude.

We send our sincere condolences to Joyce and family, as well as club members Claire and Steve. By the time this comes out in the Club News the funeral will have taken place.



Club Meets

New Group for the Dorset/Hampshire Area

Martin Goodman

I'm keen to organise club activities for members in the Dorset / Hampshire area, venues to be decided. Regular club nights with technical presentations are proposed, together with social meetings and attendance at shows with a club stand, with a view to running riding events in the area in the future. This proposal depends very much on the feed-back I get from you, the local members.

Those interested please contact me, Martin Goodman. Email **mr.goodman # btinternet.com** or alternatively phone 07973 436268 between 7pm and 9pm.

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 / 07929 883665 or **t110george47 # gmail.com**

February

Club Member Robin Vince gave another excellent talk with photos entitled 'Riley – 2, 3 & 4 Wheels'. The Riley story is one of a family of gifted, inventive engineers, at the fore of the automotive industry for nearly 50 years. For reasons of space this article concentrates mostly on the years of the company's history prior to 1915.

In the mid-19th century the Riley family were Master Weavers and Trimmers in the Coventry area with William (a.k.a. Billy) Riley Junior in charge. Weaving was a cottage industry but the 1870 & 1880 Education Acts took children out of the labour force; costs rose due to employment of adults and Austria & Germany were much cheaper so William Riley looked at other businesses and eventually bought Bonnick & Co. Bicycle manufacturers in 1890. They became very successful under his leadership and were renamed Riley & Sons in 1895. Percy Riley; William's youngest son had begun designing a motor car in 1893 whilst still at school and got permission from the family to build his design in the cycle works in 1896 using an engine designed by him with a mechanical inlet valve, the first in the world. In 1898 Percy drove his car from Coventry to Stratford-upon-Avon, a distance of 15 miles non-stop, an amazing feat by him and his car at that time. The family decided not to produce Percy's car but to concentrate on bikes with and without power.

The Riley Tricycle and Quadricycle powered by M.M.C. engines first appeared in 1899. By 1903 production of the two-wheeled Moto-Bi had begun, fitted with Riley's own engine first designed by Percy for his car and built by his brother Stanley with patented mechanical inlet valves. This Riley patent saved the British industry millions. In 1904 motorcycle style framed forecars were in production and by 1905 a 9hp V-Twin engine was introduced along with a number of innovative features such as a car type chassis, bucket type drivers seat, steering wheel and constant mesh patented gearbox. Riley's first four-wheeled car was introduced in 1907 featuring the world's first detachable wheels. Both designs were very successful in competition and paved the way for Riley's future. Cycle production ceased in 1911 and the competition wins continued with new car and engine designs. The Riley Cycle Co. was renamed Riley (Coventry) Ltd in 1912. During World War One Riley made 'tools of war' but refused to take any profit.

After the war production of cars started again and the new models and competition wins continued with Riley's greatest sporting success coming in the 1934 Le Mans 24-Hour Race with 2nd, 3rd, 5th, 6th & 12th plus 12th overall, winning the 1100 & 1500 classes, team prizes and the Rudge Whitworth

Club Meets

February West Kingsdown Continued **Rob Smith**

Cup. Also Dorothy Champney and Kay Petrie took the fastest ever drive by women at Le Mans and won the Ladies Cup. All six cars that took part were driven back to the Coventry factory afterwards!

Sadly by 1934 there were conflicts in Riley management and a series of new designs that had some shortcomings were not financial successes meaning the writing was on the wall for Riley by the late 1930s, a receiver was appointed; a proposed merger with Triumph (Cars) failed and Riley sold out to Lord Nuffield. In 1939 he sold Riley (Coventry) Successors Ltd to Morris Motors for £1. So, Riley as a manufacturer ended but the name was to live on in numerous British Motor Corporation Cars up to the end of the 1960s.

Our grateful thanks to Robin, as well as restoring many veteran, vintage and classic motorcycles has also owned the following Riley models - 1933 Monaco 9, 1936 12/4 Kestrel Sprite, 1936 two-seat 12/4 Special. Robin has also owned and restored a 1932 Gamecock 9, 1935 12/4 Falcon and 1938 Big 4 Kestrel - all from poor/incomplete to superb condition and drove them throughout the U.K. and Europe.

Next Dates at West Kingsdown:

April 15th Tony Donnithorne returns to give a talk entitled 'Tony's Toys'.

May 20th

Advance Notice: July 15th British Trials Bike Night. Anybody with a British Trials bike, two or four-stroke, the rarer the better, is very welcome. Bikes may be started and ridden, but not up and down the banks round our Village Hall. Anyone interested please contact George Smith, details above.

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

These are held at 7:30pm on the first Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, telephone 01825 872227, OS grid ref. TQ 543142. Food is available from 6pm. A volunteer is needed to organise these meetings, please get in touch with any of the committee if you're interested.

Next Dates at Chiddingly: April 4th; May 2nd

Club Meetings at London Colney, Herts **Richard Tann**

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 Dates at London Colney: April 9th; May 14th

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
For more information contact **frankmace # ymail.com** or on 07497 000981.

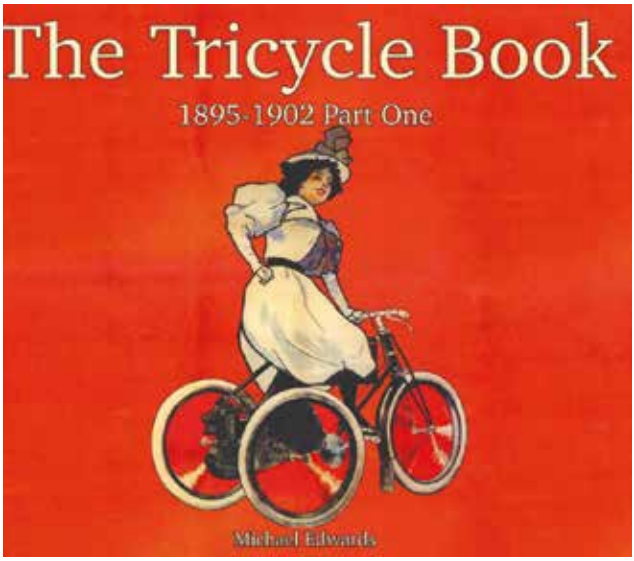
Next Dates at The Vine

6th April at noon, then again on the 4th of May.

Book Reviews

The Tricycle book 1895-1902 by Michael Edwards

Part 1- De Dion Bouton and its contemporaries in France. **Review by Chris Rolph**



As a long-term admirer of the Victorian and Veteran tricycle, it gives me great pleasure to review Michael Edward's third De Dion Bouton related book.

I understand that originally Michael intended to complete the full history of the tricycle from all countries where they were produced within one book. It soon became necessary due to the plethora of information gathered in his extensive research to split this into multiple tomes. We have here the history of the De Dion Bouton produced tricycle and its licensees and competitors in France. A future volume will deal with manufacturers in the UK.

We are by now well used to the quality and scholarly erudition of books on De Dion Bouton by Michael. His previous editions on the De Dion Bouton Cars from 1899 onwards have explained clearly the differences between the long list of models and their mechanical development, accompanied by excellent and clear illustrations. This book is by its nature a prequel and covers not just the De Dion Bouton Tricycle, but also the origins of the company in the steam tricycle developed by the Count De Dion, Georges Bouton and Charles Trepardoux. Much of this was new to me and I was unaware of the much larger steam driven machines that the company produced in addition to the lightweight steam tricycles. The book then takes us through the realisation that the internal combustion engine was more likely the future of lightweight transport, the departure of Trepardoux, to the development of the first petrol engined tricycles in 1895.

The book then departs from the technical developments to tell the story of the first racing machines. Tricycle racing took off very quickly after the first machines were available and racing was indeed used by the company to promote its wares. The history of tricycle racing is covered in superb detail from its origins in 1896 to the end of 1902. There are many period photos of the machines and riders, tables of the races, with riders, machines, results and average speeds. It was fascinating to see how many of these machines were "souped-up" compared to the standard factory offering, this is covered again in a later chapter of the book. Some of the twin engined affairs are truly frightening to behold, and having ridden one of the more powerful machines, I can only take my hat off to riders who were winning races at average speeds of over 45mph over distances of up to 837 miles! I could barely sit down for several days having ridden one for just 60 miles.

Chapters three and four deal with the technical characteristics and development of the De Dion tricycle, again superbly illustrated and dealing with the various aspects of the design. The information here makes identifying the year of manufacture of a particular machine straight forward.

The Tricycle book 1895-1902 Continued **Review by Chris Rolph**

Chapter five covers the trailers and fore carriages available and the conversion of tricycles into quadricycles as greater seating capacity was required. This is again beautifully illustrated with original and present day photographs.

Chapters six, seven and eight effectively cover De Dion's licensees and competitors in France, not just the obvious makes such as Peugeot and Clement, but also the smaller manufacturers such as Delaugere (Romain) and Corre. The book does not attempt to list every possible assembler or badger of tricycles in France as this has been covered in other volumes, but it does cover the important and known surviving machines.

Particularly useful is a table on page 164 which gives the manufactures of the frame, rear axle/ differential and engine for each marque. Surprisingly few manufacturers are involved, De Dion sourcing their frames from Clement or Decauville.

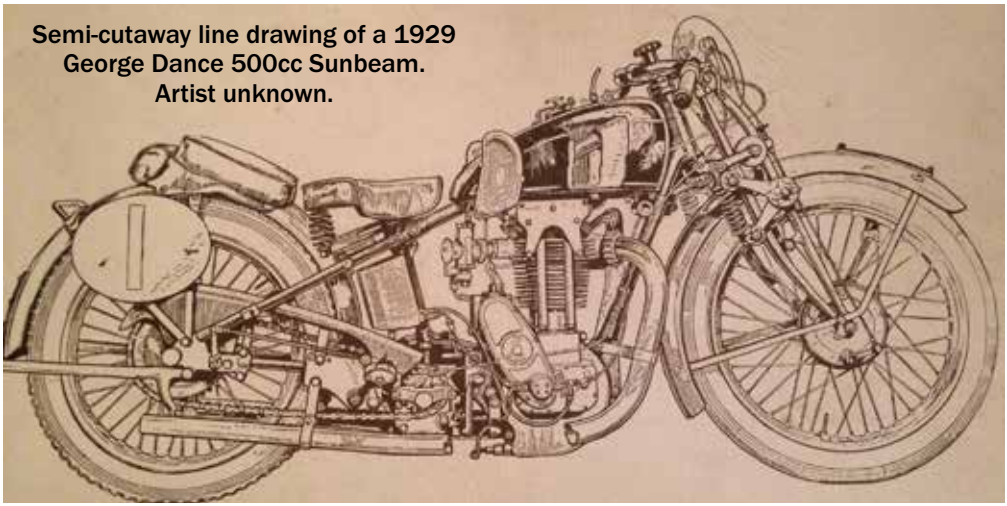
These chapters cover the development of each manufacturer over the years and again provide an invaluable guide for dating a particular machine. The relationship between Marot Gardon and the axle designer Creanche is much clarified, although more elucidation would be useful in this area.

Chapter seven is very interesting in that it describes the various performance enhancements available, especially the more powerful and multi-cylinder engines.

The introduction to Chapter eight refers to the pivotal role of the cycle industry and its developed infrastructure (specialist manufacturers, wholesalers, distribution systems, competitions), all of which enabled motorised tricycles to get off the ground rapidly. The move to motorised tricycles was the making of De Dion Bouton because they were effectively the only manufacturer that could supply the small, lightweight, powerful engines.

Overall this is a magnificent work and is a must for the library of anyone with the slightest interest in the Victorian or Veteran Tricycle, in De Dion Boutons in general or in early motor racing. Printed on high quality large format pages with very high quality period and current illustrations and advertisements, the book provides enough detail for the true tricycle "anorak", but is also broad enough to interest the more casual reader. There are a couple of very minor caption errors, but overall the book finally enables the reader to make sense of the tangled history of the tricycle and accurately identify the various makes and years of manufacture. I look forward to the next volume.

Hardback -230mm x 297mm, 380 pages with 300 line drawings and more than 400 colour photographs. GBP 80.00 plus postage & packaging. Published by Surrenden Press 2018
www.surrendenpress.co.uk



Semi-cutaway line drawing of a 1929 George Dance 500cc Sunbeam. Artist unknown.

Out and About

The 2019 Pioneer Run® Results

Arnold Marshall

Prize Winners

Rider No.60, Frank Dolman, received a certificate marking 60 Pioneer Rides on the same 1912 Douglas.

Rider No. 47, Rob Kitchen, received a certificate marking 40 Pioneer Rides.

The Lt. Col. 'Tiny' Ayers Memorial Trophy.

To the rider with the Greatest Combined Age of Rider & Machine.

No. 1. Rider Dave Pittuck Machine...Leon Bollee 1896. Total Years 200

Runners Up:

No. 8 Rider John Elliot Machine...Renaux 1899 Total Years 198

No.22 Rider Vincent Belgraver Machine...Kerry 1903 Total Years 194

The Laurie Fenton Memorial Trophy

To the Rider with the Greatest Age Difference between Rider & Machine.

No. 126 Rider Morgan Thomas Machine...Alldays & Onions Age Difference 85

Runners Up:

No.134 Rider Daniel Anstiss Machine...1914 Douglas Age Difference 83

No. 88 Rider Frederick Peschken Machine...1912 Wanderer Age Difference 82

The Ladies Award To the Best Lady Rider

No. 50 Rider Jacqueline Bickerstaff Machine 1909 Triumph

The Bob Currie Memorial Trophy

To the Rider with the most Meritorious Performance.

No. 60 Rider Frank Dolman Machine Douglas 1912.

The Classic Motorcycle Trophy.

Generously Donated by the Classic Motorcycle Magazine for the Best Authentic and Un-Restored machine.

No. 159 Rider: John Taylor Machine Ariel 1914

Dutch Horsepower Team Trophy.

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

Barnard Three Wheelers.

No. 8 Rider John Elliot Machine Renaux 1899 Class One

No. 35 Rider Bernard Holmes Machine Vindec 1907 Class Two

No. 186 Rider Barry Dorling Machine Matchless 1914 Class Three



The German VTV Trophy. Generously Donated by the German VTV m/c Club To the Best New Comer.
No. 145 Rider David Moffat Machine Zenith Gradua 1914

The Brian Verrall Memorial Trophy. Generously Donated by Mrs. Margaret Verrall to the Best Three Wheeler Machine.
No. 29 Rider Nigel Cornelius Machine Rover 1904

The Ray Newton Memorial Trophy. Generously Donated by Mrs Betti Newton to the Best Vee twin Machine.
No. 87 Rider Hans-Dieter Springer Machine Wanderer 1914

The Wally Lambert Memorial Trophy. Generously Donated by the Lambert family to the Best American built machine.
No. 109 Rider Gert Holmersma Machine Indian 1914

The Pioneer Registrars Trophy. Generously Donated by John Waghorn.
No. 97 Rider Martin Hecksher Machine BSA 1913

The Sunbeam MCC Chairman, Arnold Marshall, presented engraved Pioneer Run® Medals to:
The Mayor of Brighton & Hove City Council. Councillor Dee Simpson.
The Mayor of Epsom & Ewell. Councillor Neil Dallen.

The new route was liked by some riders and disliked by others but is generally safer than mixing with fast moving traffic on the Brighton approach.

Pictured below left is Frank Dolman's 1912 Douglas, and Frank at Brighton. Photos: Rob Smith.





Features and Articles

A Tale of Two Bikes

Rob Jackson

*'Dear mother, it's a b*****d. Sell the pig and buy me out. Your loving son.'*
'Dear son, so are you. Pig's dead. Soldier on! Your loving mother.'
The music-hall words kept coming back to me as I gazed upon my newly completed re-build, a 1922 350cc s.v. Sports AJS. I was very pleased with the results and the gleaming sight in front of me, but the words and their implication kept my feet firmly on the ground. The build had taken me a long, long time and often nearly beat me, the bike was in a poor state when I bought it. But here we were, with the sporty black-and-gold paintwork looking resplendent and I could just visualize the young rider, cap on back-to-front, chin as low as he could get, making the bike grunt and grinning from ear to ear.



My imagination told me this young man was in his mid-twenties and just very glad to still be alive. Four years in Northern France had been a nightmare, but by some miracle he had survived and here he was, home again and with his whole life in front of him. Army service had broadened his mind to say the least and he was grateful for that. War had brought an escape from the dead-end farm job in the village, the only job available when he left school at 14 years old. An army truck had taken him away from the village and to his first view of the outside world. It frightened him a little but at the same time he thought it was great! There was a lot of world to see and he was fascinated and full of optimism and excitement.

The following four years were unimaginable. But our lad grew-up quickly, benefitted from the experience and became competent in ways he hadn't thought possible. Others in his platoon were from all walks and he had learned a lot from them without really realising it. The scales fell from his eyes more every day, and every day his broad education continued in one way or another.
Back home now, not only alive but with some money in his pocket. With a new-found confidence thanks to the Army, his excitement with his life and its prospects had never been greater. His first objective was to get some transport so that his ambitions could at last start to become realities, and he had bought the Ajay locally for £19-10s. The world was now very much his oyster, and for the first

time he understood what that saying meant!

I really wish these old bikes could speak to us. What tales they could tell. For me, a fascinating part of the vintage bike world is not only the visual, the noise and the smell, but the design and what it tells us about the market at that time. The AJS was a well-engineered and well-developed little bike. Not the cheapest when new, but with a great pedigree and clearly aimed at the young man of my imagination, wanting a bit of of my performance and sporty good looks.



1922 James Two-stroke

My other bike is completely different, again made in 1922 but this time a James two-stroke, around 240cc. Only two-speed, with a belt drive (surprising for 1922) foot-boards, block rear-brake and not much more at the front, acetylene lamps and very much "sit-up-and-beg" style. For me, a different project too, having been bought from a chap who purchased it 50 years ago and did little with it. The great thing is that it is original, still in its factory clothes and totally complete. All I am doing is checking it over and cleaning it up, preserving the original finish as much as possible. But what tales might it have? James, in their wisdom, were clearly not going for the glamorous option with this model. I like it as a good example of a working bike, not pretending to be anything else. Built to a price, at £50 it was priced some £15 less than the AJS at the time, it seems to be aimed at the non-enthusiast, the worker, just wanting a simple and reliable form of transport. A low centre of gravity makes it very manageable and the large carrier accommodates the professional bag. I can see the local GP on his rounds, the midwife with a wide area and many prospective mums to look after, or the rural parson visiting his flock. Not for these riders are looks important, or the latest technological innovation. On the contrary, they want their money to buy them simplicity, some degree of weather-protection, and above all reliability. Sporty good-looks and exciting performance are not the priority investment when your patients or parishioners are relying on your visit in all weathers, day and night. The need is for the bike to start easily and get you there, nothing else.

What tales do your bikes tell, I wonder?

Editor's Note: Anyone care to take up Rob's suggestion?

SUNBEAM MOTOR CYCLE CLUB LTD

Annual General Meeting to be held on Saturday 27th April, 2019

at the Llama Park,

Wych Cross, Forest Row, East Sussex, RH18 5JN

At 2.00pm

AGENDA

1. Welcome from our President, Ian McGill, who will decide the Chairman of the Meeting.
2. Secretary to read apologies for absence,
3. Membership Secretary to read names of Members who have passed away since the last AGM.
4. Minutes of the AGM held on Saturday 14th April, 2018.
5. Matters Arising.

To Receive and Consider the following reports:-

6. Chairman's Report
7. Hon. Treasurer's Report
8. To Appoint two Honorary Auditors
9. Hon. Trials Secretary's Report
10. Hon. Membership Secretary's Report
11. Hon Editor's Report
12. Hon. Pioneers Registrar's Report
13. Report of Pinhard Prize and Trust
14. Proposals for Consideration

In addition to Members voting at the AGM, Members not attending can now register postal votes on resolutions raised at the AGMs of the SMCC Ltd

It is proposed that the Annual General Meeting of the Sunbeam Motor Cycle Club Ltd be held at various locations outside the South East of England.

Proposed By:- Arnold Marshall Seconded by:- Paul Bullock

Postal votes on the above proposal to be lodged with the Secretary by the 19th April 2019.

15. Election of Club Officers and Hon. Members

Proposals for Club Officers & Honorary Members 2019-2020

			Proposed	Seconded
President	Ian McGill		Paul Bullock	Tony Lloyd
Chairman	Arnold Marshall	)	Baz Staple	John Waghorn
Vice Chairman	Roy Plummer	)		
Secretary	Paul Bullock	)	Arnold Marshall	Baz Staple
Treasurer	Trevor Dadswell	)	Arnold Marshall	Paul Bullock
Events Secretary	Baz Staple	)	"	"
Trials Secretary	Neil Sinclair	)	"	"
Membership Secretary	Brian Empsall	)	"	"
Editor	Julie Diplock	)	"	"
Pioneer Registrar	John Waghorn	)	"	"
Pinhard Officer	Tony Lloyd	)	"	"
Archivist	Julian Swift	)	"	"
Quartermaster	Jane Anderson	)	"	"
Regalia Officer	Rob Smith	)	"	"
Webmaster	Richard Rosenthal	)	"	"

Club Committee consists of all Club Officers

Pioneer Dating Committee	Geoff Morris	)	John Waghorn	Arnold Marshall
	Nick Smith	)	"	"
	Paul Gander	)	"	"
	Baz Staple	)	"	"
	Ian McGill ex officio	)	"	"

Honorary Members	Simon Hartland	)	Arnold Marshall	Paul Bullock
	Brian Bonny	)	"	"
	Dave Bettridge	)	"	"
	Jim Connor	)	"	"
	Trevor Dadswell	)	"	"
	Margaret Donaldson	)	"	"
	Lord Montagu	)	"	"
	Ian Kerr	)	"	"

16. Presentation of Awards

17. Tea and Refreshments

18. General Discussion on any Club Matter

19. Chairman will close the Meeting

SUNBEAM MOTOR CYCLE CLUB LTD
Annual General Meeting held on Saturday 14th April, 2018
at the Llama Park,
Wych Cross, Forest Row, East Sussex, RH18 5JN
at 2.00 p.m

MINUTES OF THE MEETING

AGENDA

1. Welcome from Our President, Ian McGill, who will appoint the Chairman of the meeting.

2. Secretary to read apologies for absence.

3. Membership Secretary to read names of members passed away since the last AGM.

4. Minutes of the AGM held on Saturday 11th March, 2017.

5. Matters Arising.

To Receive & Consider the following reports:~

6. Chairman's Report.
7. Hon: Treasurer's Report.
8. To Appoint Two Honorary Auditors.
9. Hon: Trials Secretary's Report.
10. Hon. Membership Secretary's Report.
11. Hon. Editor's Report.
12. Hon: Pioneer Registrar's Report.
13. Report of Pinhard Prize & Trust.
14. Proposals for Consideration.
15. Elections of Club Officers and Hon. Members.
16. Presentation of Awards
17. Tea & Refreshments.
18. General Discussion on any Club Matter.
19. Chairman will close meeting.

1. **Welcome from our President.**

The President opened the meeting at 2.00 pm welcoming all present to the A.G.M. at the Llama Park. He thanked all the Committee Members and Event Organisers for their time and effort on behalf of the Club.

He then asked Tim Penn to chair the meeting.

2. **Apologies for Absence.**

The Secretary read apologies for absence from the following 14 members:~

Neville Barham
Martin Bodenham
Chris Booth
Sandra Bridger
Julie Diplock
Reg Glading
Howard German
Chris Habgood
Ian Hatton
Frank Mace
Chris Mawer
Rick Parkington
Judy Westacott
Chris Wright.

3. **Deceased Members.**

The Membership Secretary read the names of members who had passed away since the last A.G.M. in 2017.

Mike Chenery
Brian Clark
Charlie Jenner
Josephine Holman
Colin Morris
Stan White
Brian Moore

The Chairman called for a minutes silent remembrance.

4. **Minutes of Last A.G.M.**

Minutes of the last A.G.M. 11th March, 2017 were accepted as a true record and signed by the Chairman.

Proposed by:~ Arnold Marshall. Seconded by:~ Tim Penn
Unanimously accepted by the Meeting.

5. **Matters Arising.**

There were no matters arising from the Minutes of the last A.G.M. None.

6. **Chairman's Report.**

I would like to extend a warm welcome to you all as Sunbeam Club members and to thank you for sparing the time to attend this AGM.

As a Club we have grown over the last year and events are being organised across the country, which helps a great deal in the growth of the membership.

May I take this opportunity to thank all the event organisers in achieving this and for being involved.

I would also like to thank the Committee for their time and input into running the Club, they have been a great support.

I would like to take this moment to pass on my grateful thanks to Arnold and Jacqui for their unstinting service to the Club. They have both been a great guidance we will miss.

Taking over as Chairman last year has been a very steep learning curve and in many cases I have been completely out of my depth. I would hope though that if I am re-elected for another year I may learn a bit more. Having said that I will be stepping down at the 2019 AGM as I have other projects to pursue and medical problems which I need to deal with.

The Chairman's Report was proposed by: John Hodson & Seconded by George Smith.

Unanimously accepted by the Meeting.

7. **Treasurer's Report.**

SUNBEAM MOTOR CYCLE CLUB LTD

Profit & Loss Accounts for the period ended 31st December 2017

Income	**Note**		2017		2016
Members' Subscriptions			11,992.50		11,232.50
Events Income	1a	28,272.29		28,903.67	
Events Expenditure	1a	22,957.99	5,314.30	20,427.51	8,476.16
Pioneer Register			1,065.74		629.00
Publications			715.00		185.00
Regalia			476.50		391.50
Donations			479.48		72.50
Interest Received			57.78		252.84
Misc Income	1b		7,240.34		414.19
Total Income			27,341.64		21,653.69
Expenditure					
Club News			6,285.00		4,403.54
Accounting Fee			794.00		780.00
Advertising and Promotion			3,660.50		5,314.79
Postage			3,007.34		2,969.39
Repairs & maintenance			286.18		1,120.00
Stationery			809.33		1,319.83
Insurances			1,511.41		1,226.60
IT costs			356.20		1,042.00
Regalia			87.87		739.53
Depreciation			835.00		835.00
Other Admin costs			1,913.04		11,160.71
Total Expenditure			19,545.87		30,911.39
Profit/(Loss) before tax			7,795.77		(9,257.70)

Sunbeam Motor Cycle Club Ltd

Balance Sheet as at 31st December 2017

		2017		2016	
Fixed Assets					
Tangible Assets	2		71,341.46		68,668.00
Current Assets					
Stocks		3,740.00		-	
Cash at bank and in hand	3	84,064.86		81,908.11	
Other Debtors	4	2,537.91		2,914.57	
		90,342.77		84,822.68	
Creditors: amounts due < 1 year	5	(21,411.95)		(21,014.17)	
Net Current Assets			68,930.82		63,808.51
Net Assets			140,272.28		132,476.51
Capital and Reserves					
Revaluation reserve			67,191.00		67,191.00
Profit & Loss Account			73,081.28		65,285.51
			140,272.28		132,476.51

5

Note 1a

Events	Income	Expenditure	P/(L)	%
Constable Run	498.50	347.46	151.04	30.3
Conyboro	930.50	734.27	196.23	21.1
Garden of England	754.00	672.28	81.72	10.8
Graham Walker Run	1,277.85	1,235.13	42.72	3.3
Gingerbeards/Greybeards	1,014.00	1,109.70	(95.70)	-9.4
Gordon Jackson	1,703.77	1,473.70	230.07	13.5
Ixion	464.00	128.75	335.25	72.3
Oxon & Bucks	229.65	130.79	98.86	43.0
Pioneer Run	17,080.37	13,706.53	3,373.84	19.8
Romney Marsh Run	631.50	617.99	13.51	2.1
Rose of the Shires	820.50	493.15	327.35	39.9
September Challenge	716.00	620.66	95.34	13.3
Shropshire	706.00	358.00	348.00	49.3
Summer Pioneer Run	1,101.65	837.53	264.12	24.0
Warwickshire Week	0.00	0.00	0.00	0.0
Welsh Week	344.00	111.05	232.95	67.7
Other Trials		90.00	(90.00)	0.0
Ginger/Grey 2016 Exps		291.00	(291.00)	0.0
	28,272.29	22,957.99	5,314.30	18.8

Note 1b
Misc Income

Major item was a one-off ACU rebate 6,750.00

Note 2
Tangible Assets

Historical Assets		67,191.00
Equipment at cost	6,013.46	
less Depreciation charged	1,863.00	
		4,150.46
		71,341.46

Note 3
Cash and Bank

Santander Current Account	13,439.69
Santander No.2 account	76.01
Santander Business Savings	47,458.17
Scottish Widows Bond	21,584.41
PayPal	1,506.58
	84,064.86

Note 4
Other Debtors

2018 events costs paid in advance:	
- Pioneer Run	2,055.00
- Welsh Week	44.52
- Romney Marsh Run	65.00
IT software licence	373.39
	2,537.91

Note 5
Other Creditors < 1 year

2018 Subs received in advance	7,627.49
2018 Pioneer monies rec'd in advance	12,560.54
Accruals	1,223.92
	21,411.95

Note 6
Corporation Tax paid in Year

For 2016	50.60

The 2017 accounts show a profit before tax of £7,795 (loss of £9,257 in 2016) which is due mainly to:

(a) a one – off rebate from the ACU of £6,750.

(b) a reduction in advertising spend of £1,655.

Events

a. No events held in 2017 ran at a loss.

b. The Greybeard and Gingerbeard Trials made a small loss in 2017.

Balance Sheet – There have been no assets revalued in 2017, therefore the Balance Sheet has strengthened by the profit of £7,795.

Cash and Bank Balances which includes PayPal have improved slightly (by £2,150)

Our **insurance** costs have increased by 28% for 2018 and **Postage** went up in March by approx. 3%.

Subscriptions for 2018.

We have received 80 subscriptions by direct bank transfer plus a further 61 via PayPal.

The Treasurer announced that he would be standing down at the next A.G.M.

The Treasurer was congratulated on his professional and well presented accounts by John Russell.

The Treasurer's Report was proposed by John Hodson and seconded by George Smith.

Unanimously accepted at the meeting.

8. **Appoint Hon. Club Auditors**

Roy Plummer and Baz Staple volunteered once again to act as Club Auditors for 2017-2018.

These positions were approved by the Meeting.

9. **Trials Secretary's Report.**

2017 Summary

Three trials events organised – Gordon Jackson (a round of the South Eastern Centre ACU Star group championship)

Gingerbeards & Greybeards Trial – August at Horsmonden

Trials generally have faced a number of issues in the last couple of years. Locally the MOD have been putting obstacles in place to make things harder to use their land. This has limited land availability.

Our "observers and marshalls" have diminished across the centre making it harder to cover the sections at events.

2018 Picture

We ran the Gordon Jackson in February on non MOD land.

Whilst this report is primarily aimed at describing the events of the "previous year" we do have to make a decision about the Gingerbeards and Greybeards for "beyond 2018"

The trial was the brainchild of Ralph Venables who was a famous Sunbeam supporter.

At present we are running the 2018 trial at Horsmonden near Sevenoaks – this takes place on the Saturday and Sunday of the August Bank Holiday weekend – 24th and 25th August. We will advertise for "observers and helpers" in upcoming Club News

But – for this trial to continue beyond 2018 we will need volunteers as currently we are too reliant on "non club folk" providing assistance. We have a gap for a secretary of the meeting for 2019, the course layout has been in the hands of the Bexleyheath Club for the last 3 years.

We still aim to remain a member of the "Star Group" as we have featured in this championship for over 50 years. In 2017 we came last on 44 points (there are 10 clubs in the group)

The Trials Secretary's Report was proposed by Arnold Marshall and seconded by Baz Staple.

Unanimously accepted by the meeting.

10. **Membership Secretary's Report.**

I am pleased to report that we continue to steadily recruit new members (85 in the twelve months up to 31st March 2018) and membership now stands at 730. Of these 61 have yet to renew their subscription for 2018 and final reminders were sent to them with the April Club News. The comparative figures for last year were 684 with 61 to renew. (Of those 61, 21 did renew and 40 lapsed).
Geographically the Club is now expanding out of the South East with less than half of new members coming from that area. Of the 85, 38 came from the South East, 31 from the rest of England, 6 from Wales, 2 from Scotland, 2 from the Isle of Man and 6 from overseas. Geographically the centre of gravity of members resident in mainland Britain is north west of London; roughly midway between High Wycombe and Amersham.

The average age of members remains at 67 but the average age of new members has dropped to 60 (down from 63 last year).
Finally new legislation called General Data Protection Regulations come in to force next month. These are designed to give greater protection to anyone whose name is kept on a list and apply to big and small organisations alike. We, along with many other clubs, are seeking clarification as to what

changes, if any, we need to make to our data management to ensure we are compliant. Hopefully, as we do not share your details with any other organisation, any additional requirements will be manageable.

The Membership Secretary's Report was proposed by George Smith and seconded by John Hodson.

Unanimously accepted by the Meeting.

11. **Editor's Report.**

Another busy year, with lots of terrific material submitted to the Club News.

The Marque specialist scheme continues to grow and we now have nearly 40 makes covered. Do get in touch if you feel you can offer your services.
On line the Club's Facebook page "Sunbeam Motor Cycle Club" now has over 700 followers and has proved useful in keeping in touch with younger members and potential members and is also a good way to publicise events.

Many thanks to all our contributors especially Annice Collet and John Hodson who proof read the magazine.

I attended a meeting of other Club Magazine Editors, organised by Peter Turnhill, the Velocette O/C Magazine Editor and hosted by Mortons Media at their Horncastle premises. SMCC member and Editor of the Classic Motorcycle magazine James Robinson led the day, assisted by several other Mortons staff, a room and lunch was provided for us. We also had a tour of the archive, which was very interesting but rather a shame to see that so much material is uncatalogued.

Remember it is your magazine so if you have any comments or criticisms regarding the layout or format do let me or the Committee know.

Editor's Award for 2018 goes to John Hodson for his proof reading and providing lots of great material for the Club News. Many thanks from a very grateful Editor.

Comments to the Editor's Report.

It is felt that more space should be allocated to advertisements for the Club's own Events.

The Editor's Report was proposed by George Smith and seconded by John Buckingham.

Unanimously accepted by the Meeting.

12. **Pioneer Registrar's Report.**

The Register has held 2 Committee Meetings resulting in 38 additional Veterans being added during the year.

Currently the highest number on the Register is 2087.

The Pioneer Registrar's Report was proposed by George Smith and seconded by John Buckingham.

Unanimously accepted by the Meeting.

13. **Pinhard Prize and Trust Report.**

This year's winner is 19 year old GrassTrack and Speedway Rider Luke Harris. 2017 has been a further successful year for Luke winning yet another British GrassTrack Title after winning three titles last year. This year he was also active with 2 Speedway teams. Reading Racers and Cradley Heathens; captaining the Racers to a League title

Presentation of the Trophy was at the ACU Awards Dinner on 13th January. Proceedings were started by previous winner James Shanes on his GrassTrack machine supported by two Norton Rotaries riding through the room and "giving it some" on reaching the stage. Tumultunous applause amid clouds of smoke.

We were handsomely looked after as usual and once again were the first presentation on stage.

Sunbeam MCC is still held in high regard at ACU.

The Pinhard Prize and Trust Report was proposed by Roy Plummer and seconded by John Hodson.

Unanimously accepted by the Meeting.

14. **Proposals for Consideration.**

Members Voting Rights.

At present our Memorandum and Articles of Association allow only members attending an AGM to vote on Resolutions.

This restriction means that a large proportion of our membership (those who cannot attend an AGM) do not have a voice.

It is, therefore, proposed that the Articles of Association of the Sunbeam Motor Cycle Club Ltd, be amended to allow postal votes on Resolutions.

Proposed by Arnold Marshall and seconded by Baz Staple.

The proposal was accepted on the result of a show of hands 32 in favour and 2 against.

The resulting necessary changes to our Articles of Association and voting procedure are to be advised to the Committee by John Joseph.

15. **Elections of Club Officers and Hon Members.**

Proposals for Club Officers & Honorary Members 2018-2019

			Proposed	Seconded
Chairman	Tim Penn	)	Richard Rosenthal	Tony Lloyd
Vice Chairman	Roy Plummer	)	Tim Penn	Ian McGill
Secretary	Paul Bullock	)	Arnold Marshall	Baz Staple
Treasurer	Trevor Dadswell	)	Tim Penn	Baz Staple
Events Secretary	Rob Pond	)	Tim Penn	Ian McGill
Trials Secretary	Neil Sinclair	)	"	"
Membership Secretary	Brian Empsall	)	"	"
Editor	Julie Diplock	)	"	"
Pioneer Registrar	John Waghorn	)	"	"
Pinhard Officer	Tony Lloyd	)	"	"
Archivist	Julian Swift	)	"	"
Quartermaster	Chris Pile	)	"	"
Regalia Officer	Rob Smith	)	"	"
Webmaster	Richard Rosenthal	)	"	"
Publicity Officer	Baz Staple	)	"	"
Club Committee consists of all Club Officers				
Pioneer Dating Committee	Geoff Morris	)	John Waghorn	Tim Penn
	Nick Smith	)	"	"
	Paul Gander	)	"	"
	Baz Staple	)	"	"
	Ian McGill ex officio	)	"	"
Honorary Members	Simon Hartland	)	Tim Penn	Ian McGill
	Brian Bonny	)	"	"
	Dave Bettridge	)	"	"
	Jim Connor	)	"	"
	Trevor Dadswell	)	Tim Penn	Baz Staple
	Margaret Donaldson	)	"	"
	Lord Montagu	)	Ian McGill	Baz Staple
	Ian Kerr	)	"	Rob Pond
	Neville Lewis	)	"	"
	John Sapsard	)	"	"

The above positions were approved 'en bloc'. Proposed by Harry Eastwick seconded by Dr. John Hodson.

16. **Presentation of Awards.**

Club awards for 2017 - 2018 :~

Presidents Cup	-	Rob Pond for his work introducing two new Runs to the Club Calendar.
John Olley Cup	-	Jon Dudley for his considerable work on the Pioneer Programme.
John Neave Cup	-	Julie Diplock for her dedicated work on the Club News.
Len and Marjorie Savage Ladies Award.	-	Judy Westacott for her sporting riding in Events.
John Grondona Cup	-	Baz Staple for campaigning his Velocette in Speed Events.
Sprint Record Cup	-	William Mace for his performance at The Brighton Speed Trials.
Editor's Cup	-	Dr. JonnHodson for his input to The Club News and proof reading services.

A special award was presented to Arnold Marshall and Jacqueline Harris in appreciation of their work over the last three years.

17. **Tea and Refreshments.**

18. **General Discussion on any Club Matter.**

The General discussion covered many topics:~

The importance of Risk Assessments for ALL our Events was stressed, currently the Pioneer Run®, Graham Walker and Trials events are assessed. It was agreed that the necessary action to meet this requirement for all events should be taken immediately.

Some criticism of this year's Pioneer Run® was received but this was far outweighed by general approval of the Club's decision to run the modified route.

Support for new events sited away from the South East is sadly lacking. The Club needs to do more to advertise and encourage participation in these Events.

Roy Plummer requested suggestions for a suitable venue to celebrate the Club's upcoming 95th Anniversary.

19. **Chairman to Close the Meeting.**

There being no further business the Chairman closed the meeting at 4.15.pm.

Signed as correct…….. 27th April, 2019

Treasurer's Report

Profit & Loss Accounts for the period ended 31st December 2018

Income	Note		2018		2017
Members' Subscriptions			14,021.70		11,992.50
Events Income	1	28,750.14		28,272.29	
Events Expenditure	1	20,899.03	7,851.11	22,957.99	5,314.30
Pioneer Register			553.80		1,065.74
Ads in Club News			660.00		715.00
Regalia			114.00		476.50
Donations			35.00		479.48
Interest Received			178.34		57.78
Misc Income			42.50		7,240.34
Total Income			23,456.45		27,341.64
Expenditure					
Club News			6,465.80		6,285.00
Accounting Fee			668.00		794.00
Advertising and Promotion			1,847.50		3,660.50
Postage			3,053.15		3,007.34
Repairs & maintenance			674.96		286.18
Stationery			296.66		809.33
Insurances			1,933.16		1,511.41
IT costs			373.39		356.20
Regalia			42.82		87.87
Depreciation			2,191.51		835.00
Website costs			1,517.99		0.00
Other Admin costs			1,883.34		1,913.04
Total Expenditure			20,948.28		19,545.87
Profit/(Loss) before tax			2,508.17		7,795.77

Sunbeam Motor Cycle Club Ltd : Balance Sheet as at 31st December 2018

			2018		2017
Fixed Assets					
Tangible Assets	2		70,403.48		71,040.46
Current Assets					
Stocks		3,432.14		3,740.00	
Cash at bank and in hand	3	86,921.53		84,064.86	
Other Debtors	4	4,669.64		2,537.91	
		95,023.31		90,342.77	
Creditors: amounts due < 1 year	5	(22,947.34)		(21,411.95)	
Net Current Assets			72,075.97		68,930.82
Net Assets			142,479.45		139,971.28
Capital and Reserves					
Revaluation reserve			67,191.00		67,191.00
Profit & Loss Account			75,288.45		72,780.28
			142,479.45		139,971.28

SUNBEAM MOTOR CYCLE CLUB LTD

Notes to the Accounts for the period ended 31st December 2018

Accounts Note 1

Events	Income	2018 P/(L)	%	Income	2017 P/(L)	%
Constable Run	648	166	25.6	499	151	30.3
Conyboro	518	149	28.7	931	196	21.1
Garden of England	678	312	46.1	754	82	10.8
Graham Walker Run	1,362	607	44.6	1,278	43	3.3
Gingerbeards/Greybeards	554	122	22.0	1,014	- 96	- 9.4
Gordon Jackson	884	240	27.2	1,704	230	13.5
Ixion	388	76	19.6	464	335	72.3
Northern Pioneer Run	780	156	20.0		No event	
Oxon & Bucks	0	0	0.0	230	99	43.0
Pioneer Run	19,119	5,053	26.4	16,480	3,374	20.5
Romney Marsh Run	751	136	18.2	632	14	2.1
Rose of the Shires	740	247	33.4	820	327	40
Rose of Torridge	0	-17			No event	
September Challenge	748	40	5.3	716	95	13.3
Shropshire	0	0		706	348	49.3
Summer Pioneer Run	706	186	26.4	1,102	264	24.0
Vintage Run	164	104	63.3		No event	
Warwickshire Week	370	133	36.1		No event	
Welsh Week	343	156	45.6	344	233	67.7
Other Trials		-15			- 90	
Ginger/Grey 2016 Exps		0			- 291	
	28,750	7,851	27.3	27,672	5,314	19.2

Accounts Note 2 Tangible Assets		
Historical Assets		67,191.00
Equipment at cost	7,567.99	
less Depreciation charged	4,355.51	
		3,212.48
		70,403.48
Accounts Note 3 Cash and Bank		
Santander Current Account	15,302.35	
Santander No.2 account	144.51	
Santander Business Savings	47,606.20	
Scottish Widows Bond	21,614.72	
PayPal	2,253.75	
	86,921.53	
Accounts Note 4 Other Debtors		
2018 events costs paid in advance:		
- Pioneer Run	4,035.48	
- Shropshire Run	260.00	
- Ixion	259.16	
- Romney Marsh Run	65.00	
AGM 2019	50.00	
	4,669.64	
Accounts Note 5		
Other Creditors < 1 year		
2018 Subs received in advance	9,237.00	
2018 Pioneer monies rec'd in advance	12,190.02	
Accruals	1,520.32	
	22,947.34	
Accounts Note 6		
Corporation Tax paid in Year		
For 2017	11.16	

Club Audit

The Honorary club auditors, Roy Plummer and Baz Staple met with our treasurer Trevor Dadswell to discuss and carefully examine the informative and clear accounts that Trevor had prepared and could find no problems whatsoever and any queries were fully explained. We should perhaps point out that the Pioneer Run's profit for 2018 showed an increase of £1,679 over 2017 and the reason for this large increase was twofold - party because of the extreme cold for the March Run that a large proportion of the entry preferred to stay at home having already paid their entry fee, as a result we didn't have to pay for their ACU insurance. The second factor is that our Chairman had arranged for a new sponsorship from Hagerty Classic Bike Insurance, which was extremely helpful and we hope will be ongoing for future years, this depends largely on the membership supporting them.

Roy Plummer and Baz Staple

Wooler Information Wanted

Dennis Brown

I have good news for Mr Graham Leake regarding the motor cycle which his uncle Robert (Bob) Spreadbrow, Johnathan Wooler's nephew owned. ME 1095 is in better than new condition with many of the model problems ironed out. It is in concourse condition and has won many awards.

The present owner and their family wish to have no publicity, the owner is the person who purchased the machine from Bob's wife all those years ago.

The difference between this machine and the other two known machines is that this one is a Sports model and is the only 345cc. It has the letters TT in the frame number. The others are 500cc touring models.

The complete rebuild has taken hundreds of hours to enable the rider to feel reasonably safe. The dangerous thing was the brakes, the lack of them.

The basic agricultural elevator lubrication system is now assisted with an oil pump as the cams are a distance away. This oil needs to return to the sump. The oil leaks have also been greatly reduced.

From 1952 to 1955 John Wooler and his son Ron had the same trouble with the flat four, with no positive oil feed to the rocker assembly. This ended the life of engine WFF101.



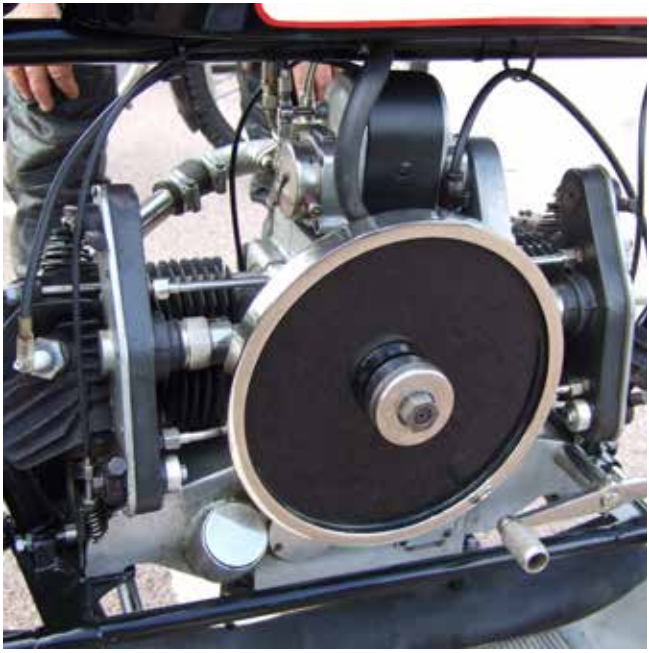
The picture above shows the two models at the Veteran and Vintage Founders Day in 2007. The 500cc machine WB 5397 was owned by F. Woods at the time and is now owned by a very active club member.

During my research reading a motorcycle magazine I came across an obituary for R Spreadbrow. It mentioned that Bob started an apprenticeship at the Wooler works at Alperton in 1920. This is incorrect. When Bob was interviewed by a journalist in 1976, he said he joined the firm as an apprentice engineer at Alperton when he was 14 years old. The first spit of the spade foundation trench was not removed for the footings until late 1917, the site did cover two acres.

To put the record straight. Bob's parents, Donald Robert Spreadbrow b.1883. married Alice Wooler, John Wooler's sister. He worked at the local hospital as a maintenance engineer. When the first factory opened in 1914 (WOOLER ENGINEERING Ltd. OLD OAK COMMON LANE WILLESDEN) Donald joined the team including John and Charles Wooler, plus John Hull proprietor from the Sheffield Simplex Car factory. His employer was the 7th Earl Fitzwilliam of Wentworth. Robert Donald Spreadbrow joined the much larger team of 15 to 20 in 1918 at the age of 14. From 1915 to 1918 the workshop grew rapidly

Wooler Information Wanted Continued **Dennis Brown**

as munitions were being manufactured for the Royal Naval Air Service (R.N.A.C). I have evidence of both Spreadbrows working in the fitting shop. They worked at the new factory in Alperton from January 1919 until early 1923. With the factory going into administration they then worked under the arches for Charles Wooler in his machine shop. He employed about ten people. Rob then worked at the Wooler Service Department, Chatsworth Avenue, Wembley Hill. This address was also linked to GRIGG MOTOR CYCLES LIMITED. I do not know the date he moved.



With three address changes in 1923 I would not know where the machine was completed. Knowing Wooler it was slow progression at each station.

Donald Robert Spreadbrow died on the 7th December 1926.

Just to be up to-date, the whole site at Willesden is now flats, which are about to be tunnelled under by the new H.S.2 project.

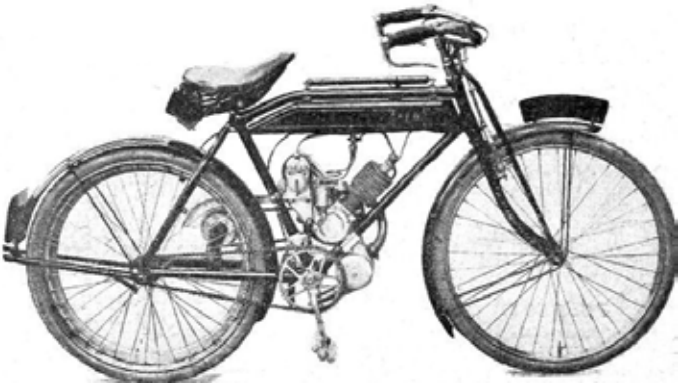
The picture below shows the near-side of the machine, with the oil feed and drain tubes, right is the off-side, both pictures were taken at Banbury in 2008.



Obscure Makes: The JD Motor Cycle

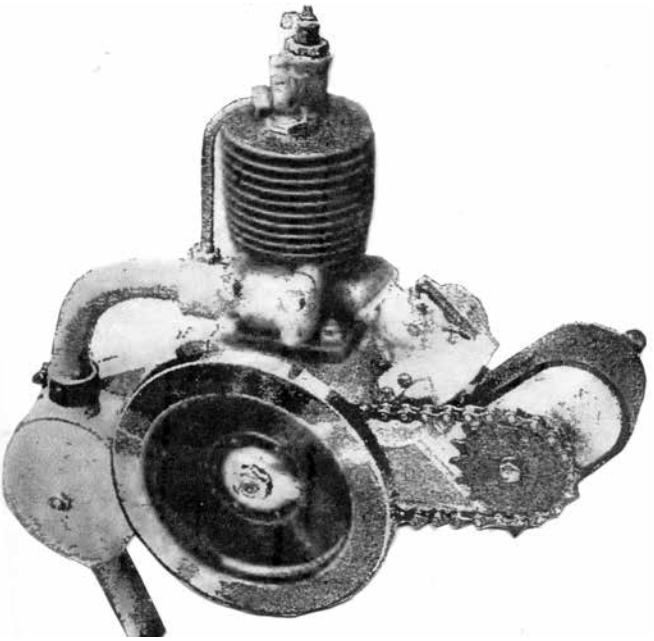
John Hodson

JD motor cycles were built by Bowden Wire, Ltd., Victoria Road, Willesden Junction, London. The name JD is derived from the initials of John Dring who was a director of the company. According to The Motor Cycle of October 1922 "The JD lightweight has been introduced to the motor cycling fraternity after nearly three years of painstaking development". A full description of the JD is given in The Motor Cycle of September 1922 where they are at pains to stress that the JD is not simply another motorised bicycle but one built and designed with the same care and attention applied to the most expensive of machines.



The JD had several unusual design features. The two-stroke engine was of 116cc capacity with the transfer port at the side of the cylinder rather than at the front, the cylinder head deflector geometry being suitably arranged. The crankshaft was only supported at the flywheel side and ran in a double row of roller bearings. The clutch consisting of a sprocket carried on a bracket pivoted on the rear frame stay; this was fitted with a U shaped disc of friction material. This friction disc made contact with a U shaped flange secured to the rear wheel and was engaged by pressure mainly exerted by the pull of the driving chain. To de-clutch the driving disc is swung clear of the U shaped flange by a handle bar Bowden lever operating through a Bowden cable.

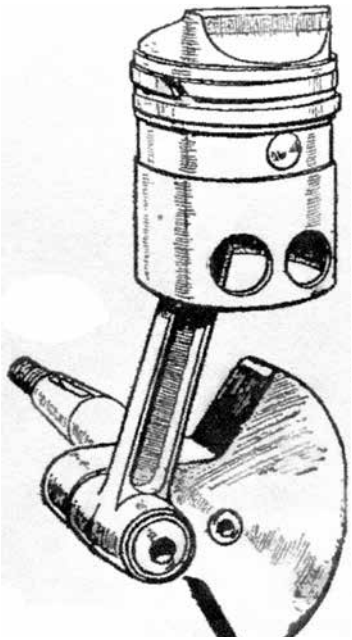
Pedalling gear was provided. Sprung forks were considered but later rejected as rigid forks were fitted. The large silencer, driving chain and magneto chain guards were all made of die cast aluminium. The fuel tank held six pints of fuel which was considered to be sufficient for a journey of 100 miles. Five levers on the handle bars were provided to control front and rear brakes, single lever Bowden carburettor, clutch and decompressor. A Runbaken magneto was used. Wide mudguards and number plates were fitted as standard and a comprehensive tool kit was also provided.

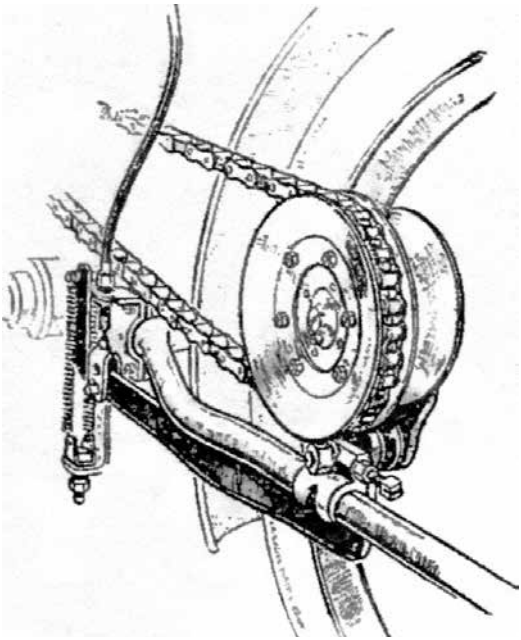


Initially the price of the bike was set at £40 but this was soon reduced to £35 and then £31-10s. The JD motorised bicycle was produced from 1922 to about 1926, in 1923 an open ladies'-style frame model was also offered.

Sources of Information:

The Brooklands Gazette, Motor Cycles at Olympia, November 1924.
The Motor Cycle, September 1922.
The Motor Cycle, October 1922.

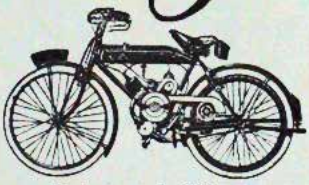




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Trials

Gordon Jackson Trial: Results

Neil Sinclair

A good turnout at Frensham Vale for the Gordon Jackson Trial back in February. The results are:

Best Expert	Jamie Rowden 25 marks lost
Best Intermediate	Colin Allsop 9 marks lost
Best Over 40	John Dismore - 26 marks lost
Best Sidecar	Adam Allaway and Jake Pope 31 marks lost

Land

Finding land for trials with suitable parking areas remains a challenge. For example, the MOD have made matters "tricky" as they now use a management company for land bookings, which equates to around £10 per rider. For this year's Talmag Trial back at the end of January the local MP, Jeremy Hunt, was approached and gave the motorcycling world a significant endorsement. That led to permission being granted to use the land.

Helpers at Trials

What we are desperately short of is non- riding helper" at events. Our next trials are double headers on the Saturday and Sunday 31st August and 1st September at Horsmonden near Tunbridge Wells. If you can make it for either or both days give me a call or drop me a line, my details are inside the front cover.



A tight squeeze at Frensham Vale. Photo Keith Bloxham

Gordon Jackson Trial: 10th February

Photos: Keith Bloxham



Unusual MV Agusta at rest.



A young competitor

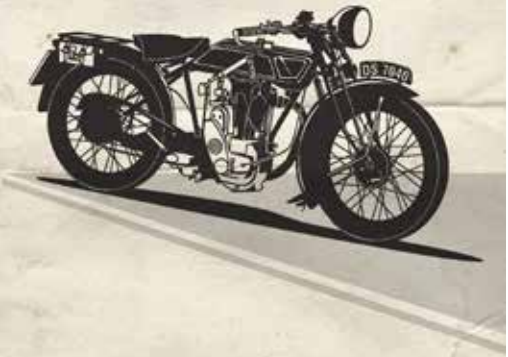
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- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
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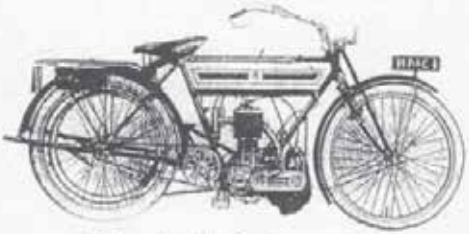
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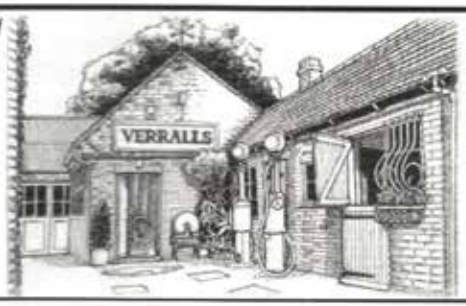


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1927 Lucas KSA1 Magneto. Anti-clockwise rotation. has a nice fat blue spark! £220. Please call or email for pictures.

Caution

People claiming to be from abroad have been responding to wanted adverts in the club news with the intention of accepting payment for items and then not supplying the goods. If you don't know the seller try a Google search of the telephone number or e-mail address, and proceed with caution. If you are concerned then discuss with a friend, or contact the editor, details inside front cover.

Members Advertisements

Small Ads for Private Sales and Items Wanted are free to Club Members.

To place an advert contact the Editor, contact details can be found inside the front cover. Please include your membership number with your advertisement and note that free advertising does not include business advertising. Do mention where you saw the advert when contacting advertisers.

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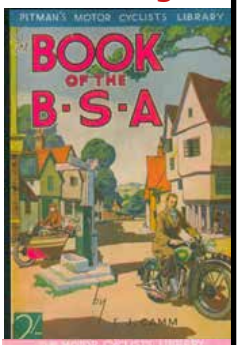
New Milton, BH25 5SZ

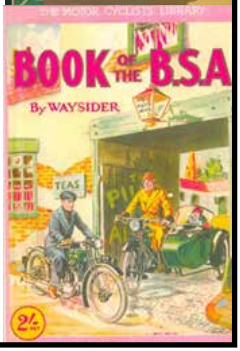
museum # sammymiller.co.uk

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BSA Parts Book 1924
Motorcycling for Women 1928 Nancy & Betty Debenham
Motorcycle Repair and Upkeep 1930 Volumes 1, 2, 3
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The Book of the BSA 1929 by Waysider
The Book of the BSA 1937 by F J Camm
The JAP Story 1895-1951
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Contact: Steve Brown
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Ashford Classic Motorcycle Show & 'Jumble

Easter Monday 22nd April

Indoor Show & Autojumble at Ashford Market, Kent TN24 0HB

Romney Marsh Bikejumble: 10am Sun 19th May

Romney Marsh Classic Show & Bikejumble: 10am Sunday 23rd June
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Summer Classic Show
10am Sunday 14th July
Ardingly, West Sussex RH17 6TL



Romney Marsh Classic Bikejumble
10am Sunday 15th September
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Classic Show & 'Jumble : Sunday 27th October
South of England Showground, Ardingly, West Sussex RH17 6TL

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The Eleventh Golden Era Run

Organised by the North East Section of the VMCC

Sunday, 28th July, 2019

A sociable non-competitive event for all pre-1931 motorcycles and three-wheelers, starting from the Yorkshire Air Museum, Elvington, near York.

The Golden Era Run has become a premier annual event for early machines, and the organising team has just been presented with the VMCC's prestigious E.E. Thompson Award, presented 'for outstanding efforts in promoting or organising Club events'. Entrants have a choice from two routes on quiet roads in the beautiful Vale of York. On their return to the Air Museum all will receive great Yorkshire hospitality at a roast lunch served in the Museum's own NAAFI.

Two circular routes are offered:

Flat: About 30 miles over roads suitable for even the earliest single-speed machines.

Hilly: About 60 miles, taking in more challenging roads for those who enjoy a hill or two.

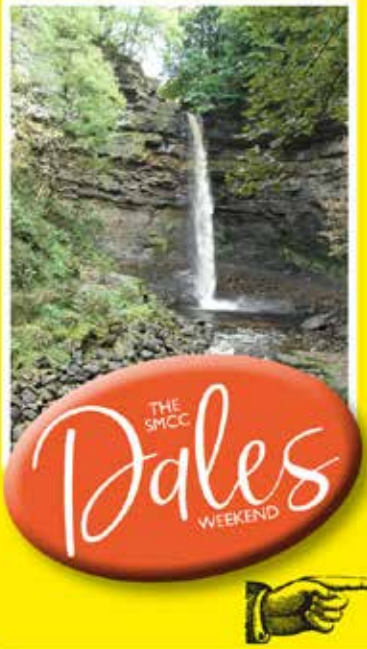
Entry is primarily for VMCC members, however members of the Sunbeam Motor Cycle Club and those from abroad are also most welcome. Numbers are limited so please apply early to avoid disappointment. Advance entry is essential, since no entries can be accepted on the day.

Information and entry forms from: Graham Wilson, 160 Green Lane, Cookridge, Leeds, LS16 7JQ. Phone: 0113 217 6509, or 07772 724078, Email: genicwilson@ntlworld.com, or download from the VMCC website, NE Section.

Sunbeam MCC Ltd. New Group Dorset/Hampshire Area

A new group is planned with club activities for members in the Dorset / Hampshire area, at venues to be decided. Regular club nights with technical presentations are proposed, together with social meetings and attendance at shows with a club stand, with a view to running riding events in the area. Suggestions welcomed. Those interested please contact Martin Goodman. mr.goodman # btinternet.com 07973 436268 (7pm - 9pm)

THE SMCC DALES WEEKEND - 29th/30th JUNE, 2019



Come and enjoy a weekend of riding your motorcycles at the one or both of the following Club Events arranged to cater for all Club eligible machines set in the North Yorkshire Dales.

Saturday 29th June, provides the opportunity to exercise all pre 1940 machines on the **Three Dales Tour** comprising a run of approximately 80 miles through stunning scenery, involving some very steep and challenging hills, as you would expect in this unique part of the country. The Run starts and finishes in Arkengarthdale.

Sunday 30th June, sees the **Second Northern Pioneer Road Test** for pre 1915 machines starting and finishing at Tennants Auctioneers in Leyburn. This veteran friendly route, avoiding unmanageable hills, is approximately 52 miles long, has no traffic lights and is on quiet country roads in and around Wensleydale.

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

For more information on either event call Wallis Holmes on 01325 460554 or email him at - multuminparvo@hotmail.co.uk

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
7:30pm Thursday 4th April	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 6th April	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
8:00pm Tuesday 9th April	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
8:00pm 15th April	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
2:00 pm Saturday 27th April	**AGM** The Llama Park Wych Cross, Forest Row East Sussex RH18 5JN	Paul Bullock 01959 562716 **secretary # sunbeam-mcc.co.uk**	Closed to Club
Sunday 5th May	**Ixion Cavalcade** Bexhill on Sea, East Sussex	Ian Cockshull **Ixion # sunbeam-mcc.co.uk**	Pre-1940
Monday 13th - Thursday 16th May	**Shropshire Mid-Week Break** The Valley Hotel, Ironbridge, Shropshire, TF8 7DW	Judith Coote 01926 497475 **jacoote58 # gmail.com**	Closed to Club.
Saturday 25th May - 26th May	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robertpond123 # yahoo.co.uk**	Pre-1940
Sunday 9th June	**Rose of the Shires Run** Stoke Bruerne,Northants	Rob Bayman 07850 870094 **robertbayman # btinternet.com**	Pre-1940
Saturday 22nd to 29th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Bev Kemp 01597 840308 / 07876 597697 **vsekemp # btconnect.com**	Pre-1940 Entries Close: 1st May
Saturday 29th June	New Event **The Three Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1940
Sunday 30th June	**Second Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1915

Date	Event Venue	Contact	
Sunday 14th July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 **julian # julianswift.com**	Pre-1940
Sunday 28th July	**Oil and Steam Run** New Event Launceston Steam Railway Cornwall.	Paul Dyson 07974 230840 **pdyson # jumbler.co.uk**	Pre-1940
Sunday 11th August	**57th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
Saturday 24th August	**Second Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robertpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 25th August	**Third Summer Pioneer Run®** Handcross, West Sussex	Rob Pond 01306-628297 / 07907 694751 **robertpond123 # yahoo.co.uk**	Pre-1915
Saturday 31st August / Sunday 1st September	**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 8th September	**Twelth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35 # btinternet.com**	Pre-1940
Saturday 14th September	**11th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 29th September	**Sixth Romney Marsh Run** St. Mary in the Marsh, Kent	Volunteer Organiser Needed!	Pre-1931 Flat-tank only
Sunday 20th October	New Event **Have-A-Go Day :** Practice Trial TBC East Sussex	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	All welcome

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Gordon Jackson Trial: 10th February

Photos: Gary Attfield



Stuart Young aboard his Velocette



Graham Barton