Sunbeam Motor Cycle CLUB NEWS

Issue 903 April - May 2020

Always Ahead!



Pioneer Run® 2019
1907 Vindec Combination, entered by Bernard Holmes
Photo: Richard Jones

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

President Ian D McGill	01293 771446	pioneerorganiser # gmail.com
Chairman Arnold Marshall	01797 270209	chairman # sunbeam-mcc.co.uk
Club Archivist Julian Swift	01233 756346	julian # julianswift.com
Committee Member Rob Pond	01306 628297	robertpond123 # yahoo.co.uk
Editor and Advertising Julie Diplock (SMCC)	01797 344277 PO Box 85, New Romney Kent TN28 9BE	sunbeameditor # hotmail.co.uk
Events Secretary Baz Staple	01892 535671	events # sunbeam-mcc.co.uk
Membership Secretary and Club News back issues Brian Empsall (SMCC)	01543 264968 19 Swinfen Broun Road Lichfield WS13 7AP	membership # sunbeam-mcc.co.uk
Pinhard Prize Officer Tony Lloyd	01737 555413	aj.lloyd # virginmedia.com
Pioneer Registrar / Ayers Collection / Veteran Rep John Waghorn	01322 224605	jdwpioneer # outlook.com
PR Officer Jon Dudley	07860 910978	publicityofficer # sunbeam-mcc.co.uk
Quartermaster / Post-Vintage Rep Jane Anderson	07539 773164	janegog # hotmail.co.uk
Regalia Officer Rob Smith	01474 854239 20 The Briars, West Kingsdown Sevenoaks, Kent TN15 6EZ	regalia # sunbeam-mcc.co.uk
Secretary Paul Bullock	01959 562716	secretary # sunbeam-mcc.co.uk
Show Organiser John Buckingham	01903 536244	john.b60 # ntlworld.com
Treasurer Trevor Dadswell	01622 726695	treasurer # sunbeam-mcc.co.uk
Trials Secretary Neil Sinclair	02380 403949	sinclairndlp # hotmail.co.uk
Vice Chairman Roy Plummer	01424 772598	royjplummer # yahoo.co.uk
Webmaster / Vintage Rep. Richard Rosenthal	01354 692123	rgrtrose # waitrose.com

Vice Presidents : Lord Montagu, G Morris, B M Staple, J Waghorn, Murray Walker OBE

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

© The Sunbeam Motor Cycle Club and Authors reserve copyright for all matters published in the Sunbeam Club News. The SMCC is not responsible for the views contained in the Club News and views expressed are not necessarily those of the editor or the club. All information is provided in good faith. Inclusion in the Club News is not a recommendation by the SMCC, or the Editor, of any goods or services.

Hello Everyone,

Well, what a lot has changed since our last Club News. Along with the rest of the country, the corona virus is having an immense effect, and our Club Calendar has been decimated. All Sunbeam MCC events have been cancelled until 31st July 2020. Let's just hope that the threat has passed and we can all get back to riding our bikes by then.

In view of the enforced lockdown, we're considering putting together a bi-monthly Newsletter to fill in the gaps when this magazine isn't published. Let me know what you think, and if you would like the Newsletter emailed to you or delivered by post. If we don't have your email address already, then please email Brian Empsall on ***membership # sunbeam-mcc.co.uk*** *with your email address.*

Meanwhile a couple of apologies. Firstly for 'Hans Orf' on the cover of the last magazine, the committee have pointed out that this is not appropriate behaviour for Club members whilst on the Queen's Highway. Secondly, I erroneously captioned the charming photo of Norah Everitt on page 24 of the last Club News. Norah is of course being push-started by Marjorie Cottle, not our former President Marjorie Ayers.

Meanwhile, there won't be many events to report on in the Club News, so please do send in photos and articles. Technical tips are always being asked for, also book reviews so develop your writing skills during the lockdown! Stay safe and well, Julie

Corona Virus Situation

Arnold Marshall

In view of the rapidly developing virus situation and consequent limitations on personal movement, it has been decided to cancel all meetings and Club events including the AGM until the 31st July 2020. The situation will be reviewed by the Committee during July to consider if the restrictions will have to continue. The Committee is sorry to have to have to take this decision but we are sure you will agree that every effort must be made to limit the spread of this virus. Any changes to this statement will be made known via the Club News, Club Facebook page and Club website **www.sunbeam-mcc.co.uk**

SMCC AGM

You will have received the AGM papers with this Club News including accounts for 2019 and list of proposed officers for year 2020.

In view of the current restrictions imposed by the government preventing an actual meeting at this time, we will assume the membership approves both the accounts and appointment of the officers listed unless the Club Secretary hears to the contrary by the 17th May 2020.

Major Club Committee Changes

Several members of the Club Committee have already given notice that they will be standing down in a year's time at the 2021 AGM. Consequently, volunteers will be required to fill the following roles:-

President Chair Person

Club Secretary Club Treasurer Membership Secretary

This call for volunteers is being made now because experience has shown how difficult it is to get

Deadline for June / July Issue: 15th May 2020

Corona Virus Situation Continued

Arnold Marshall

members actively involved in the running of the Club, also in some cases, it will be necessary for the new incumbents to work alongside the existing officers to learn the ropes. Attendance at Club AGM's is required, attendance at the two scheduled Committee Meetings per year is optional, so you don't have to live in the southeast, but a report for these meetings is expected.

Contact details for the existing officers are listed in the Club News so to find out what is involved in any of the above roles, please contact them directly.

Male or Female please consider which of the above vacancies you can fill as a matter of urgency, and some of the posts, particularly the Club Secretary, are open to job share. No amount of cajoling will persuade the current officers (who all feel they have done their bit for the Club) to carry on beyond the 2021 AGM and without people in these roles there will be no Club.

2020 Pioneer Run®

Ian McGill

Rider Packs

Sincere apologies to all members who entered the 2020 event. Due to the Post Office website being down, I was unable to use our usual Club facility to obtain discounted cost for the rider packs. To overcome this, I took a sample of packs to my local post office with the idea of purchasing stamps. The packs were weighed and gauged, cost for each being one 1st class stamp and one 2nd class stamp.

It would now appear that the counter clerk made a mistake, and most of our riders are having to pay an excess charge. I can only apologise and will be taking this up with the local post office manager.

The 81st Pioneer Run®

It is with regret that the Club has decided to cancel the 2020 Pioneer Run® on ethical grounds due to the high risk of spreading the Corona Virus Covid 19, particularly in the light of our many older entrants and support crews.

All entrants have been informed of this decision by first class post or e-mail. We hope that you understand that this difficult decision has been taken due to circumstances beyond our control.

We are looking at the possibility of holding the run in the Autumn, possibly late September/early October so far Brighton City Airport is supportive of this idea. It all depends on the virus situation.

Therefore, you have the following options regarding entry fees:

A) Leave your entry fee with the Club against the next run either this Autumn or next year.

B) Have your entry fee returned.

C) Donate your entry fee to Club funds to help offset the financial loss resulting from cancellation.

Please reply by e-mail to:- **Pioneerorganiser # sunbeam-mcc.co.uk** or by post to:-

Mr Ian McGill, Pioneer Organiser. The Oak Tree, 13 Victoria Road, Horley, Surrey RH16 9BN

Club Regalia News

Rob Smith

I have decided in view of the serious situation of Corona Virus Covid 19 to suspend all Regalia sales including the Jancraft clothing until the threat has gone. From what I have heard a minority aren't being sensible and keeping to the two metre separation in my local Post Office counter. Also as it stands now I am a key worker, as I work for Royal Mail on delivery. We and our manager have made changes to inside the office and outside on delivery to protect ourselves and customers and I'm following all advice and only leaving the house for work or shopping etc but even so I could be a potential hazard myself.

Meanwhile, we have received a couple of requests from members interested in magazine binders for the Club News. If anyone else is interested please contact me via my details inside the front cover of the magazine with your requirements to help us decide if it is viable, and how many to order.

2020 Kop Hill Climb: 19th / 20th September

Baz Staple

The registration for this year opens early April so please look out for this. The club normally has some 25 members entering for the hill, but since there is pressure on space at this event the Sunbeam club relies on all members registering under the Sunbeam club's name to ensure we get our customary stand space allocated. This does not mean you necessarily have to show your bike on the stand but please feel you're welcome.

Heritage Sprint: Kent 15th / 16th August 2020

Baz Staple

The organisers of the very successful Ramsgate sprint demonstration in 2015 are now arranging a similar event at Betteshanger Park, near Deal, Kent. We are invited to the event which is principally for vintage, post vintage and classic bikes pre-1986. It will be a non-competitive demonstration with public liability insurance via Norasport, but our road traffic act insurance is also valid. There is an option to be timed but this is purely for the rider's interest. The track is a good condition straight tarmac surface of one eighth mile length, with adequate safety run off. Bikes and riders will be subject to scrutineering and may require ball ended levers and ACU helmets as at Ramsgate.

SMCC entrants are invited and they hope we will have a club stand. Our stand at Ramsgate was highly successful with many visits from enthusiasts and public. There will be trade stands and dealer demos, plus ample refreshments. An innovative move is to encourage entries from riders age 15 plus for a few runs with a one-day licence covered by Norasport. Normal clothing in this category is permitted, with bike limit of 350cc. Parents or guardians will need to be present. Those who intend to enter please state Sunbeam MCC, full details and entry form on **www.heritagesprint.co.uk**

Historic Club Films Available For Loan, Show And Return

Baz Staple

Currently available from Baz Staple, contact 01892 535671 **events # sunbeam-mcc.co.uk**

Title	Year	Duration
See you in Fort William	1969	15 mins
Mud in your Eye	1956	20 mins
Motorcycle Magic - Ice racing, Sidecar motorcross, Expert trials	1983	20 mins
Six Days in Scotland	n/k	15 mins
NorthWest 200 (Graham Walker commentating)	1958	20 mins

The following are B&W silent films converted from 16 mm:

Reel No.	Content	Duration
6	1910 TT, Scottish 6 day trial, World speed record – Wright	4.5 mins
7	1930 TT	2.5 mins
8	Pre war Scott trial, Pre war Isle of Man TT, Second Pioneer Run 1931	20 mins
9	Compilation of 1931-M/C and car events inc Brooklands racing	27 mins
10	Smith's Scrapbook 1950: Isle of Man, Dutch, French & German GPs Including Duke, Armstrong, Fergus Anderson, Bill Doran, Rod Coleman, Bertie Goodman, Ken Kavanagh and Cyril Smith	30 mins

The following films are B&W and colour but the sound needs to be boosted.

Reel No.	Title	Fomat	Duration
1	Sunbeam Point to Point	Colour	7 mins
2	Pioneers' Progress	Colour	15 mins
3	Gaumont British News 1946 Junior TT, Ken Bills, Speedway, ETC.	B&W	23 mins
4	1954 ISDT	B&W	26 mins
5	Quartet on Two Wheels	Colour	28 mins

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 free entry a Club run of your choice, excluding the Pioneer Run.*

If you are posting photos or literature then do enclose a return SAE if you would like them returned.

Belstaff Repair and Renovation Service

Dear Julie,

It is evident at Vintage Rallies that as long standing members of the SMCC many of us still value and are admired for our classic Belstaff Trialsmaster wax jackets. However you may be surprised, if not astonished, to discover that they are still available brand new in 2020 and regarded as de-rigueur for the London Fashion scene, at a staggering £650 each!

You may be even more astonished though to discover that Belstaff offer an official 'Repair and Renovation' service, completely free of charge, regardless of the age or origin of your garment. I recently delivered mine to their flagship Regent Street shop (there are also other Belstaff shops in other towns in the UK), for a replacement zip and re-waxing. It has now been returned to my home address some three weeks later, looking as good as new, with just the postage to pay.

Now that's what I call 'Customer Service' and living proof of the longevity and prestige of the brand - Nice one Belstaff.

Thank you, Richard Woodcock

Editor's Note: Thanks for that tip, it's won you free entry to the club run of your choice!



London to Brighton Veteran Car Run 2019

Hi Julie,
I was pleasantly surprised in issue 902 (page 20) of the Club News to see a photo of me on the London to Brighton 2019 run behind Kate and Dave on their Leon Bollee. With the kind permission of the owner Nick Canfor, a Sunbeam club member, I am on the 1898 De Dion Bouton trike number 008 sporting the moustache for the Men's charity Movember. The reason for the e mail was to try to encourage those who are not sure about getting out on their machines and using them. The trike I am on is not just for London to Brighton runs. In recent years Nick and I have ridden from Paris to Bordeaux (400 miles in four days), Paris to Ostende (250 miles in three days) then each year in July completed the Ellis Journey (Michedever to Datchet) www.ellisjourney.co.uk which is a re-enactment of the first recorded journey of a motorised carriage in the UK (great for spectators). In October we ride Le Teuf Teuf north of Paris then November is the London to Brighton run.

On top of that she has been raced at Brooklands, she was in the last race there in 1939 and won the first race to be run since 1939 in 2017. With the right set up and maintenance these machines can run all day. Anyone who is a little unsure just email the club and ask for advice, it's partly what the Club is for. Start small and then who knows I might see you on the road in Europe. Happy riding and a great magazine.
Thanks,
Michael Everett

Sunbeam MCC Ladies Team: 1950 ISDT

Hi Julie,
The letter from Annice Collett (issue 902) about the possible Ladies Team in the 1950 ISDT 25th running, was really enjoyable. On the opposing page the photo of Mrs. Molly Briggs on her Triumph Trophy was superb. An atmospheric monochrome insight as to how skilled, determined, and strong these ISDT riders were. Has mankind become too soft over the passing decades?

I relish that Molly, Olga Kevelos and Patricia Hughes could have been the Sunbeam Ladies Team for that year, but I am unsure. Such a lovely thought for the Sunbeam Club anyway. Pat Hughes was a factory entry on her BSA 125 Bantam. Olga on her privately bought Norton was a dedicated Birmingham Club rider but she did have a Sunbeam Club membership at some point. Molly might also have been a factory supported rider, again I am not sure. Can the Sunbeam archives confirm if we had a Ladies Team entered for 1950? Olga Kevelos' Sunbeam membership number for 1954 was 395. Was it the same for 1950?

Weather conditions during the event were the worst on record for over twenty years! But that's the inclement weather expected in Wales, although I have heard the sun can shine there sometimes. The heavy rain endured from the 18th September until the 23rd, the last day of the Trial when the Speed Test was run.

Total entries were 232, starters 213 (as Annice says), retirements totalled 132, leaving only 81 brave finishers. Fifteen of the riders who finished were outside the points so had no award and little to show for their physical input except bodily bruises and battle-scarred motorbikes.

Medals awarded were: Gold 38, Silver 16, Bronze 12. Among those well-earned awards, Great Britain achieved no less than 33 Gold, 13 Silver, and 10 Bronze. Those were the 'Glory Days'!

Annice's interesting letter makes me wonder if she was a Trials rider in the past, or perhaps involved in administration? I would love to know.

Dave Blanchard

1923 XL Blackburne Motorcycle

Dear Julie,

I am currently restoring a 1923 XL Blackburne motorcycle. The bike was built in Worthing by Percy Banham who owned a garage at 14 George Street, Brighton as a General Motor Engineer. Percy raced the bike as well as using it on the road and the registration number is BP 7232 and the frame number s218. The bike is equipped with a 2¾ HP Blackburne 480cc OHV engine, Brampton forks and hubs, and a three-speed Moss gearbox.

I wonder if any members have any information on XL bikes, Percy Banham, and the events he raced in? I can be contacted on 01323 487124 or 07843 967638 or e mail **foulkeshalbard # aol.com**

Regards

Karl Foulkes Halbard







Dutch Courage- The Anglo Dutch Rally

Following on from the article covering the rebirth of the rare Premier v-twin veteran in the December - January magazine I would like to recount my long and enjoyable association with the superb event staged by the Dutch VMC club. A name which is synonymous with this success is the unique Maarseveen family. I came to know Roel and Hennie Maarseveen van some forty years ago when I took part in various events including the highly successful Anglo Dutch rally, which replicated a major veteran trial between our two countries. The enthusiasm and organisation of their events was simply faultless, as all participants would agree, with the youthful organising team spearheaded by Roel.

It soon became clear that Roel had a love of both early and original veterans, which he travelled far and wide to acquire and subsequently put back in running order. At the last count, his collection had grown to around 60 bikes.

In the mid-eighties the Dutch VMC invited the VMCC Founder Titch Allen to visit Holland for a week-long lecture tour. I was selected to accompany Titch, and I will always harbour fond memories of our trip, which was a hectic week full of highly organised visits to fellow enthusiasts who provided endless welcomes and hospitality. Our Dutch counterparts were flattered to have such a distinguished visitor, who responded well to their many questions and displays of treasured bikes. As his minder, I enjoyed every minute of our visit and we were both sorry to leave for home.

Coming now to the rare and lovely veteran v-twin Premier, I can add a few words about this machine. Back in the eighties I was offered this bike by none other than Lord Strathcarron, the then owner. He needed no introduction to me, as for many years I had admired both him and his wife for their interest in all vintage vehicles. It was reputed that he used to arrive at Westminster on a bike to take up his duties in the House of Lords. In those days, it was claimed that up to 40 MPs arrived by motorcycle to attend various sittings. Lord Strathcarron and his aristocratic wife used to embark on extensive tours on various bikes, and he was credited with being very supportive of the interests of vintage enthusiasts against adverse legislation.

Talking to Lord Strathcarron is was obvious that he could never get the Premier to run properly, and had run out of patience with it. I decided not to purchase it as any remedial work could be expensive. To keep the wheels turning, Roel has always wisely commissioned the young Dutch brothers Mark and Geert de Boer to refurbish his bikes to a high standard. I suspect Roel has always instructed them not to remove any period rust or mud. The photos of the Premier on the back page illustrate the skills of the de Boer brothers in bringing this desirable machine back to life.

Keep up your much valued editorial, Regards, Ian Young



The 1909 3¾ HP Premier as found in 1958

Club Meets

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, if you are interested then please get in touch with any member of the committee.

Anticipated Next Dates at Chiddingly:
Thursday August 6th; September 3rd.

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.

Anticipated Next Dates at London Colney:
Tuesday August 11th, September 8th.

Club Meetings at The Horse and Groom, Essex — Frank Mace

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

February

The first meeting of the New Year and a New Decade and we wonder what it will bring to us. At the December meeting we were made aware that the Vine was up for sale and to be closed for a period and were greeted with rather substandard food. At a visit to the pub in January I was reassured that although the sale hadn't gone through all would be well for us and so it proved as we were greeted heartily on a cold, windy and very wet Saturday morning having all left our bikes safely locked up at home.



Can you name this mystery object?

Club Meetings at The Horse and Groom, Essex Continued — Frank Mace

I tend to struggle with restorations and so asked the knowledgeable elders in our group for the best way to machine up some B&D Stabilizer castings only to be greeted with ribald laughter and universal agreement that my skills would be lacking in this department. A device known as an independent four jaw chuck would be required and as such a positive result was not to be expected.

Frank '60 Pioneer Runs' Dolman brought the mystery object which turned out to be an instrument for doing something that was so interesting I have forgotten, see photo.

March

On arrival at the pub we were informed that the Chef had done a runner and there was a private party booked in.

Being the wonderful organiser that I am I immediately arranged another venue for our hungry flock some 4-5 miles away.

Shown to an even larger table than usual we were all well fed and watered

The March meeting always revolves around the forthcoming Pioneer Run and on cue John (Pioneer) Barrett arrived on his 1914 BSA for this year's inaugural shakedown outing in which it and rider performed perfectly. There are four of us entered for the Run with a total of some 120 + completed Runs between us.

I drove in the car as it was too cold for my poor hands to ride, despite being a lovely sunny day, but the Cambridge contingent turned up on their modern bikes, and Steve brought his newly acquired 1927 500cc Raleigh for us to peruse and a lovely looking machine it is

Frank again brought the mystery object, it seems like he has lots of them, and despite many members immediately jumping to the conclusion it was a device for giving enemas, and fortunately before any practical demonstrations took place, Frank informed us it was in fact for removing oil from the bottom cylinder of WW1 rotary engined aircraft. He confessed that he has more than one and I am hoping to relieve him of an example when I buy my first Sopwith Camel.

Having found a suitable four jaw chuck at home and after long lonely nights of wrestling with my lathe and milling machine, determined to prove my mentors wrong, I was able to proudly display my completed B&D's to an apathetic, unresponsive audience who grunted reluctant surprise and grudging congratulations.

A vote was taken with the decision that with immediate effect our new venue for the Club Meets is now The Horse and Groom, Cornish Hall End, Finchingfield, Braintree Essex CM7 4HF

Anticipated Next Dates at New Venue: The Horse and Groom:
Saturday August 1st, September 5th at noon



The March mystery object.

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 at The Old School, West Kingsdown

Club Member Robin Vince gave another superb talk with photos on the history of Croydon Aerodrome, the starting venue for the first Pioneer Run(R) in 1930. Croydon was Britain's first International/ Continental Airport and played a major part in the development of global air travel with many of the methods used in air travel today first tested out there.

In response to the Zeppelin raids on London and Croydon during World War One the Royal Flying Corps (R.F.C.) were looking for suitable sites for aerodromes and R.F.C. Beddington was chosen in December 1915 with the first aircraft arriving the following January. Many of the well-known WW1 fighter types were stationed at Croydon and involved in defensive flights against Zeppelin and Gotha bomber raids in 1916-17. The National Aircraft Factory No.1 was quickly built in 1918 adjacent to Beddington with a test airfield and named Waddon constructing large numbers of military aircraft with many women employed there. After the formation of the Royal Air Force (R.A.F.) and the end of WW1 the National Aircraft Factory became the Aircraft Disposal Company and in 1919 H.R.H. Prince Albert, later King George V1 and H.R.H Prince of Wales, later King Edward V111 received flying training at Croydon with No. 29 Squadron. A young Winston Churchill undertook flying training too but abandoned this after surviving three crashes! In 1920 the two airfields were amalgamated to form Croydon Aerodrome with the lifting of the wartime ban on air travel and several pioneering airlines began services using ex-WW1 bombers.

Throughout the 1920's Croydon continued to develop to cope with growing passenger numbers and a number of milestones for air travel happened there such as the world's first Air Traffic Control Tower, world's first integrated airport terminal opened in 1928 and Britain's first intercontinental air routes to Europe, Asia and Australia. It was also the start and finish point for several record-breaking flights by aviators such as Amy Johnson and Bert Hinkler. Imperial Airways was formed at Croydon in 1924 by merging several smaller carriers together and pioneered many worldwide routes, it was the forerunner of British Airways. When World War Two broke out Croydon once again became a military airfield and played a prominent part in the Battle of Britain and throughout the war with many different squadrons and aircraft based there.

Following the end of the war however Heathrow and Gatwick were operational and able to offer better facilities compared to Croydon with a grass runway and no room for further expansion to accommodate the larger, faster aircraft now flying. It continued on as a regional airport until the final flight took off in 1959, ironically piloted by Captain Geoffrey Last.

Our grateful thanks go to Robin for another excellent talk and all of you for coming along. For those interested in a more detailed look at Croydon Aerodrome visit **www.historiccroydonairport.org.net**

Anticipated Next Dates at West Kingsdown:

August 17th
March 21st



Out and About

Sunbeam MCC Club Stand Ardingly October 2019

Sharon Benton



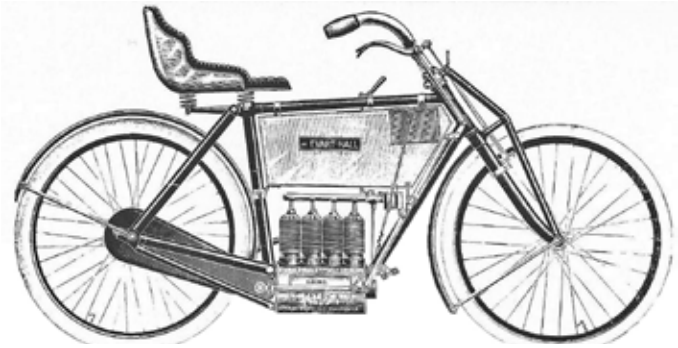




Features and Articles

Obscure Makes: Binks

John Hodson



Charles Binks and company are mainly known for the manufacture of carburettors, but from 1903 to 1905 they produced motor cycles. Charles was born in Bootle, Lancashire in 1865 his father, a dealer in tea, died before Charles was six years old. In 1881, whilst still living in Lancashire, he is employed as an ironmonger's apprentice. By 1891 Charles and wife Esther are living at Clifton near York and Charles, aged 26, is described in the census as a bicycle manufacturer. Another move and Charles and family were in Nottingham where, in 1901, he is described as a bicycle manufacturer employing staff.

Manufacture of motorcycles started in 1903 when the company occupied part of Whitehall's tenement factory, Woollaton Street, Nottingham. The first motor cycle was powered by an in-line 385cc four cylinder engine designed by Binks. The bike was equipped with a diamond frame, strutted forks, enclosed chain drive to the rear wheel, oil bath gear case, clutch, engine shafts running in ball bearings, starting handle and a spring mounted richly upholstered bucket saddle. The bike was said to be capable of 50mph and in 1904 it sold for £70 or £90 with forecarriage.

Willard Evart Hall was chairman of Evart-Hall Limited of Long Acre, London. They had garages, showrooms and repair shops including one at Whitehall's factory. In 1903 they sold a badge engineered version of the Binks motor cycle claiming that it was of their own design and manufacture, despite the fact that it was identical to the Binks machine.

In 1904 Binks designed two more machines both with in-line engines, one of 412cc and the other of 804cc. It is unlikely that these machines went into serious production. 1905 saw Charles Binks' involvement with Leader car production at Whitehall's factory before production was transferred to new premises at Aspley, Nottinghamshire. He also designed the Roydale car produced by the Roydale Engineering Company of Huddersfield from 1907 to 1909.

Production of Binks motor cycles ceased in 1905, this has been attributed to high production costs. However, the fact that Whitehall's factory was totally destroyed by fire in August 1905 is a more likely reason. Evart-Hall's bankruptcy in April 1904 might also have been a contributing factor.

Although Binks had been producing carburettors as early as 1905, it was not until they were established at the Phoenix Works in Eccles, Lancashire, in around 1911, that this became their main line of business. As well as carburettors, they also produced silencers and sparking plugs.

In 1911 the Binks works was very much a family business with Charles in overall charge, elder son Harold as foreman and younger son Charles Leslie as a turner. 1927 saw Brown and Barlow, Amac and C Binks (1920) Ltd combined to form Amalgamated Carburetters Ltd. Charles Binks died in Eccles in March 1922.

Sources of Information: Census returns 1881 to 1911, The London Gazette, Nottingham Evening Post, Binks and Evart-Hall's advertising 1903-1905, The Beaulieu Encyclopaedia of the Automobile, The Stationary Office, London, 2000.

My Life On Two Wheels: Part One

Ian Young

Early Years

I was born into a very ordinary middle class family living very close to the river Thames at Hampton in Middlesex. I was one of a twin and I had an elder sister. However, our early lives were thrown into confusion owing to the start of WWII. Our house was less than 20 miles from central London and as such was well within the main bombing target area, and finally my Father announced that it was now too dangerous to stay in our house and we were to become evacuees. Eventually when the main bombing in London had subsided we were to return to our previous suburban life which to us children was a very sad day having to leave Devon.

At the age of twelve I was sent to a renowned school, in Wimbledon where in the Summer I had to wear a straw hat. Clearly our parents had high hopes for the academic achievements of their offspring but regrettably it soon became apparent that I would fail to reward their expense. At home I was to be found making things with a Meccano set rather than reading Shakespeare. My Father a respected civil engineer was totally useless with his hands so I used to spend lots of time with my lovely Grandfather who taught me so many practical things. I continued to struggle at school and the only thing I enjoyed was playing table tennis at which I excelled.

In the school was a student who used to arrive daily on a very new Francis Barnett 197cc Falcon. He was not allowed to bring it into school grounds and I used to follow him out both to admire the bike and watch him starting it. Sensing my interest he then brought me copies of the 'Blue un' and the 'Green un' weekly motor cycle magazines which I read from cover to cover to widen my knowledge of motor cycles. By now I was truly hooked by all aspects of motor cycling. At school I found another enthusiast and he took me home to see some bikes owned by his Father. Needless to say I jumped at the offer to take me to a track meeting at the redundant Blandford airfield where I examined every machine in great detail. By now it was clear I had embarked on a subject which was to become my main interest in life. Returning to my education I was by now cycling to school every day and on the homeward journey I would stop at the large motor cycle showroom of T.G. Meeten. 'Tommy Meeten' had been a famous trials rider who together with his wife had won many awards; always riding a Francis Barnett. The showroom was full of new lightweights and the sales staff were endlessly patient with the many questions which I posed. Likewise on a Saturday I would cycle to Thames Ditton to see the huge showroom of Comerfords, certainly one of the largest motor cycle dealers in the South of England. This dealership was an absolute mecca for motor cyclists such that on a Saturday customers would have to wait to see sales staff. This venue again gave me the chance to increase my already growing knowledge.

Trouble in store!

I found that the son of local family friends owned a bike and I quickly engineered a meeting. The bike was a 1927 Ariel ohv 500, a model which I came to own many years later and a mount which today still has a good following. A friendship was quickly formed and he obviously detected my enthusiasm. Finally he offered to take me for a ride on this 'magic carpet'. I still have fond memories of that ride which cemented interest. Upon our return he told me that we had reached 70mph. This friend took to me quickly and volunteered to take me out to a local golf course and teach me to ride, an offer which I quickly accepted. In a short space of time I felt confident and could manage all the controls. Most of my life from then onwards was spent dreaming about owning a bike myself but clearly this would have to wait.

My parents had by now become aware of my growing interest but made it absolutely clear that they were totally opposed to my having one. The local motor cycle business was Blays of Twickenham. I recall accompanying another friend to collect a new Royal Enfield Bullet from there and to put a few miles on it he took me for a gentle ride around the Buckinghamshire Countryside.

By now my schooldays were drawing to a close and prolonged parental discussions took place as to my future path. It was now recognised that my leanings and early talents lay in a practical engineering

My Life On Two Wheels: Part One Continued. **Ian Young**

sphere. Subsequently a search began to find a suitable apprenticeship combining both practical and theoretical studies. Eventually a place was found for me at the specialist car makers the Allard Motor Company at Fulham. Despite my prime interest in motor cycles I had always kept passing interest in cars. Suddenly on Monday I was thrust into a new and very different life. I duly appeared on the first day clutching my overalls, sandwiches and lemonade. I was informed that I would be paid eight pence an hour and would have to spend one day per week attending the local technical college. Looking back now I can honestly say that I enjoyed every minute of my time working there. However it was to be a culture shock working with people from very different backgrounds to myself but despite all I developed a good relationship with them. Being so young I was often teased, for example being sent to the stores for spirit level bubbles or tartan paint! At lunch time I would walk around the corner to the huge motor cycle dealership Claude Ryes. Their premises comprised about eight shops with a huge display of new and used machines. I used to gaze at new Vincent prices at £375 which to me at that time seemed like a lifetime of earnings. Little did I know then that I would come to own at least 10 of this coveted make. I was at school with one of the sons of the Rye family but he never mentioned the family business which was one of four very large retailers. Later I bought a post-war AJS with the registration number RYE 5. This was one of a team of machines which they had entered in the renowned ISDT and it still bore the scrutineers marks from that event.

I continued to test the water periodically with my parents hoping that by now they would relent but no such luck. My daily toil continued happily at the Allard Motor Company and I moved around their various departments to learn new skills. The company made a stunning range of high performance cars mainly for export to the USA. The boss Sydney Allard had recently won the prestigious Monte Carlo Rally which had naturally boosted sales. The power units were either Chrysler or Ford V-eights. Indeed one of my first jobs was to grind off Ford part numbers, repaint the parts and put them in the stores where they were labelled as Allard spares.

Finally my parents reluctantly agreed to my having a cyclemotor for local use only and I subsequently came to do a huge mileage on my humble Mini-Motor. The only problem I had with it was the huge appetite for rear tyres caused by the drive roller. I had to fit a new rear tyre each month costing 65 pence.

Meanwhile I continued my friendship with the Ariel owner Andy. We used to venture to race meetings at Brands Hatch with me clinging to a cushion acting as a pillion seat. For the most part his tyres were almost bald but at that age you think you are immortal. Knowing my love for his Ariel he announced that he was going on a family holiday and offered to loan me the bike whilst he was away. Needless to say I jumped at the chance.

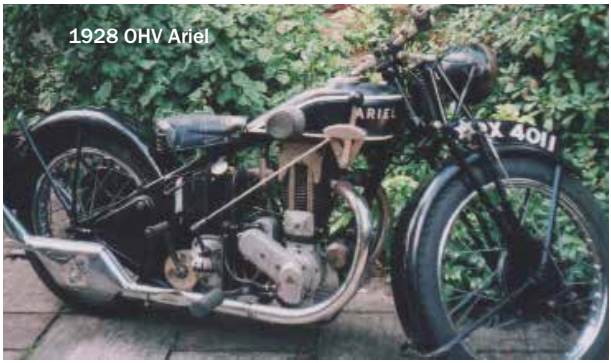


Ian taking part in a 100 mile cyclemotor event at a later date.

My Life On Two Wheels: Part One Continued. Ian Young

Disaster Strikes

On the first evening I had a simply marvellous jaunt on this powerful machine. However on the second evening the bike refused to start, probably because I had flooded the carburettor. Undaunted I recalled the procedure which Andy adopted at such times. Put the bike into second gear, bring it back on compression and run down the road using the exhaust valve lifter. Having gained sufficient speed the trick was to release the valve lifter and at the same time open the throttle which will normally cause the engine to fire. Being fairly athletic I ran down the road and at the moment when the valve lifter closed I slipped on some loose stones recently spread. To my absolute terror the bike started but shot out of my hands to go careering down the road on its own but totally upright. At the end of the road was stone wall where a man with a wheel barrow was standing. The look of sheer horror and amazement is something to be remembered. Eventually the bike hit the wall just missing the man with the wheelbarrow. The Ariel ended up a sorry sight on the pavement. Needless to say the forks were bent as were the front wheel and mudguard. I must have spent the remainder of the week both visiting and searching the local motor cycle breakers yards in the area. Eventually with the bike repaired I returned it to Andy but never had the courage or perhaps decency to tell him what befell it whilst in my custody.



1928 OHV Ariel

Unfortunately my friendship with Andy came to an abrupt halt for a while. We went out one evening to a local pub and ended up hopelessly drunk on Barley Wine. This subsequent parental summit meeting resulted in our being grounded for a while. Andy was the local blue eyed charmer always popular with the girls. He used to take them for nocturnal rides and no doubt in return received various favours. Sadly he was eventually to lose his life in a motor cycle accident. I still continued to use my humble Mini Motor extensively which returned 200 mpg which cost then just 10p per gallon. Out of my meagre wages at Allards I used to spend 25p per week buying an ounce of tobacco to make enough cigarettes to last the entire week.

A New Challenge

I continued to enjoy my time at Allard, but one Friday the office manager was doing his usual rounds dispensing wage packets. On this occasion we were given a letter stating that our employment would cease the following week. The letter explained that the downturn in sales meant that the company could no longer support the existing size of workforce. All apprentices were to go together with a number of other employees. To say that I was devastated would be an understatement and I recall that I was in a daze for at least a week. For the last few weeks I had been working on a small fibre glass three wheeler called the Allard Clipper and I assume that this was just a form of diversification into the growing world of micro cars which were tempting sidecar users to switch too. Little did I know that this was part of an attempt to prolong the life of the Allard Motor Company. Sadly this turned out to be a commercial failure and the only time I subsequently heard the name was in a feature article by Ken Hallworth. So regrettably together with the other apprentices I had to pack up my things and leave Fulham for the last time - there was a large lump in my throat on that last journey.

At that time most young men were required to do two years in the Army as part of national Service. As an apprentice you got what was called a deferment if you were following a recognised training

course. If however this training was broken you could not be given further deferment. It was now only a matter of time before I was called up for National Service but in the interim I need to find some employment. A friend of the family operated a dry cleaning business locally and asked me to help by driving their van to collect customers cleaning. I was somewhat apprehensive about doing this but was finally persuaded to accept this new challenge. The business was operated by a likeable extrovert who I got on with immediately. Another part time helper was his brother-in-law, one John Boorman with whom I was to spend my days travelling around. Little did I know that he was destined to become a world famous film director. Of course he became the father of Charlie Boorman who became equally famous for his TV programme featuring his world travels on a BMW motor cycle. Talking to him once at a Motor Cycle Show at the NEC I told him that at one time I had to lend his Father £5 to pay the rent on his flat in Richmond!. He only worked part-time as he also wrote feature articles for the Guardian newspaper. I thoroughly enjoyed my time there since I learned a lot about life both from the work itself and the people. I heard John Boorman feature on a popular Radio 4 programme and was very amused when he recounted his days at YB cleaners. To augment my wages I used to buy and sell Austin Seven spares which drove my parents mad with all the phone calls from my adverts in Exchange and Mart. Amazingly so but perhaps to illustrate my new affluence I bought a Rolls Royce for £100 but my ownership was short lived owing to the high petrol consumption.

My parents had either given up or given in and I was finally allowed to have a motorcycle. This was a 1937 350cc Empire Star ETW 80. Strange the way one can recall certain numbers and this was one despite the fact that I have subsequently owned 350 bikes! I recall it for another reason as it was the first bike I came off because I had not been schooled about braking in the wet.

The Dreaded Letter

Finally a brown envelope was on the doorstep containing my call up papers and a railway warrant to Aldershot. I then disposed of the BSA and prepared for another stage in my young life. I found it hard to believe that for the next two years my life was to be in the hands of HM Forces. On arrival I was registered to become a clerk in the Royal Army Service Corp and I never came to understand why. The initial training was harsh particularly so in a snow covered January of 1955. I thought at one time I would not survive this harsh regimental training and the terrible accommodation – all for 22½p per week. Eventually I was posted to a supply camp in the wilds of Shropshire. My job was to handle paperwork for a range of supplies over a wide geographical area which to say the least was totally boring. After many months my interest in cars became known and I was approached by an officer asking if I would be prepared to do some work on the body of his Riley car. I snapped at the offer and I was then picked up daily in a staff car and taken to his married quarter where I set out laboriously to strip the car down to bare metal. Eventually I hand painted it with Valspar much to the satisfaction of the owner.


Corporal Young

Life in the rural supply camp was quiet and uneventful, so much so that my twin brother came to stay without anyone detecting that he was not in the army. Out of my savings I was able to buy a lovely Singer Le Mans sports car for £120. This I used to travel home periodically, the journey being down that lovely A5 road from Shrewsbury. By this time I had been promoted and was in charge of the billet with a strange variety of National Servicemen. One was a real character who seemed to take a liking to me perhaps only because his home was close to mine. I arranged to give him a lift when I was going home for the weekend. This proved to be a good arrangement as he was in charge of cars and other vehicles on this small camp. When I switched the ignition on, the petrol gauge of the huge 20-gallon tank registered Full!

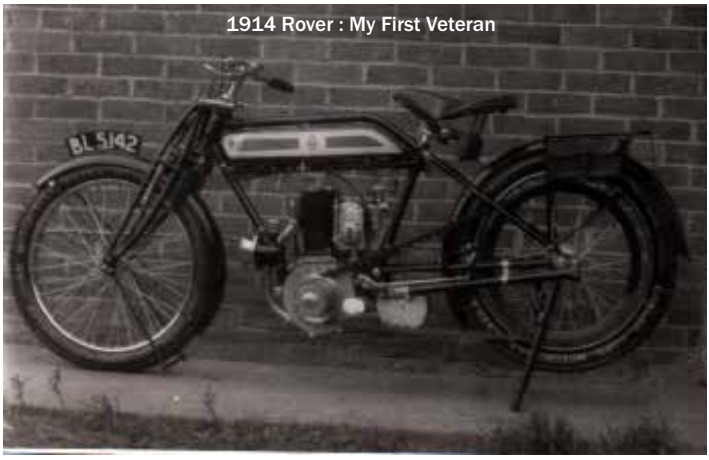
My Life On Two Wheels: Part One Continued. Ian Young

Some many years ago I was on a VMCC week end and I observed that the route would take me close to my old army camp and I could not resist going back there. To my utter amazement, the place was as if I had left it yesterday with all the buildings still there. The only difference was that it was now a small industrial estate. I went into the building which had been my billet for those many months and was staring up at the ceiling when someone asked me if I was ok. He was both astounded and amused when I told him this was the spot where I used to lay on my army bed each night listening to Radio Luxemburg. For the last few months I was posted to a large Army HQ in Shrewsbury which was a hive of activity compared to the small camp I had left. Again, only in 2012 I was taking part in a Sunbeam club four-day event near Shrewsbury and on a non-riding day I travelled up there to find the old barracks. Again it was still there and I found my old office cookhouse and hut in which I slept. Pure nostalgia going back over 50 years.

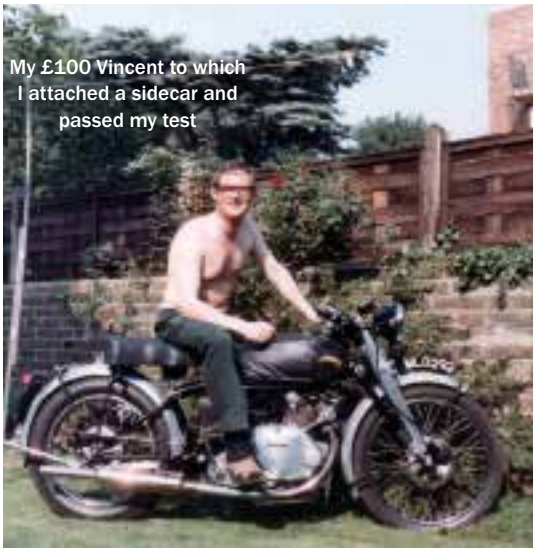
Finally after two long boring years the day dawned when I was once again to return to civilian life. I was nearly kept in because at the end of 1956 we had the 'Suez Crisis' and at one stage the possibility of armed conflict looked a possibility. To my relief, it did not stand in the way of my release.

Cheap Labour

Emerging from the Army I had yet again to consider my future. It was now too late to start any prolonged or formal training again. I had a relative who was a company representative with a car supplied and I felt very confident that I could act in this role. In hind-sight I joined the American company Gulf Oil having been told that after some time I would be considered to become a representative for them. However as time went by it became clear that there were others there labouring under the same misapprehension. I took the bull by the horns and applied for a job as a representative for a vehicle finance company being part of what is now Nat West Bank. To my utter amazement I got the job at £500 pa plus a car. After training I set out one Monday in my new Morris Minor 1000 to call on car dealers soliciting vehicle finance and I took to this very quickly. One day I passed Comerfords and stopped to admire the bikes. A mile further on was a large showroom and in the window was what turned out to be a stunning Rover bike. I was immediately grabbed by a desire to buy this bike and enquired who owned the bike. A youngish guy appeared from the workshop announcing that he was Ken Blake the owner of the Rover and if I wanted it the price was £100. Perhaps impetuously I agreed to buy it even though I didn't have £100. We came to an arrangement for me to visit his home periodically to give him stage payments until I had paid for it in full. Ken Blake was well known as a superb restorer of many unique machines and together with his wife Shirley has ridden in all the major VMCC and Sunbeam club events for upwards of 60 years. For some reason he offered to take me on my first event being a run at Sittingbourne in Kent. I quickly got the hang of the single-speed veteran with a Philipson pulley and ended up with an award which I still have. By then I had joined the VMCC and was well and truly hooked on Vintage and Veteran bikes. My next venture was to take part in my first Banbury Run again under the guidance of Ken Blake and this was at Honeybourne airfield



1914 Rover : My First Veteran


My £100 Vincent to which I attached a sidecar and passed my test

outside Banbury. However soon afterwards my attention was drawn to the fairer sex and the bike was mothballed for some time. I got married and for some years I was immersed in domestic life but more particularly in refurbishing a number of houses in order to build up some reasonable capital. This fully occupied every moment of my spare time but was of course financially rewarding. However I kept in touch with the club and the various events. I came to know a local member who was an avid Vincent enthusiast; ultimately I came to buy a concours example from him for £100. I was drawn by all the shine and felt this would take me further to events when I was fully free once again to participate when I had time between house renovations.

I then moved to a lovely village near Oxford and was pleased to find there was an active local section of the VMCC. I started to attend their monthly meetings and soon observed that most members were riding pre-1931 machines. I quickly decided that if I was to extend my participation in the Club I really needed to acquire a pre-1931 bike. Shortly afterwards I saw a BSA Sloper advertised in the VMCC magazine for £100. I arranged to buy it over the phone but asked the vendor to deliver it from Ipswich which surprisingly he agreed to. How I came to love NG 3507 and would love to have it back if only for sentimental reasons. I started to ride further afield and entered my first two-day event, the Coventry to Brighton Run. I now felt a fully-fledged club member and enjoyed attending the section meeting. As my activities increased I felt I would like to be more involved in the running of the club.

The opportunity came when I was approached and asked if I would consider taking on the major role of editing the club magazine. What a challenge but after long talks with the then job holder I felt I could now undertake this major role. The position would automatically see me join the main management committee of the VMCC. My election was confirmed and I had now joined the inner sanctum of the club. To start with I had to attend the lengthy management meetings held monthly at Evesham and these took at least four hours discussing endless aspects of our enjoyable hobby. It had been agreed with the existing editor that I should serve a form of apprenticeship by visiting his Cheltenham home to understand every aspect of this demanding role. I now felt very confident that I could handle this position and I was supported by a very patient wife. When my initiation was complete I suddenly realised that I had started a new way of life. I now came to be involved with many new faces some of whom were prominent in either the club or the world of motor cycling both past and present. Ultimately I stayed in this role for 13 years; producing 140 issues whilst also travelling 30,000 miles to management meetings AGMs and other specialist meetings. Suddenly there was a huge amount of post arriving daily plus an upsurge in phone calls. I had to regulate my domestic and personal life in order to cope with the work load at various times of the month.


A late 1920s' BSA Sloper similar to my beloved NG 3507

To be Continued..

Insure your bike & car on one policy! Call for details

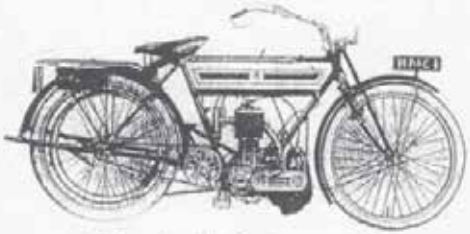
- Instalments
- Instant cover
- Legal protection
- UK & European breakdown

Carole Nash more comes as standard bike & car insurance
0800 298 5500

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm
www.carolenash.com
IRISH POLICIES AVAILABLE: Dublin 1800 298 550 Calls may be recorded.

HINTON MOTORCYCLES



Triumph enthusiasts can supply
handlebars, number plates, exhausts
and much more for
your flat tank Triumph.
Also manufacture or repair
to petrol tanks
for flat tank machines.
Phone Mike or Anne Lawson
to discuss your needs
or just to talk triumphs

01258 472262 evenings

Email : hintonmotorcycles # gmail.com

BEST FERRY DEALS

NUTTTRAVEL.COM



FOR COMPETITIVE RATES CONTACT:
NUTT TRAVEL on 0044 28 7035 1199
OR VISIT OUR WEBSITE:
www.NuttTravel.com

Norah Everitt

Al Johnson

Article reprinted by Kind Permission of the Canadian Vintage Motorcycle Group (CVMG)

In this day and age, women motorcyclists are few in number, and female competition rlders rarer still. In the 1920's, in England, the success of Marjorie Cottle as a Raleigh rlder sparked an interest in women, both as manufacturer supported trlals riders and as motorcyclists in general.

The 1927 ISDT Vase-winning team of Marjorie Cottle, Edyth Foley and Louie McLean really showed that women on motorcycles, especially as competition riders, were good for motorcycle sales, and many factories took to employing ladies to ride and promote their machines.

It was in this atmosphere of female emancipation that Norah Everitt became a motorcyclist. But motorcycling was not merely what we could today call a “feminist statement” for her; it was an emancipation from a dozen years of enforced immobility.

Norah was born in Yorkshire, at Mirfield, not far from those motorcycling centres which produced by the P&M and Scott machines. From the age of seven, until she was nineteen, Norah’s world was limited by a diseased foot that required her to use crutches to walk. After a long series of operations, by 1925 she was finally able to walk normally.

Making up for lost time, she learned to drive her family’s two-cylinder Jowett car and became so enthusiastic that she competed in a 24-hour trial with it. Apparently, the family were afraid of the potential damage the car would suffer, so she took up motorcycling, at first on a used P.V. It was, in her words, “a poor thing” which had to be push-started. Soon Norah graduated to a Baker two-stroke and became active in the local Dewsbury and District Motorcycle Club.

Now any Yorkshire motorcyclist of that era was used to indifferent roads and tracks over the moors, and a feature of even club trials were water splashes, freak hills and muddy tracks.

Norah became to make a name for herself in these events, partly, she says, because the years on crutches had built up her arm muscles to such an extent that controlling the lightweight Baker over rough going was considerably easier than it appeared.

By 1928, her successes had come to the attention of F.E. Baker, who began to sponsor her on the Villiers-engined lightweights which bore his name. Game for any type of motorcycling event, Norah proposed that she be entered at Brooklands on a Baker. Frank Baker was not keen about this; however he did sponsor her in the trade supported trials on a 247 Baker.

She competed in many events in 1929, taking a medal in the Victory Trial and the 24-Hour Trial. The toughest trail on the calendar was the Scott. Norah had spectated at it in previous years but chose to ride it in 1929. This resulted in considerable publicity for Baker, because she not only finished but won the Ladies Prize (a set of teaspoons) and was featured on a Pathé cinema newsreel of the event.



Norah in the 1929 Scott Trial at the railway on Appletreewick Pasture

Despite the publicity gained for the Baker motorcycle, the firm was in financial difficulty, and early in 1930, it was taken over by the James Cycle Co who began to make much the same models under the James name. This change brought Norah a unique opportunity. Early in 1930, the first Pioneer Run from London to Brighton was held. A number of firms who

had been producing motorcycles before 1915 considered it as a chance to show off their longevity, reputation and expertise as well as their new products. There was to be a Ladies' Team with Marjorie Cottle on a BSA, Betty Lermitt on a Rudge and Norah on a 1913 James two-stroke. The James was being provided by the factory. It appears, though, to have been in something less than concours condition.

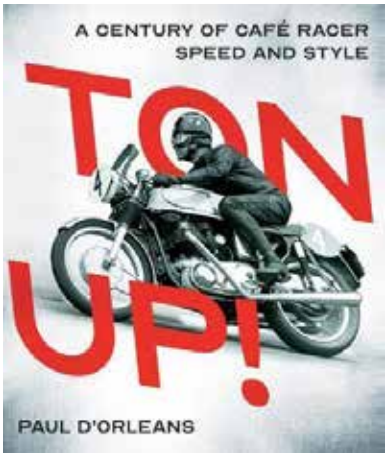
The Sunday was not entirely a fun day; it was dry but cold. Norah, starting as number 52, completed the Run. Although troubled by float problems, she kept the little James running by frequently pushing the carburetter tickler with her foot. The novelty of "a mere slip of a girl" handling with ease a recalcitrant veteran motorcycle resulted in a good deal of press coverage. The three hour and six minute run earned her a treasured medal. It was a repeat performance in the 1931 Pioneer Run.

WWII saw Norah still using her driving skills, as she drove ambulances in the London Blitz and later everything from staff cars to heavy articulated vehicle transporters for the Allied Forces. After the war she and her husband, John Morawski emigrated to Ontario. Norah became a member of the Canadian Vintage Motorcycle Group, and was the club's first Honorary Life Member. She was proposed by the London section who found her coming to their rallies and asked her why a petite, elderly lady such as her was so interested and knowledgeable about old motorcycles. They discovered her story, and realized her significance in her riding in the first two London-to-Brighton veteran motorcycle events as well as other long-ago competitions. Norah passed away in 2000.

Book Review

Ton Up! : A Century of Cafe Racer Speed and Style

by Paul d'Orleans **Reviewer: Julie Diplock**



Don't be mislead by the title, this book is really the story of motorcycle speed and style as it evolved from the early 1900s, with the first 100 pages devoted to the pre-fifties period. Written by the American motorcycle historian and anglophile Paul d'Orleans, Paul is well-known for his website **www.thevintagent.com** This book is beautifully put together but I did find some of the text a tad pretentious, nevertheless I am really enjoying it. The book gives a world-wide history on motorcycles from the earliest days, with the emphasis on the sporting machine.

Encompassing the birth of Brooklands and the TT, through the roaring twenties and on to the seaside Promenade Percys of the thirties, the book then moves on to what we would normally consider the cafe racer period. The book is well indexed and illustrated with lots of period photographs, many of them new to me.

208 page hardback, published 31 Dec 2019 by Motorbooks International ISBN 978-0-7603-6045-3 RRP £24.99



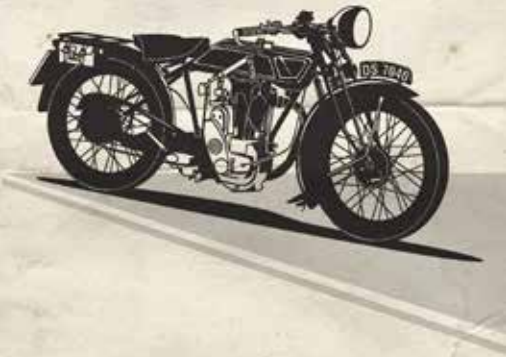
CLASSIC BIKE INSURANCE?

THE HARD WAY

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

THE EASY WAY

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



Sunbeam MCC
Club Member Discount
Don't forget to quote "CCSMC"
when contacting to obtain your
15% discount
on new policies and renewals

HAGERTY.
CLASSIC BIKE INSURANCE

HAGERTYINSURANCE.CO.UK

Hagerty International Limited is authorised and regulated by the Financial Conduct Authority (FCA Firm Reference Number 447417)

Trials

Pinhard and Southern Experts Presentation

Tony Lloyd

Toby Martyn was presented with the Pinhard Trophy at the Hookwoods round of the British Trials Championship on March 7th by past winner Malcolm Rathmell, pictured below.

Usually the Trophy is presented at the ACU Awards evening in January but Toby was away in Spain checking out his new mount.

Josh Golding and Izzy Saunders, pictured with Tony Lloyd, were also presented with their trophies for the Southern Experts Sidecar event which they won last November. Photos by Heath Brindley





The Vintage Bearing Company



Ball & Roller Bearings for Old Vehicles.
Obsolete bearings found, reconditioned or manufactured.
Also oil seals, steel rollers & balls.

email vintagebearing@aol.com

The Vintage Oil Company

Oil & Grease for classic & vintage motorcycles, motorcars, trucks, tractors, boats and workshop machinery. Also a full range of industrial & agricultural lubricants.

email vintageoil@aol.com



Vintage & Veteran



Purveyors of fine old motorcycles.
Please have a look at our website

www.vinandvet.com

email vinandvet@aol.com



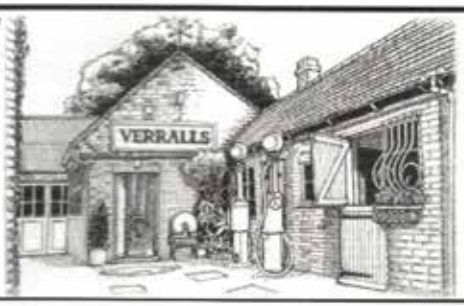
17 Studio One, Waterside Court,
Burton-on-Trent, DE14 2WQ

01283 509 562

VERRALLS

(Handcross) Ltd.

Specialists in
VETERAN - VINTAGE - CLASSIC
and
THOROUGHBRED MOTORCYCLES



WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

We always have on display a range of machines at our showrooms below:

The Old Forge, Quicks Yard, High Street
Handcross, Nr. Haywards Heath, West Sussex, RH17 6BJ
Telephone: 01444 400 678 Fax: 01444 401 111
Website: www.verralls.com

Walkers Garage, Bransgore

Classic & Vintage motorcycle specialists:
from preservation to restoration
Collection and delivery available.

www.euroteamservices.co.uk
01425 672268 (Hants)



Members Advertisements

Wanted

A pair of crank cases for a 1937 250cc AJS OHV. They **must** be in good usable condition throughout. I might accept a complete bottom half. Please help! R

1911 Douglas Gearbox. Two-speed, chain and pulley on same side, no clutch.

Pioneer Run Bronze Medals for 1901 Dart, or any issued to Bill Moore (1954 56 57); B Leonard (1961 62 63); M Leonard (1958 59 60); J HYATT (1968); B HYATT (1972 1973) 973); A Mortimer (1976) or C Read (1987).

For Sale

New Imperial Model 2, 1926. Lots of incorrect parts. Scruffy pipework. Nice fresh tyres and wheels. Needs recommissioning and cables resetting.

1914 Torpedo Lightweight 300cc. Runs well with V5C. Belt drive single-speed with pulley clutch and spare veteran Precision engine £6000.

Members Advertisements

Sammy Miller
Motorcycle Museum
WANTED
Unfinished Projects and Rare Motorcycles for our Museum
You can be sure your pride and joy will stay within the Museum and not be shipped around the world!
Also Affordable, Rideable, Show Winning Restorations.
Estimates Given
01425 616644
Sammy Miller Museum
New Milton, BH25 5SZ
museum # sammymiller.co.uk

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 them. 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.

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

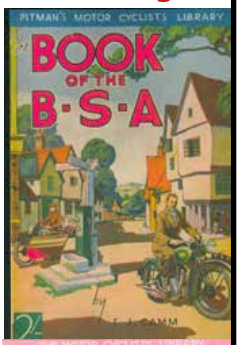
To place an advert contact the Editor, contact details inside the front cover. Include your membership number with your advert, free advertising does not include business adverts. Enclose an SAE for the return of any photos.

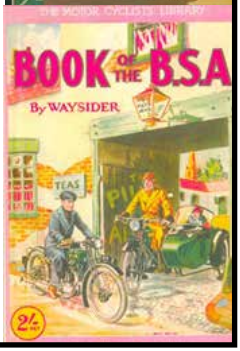
Always mention where you saw the advert when contacting advertisers.

Motorcycle Books & Manuals: Bought, Sold & Exchanged

Just Some of Our Reprint Titles in Stock:

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
0191 435 4122

5 Quarry Lane South Shields NE34 7NJ
www.classicmotorcyclemanuals.com
www.bsamanuals.com

2020 Classic Bike Events - Check website for Updates!

Ashford Classic Motorcycle Show & Autojumble
~~Ashford Postponed: Date TBA~~
~~Sunday 19th April~~ - Ashford Market, Kent TN24 0HB
Celebrating Weslake! Reuniting Former Employees with the Bikes & Engines

Romney Marsh Bikejumble: 10am Sunday 17 May
~~17 May Cancelled~~
at Hamstreet, Near Ashford, Kent TN26 2JD



Romney Marsh Classic Show &
Bikejumble: 10am Sunday 21 June
at Hamstreet, Near Ashford, Kent TN26 2JD
South of England Summer Classic Show
The Yamaha RD LC @ 40! Sunday 12 July
South of England Showground Ardingly, W Sussex RH17 6TL
Romney Marsh Classic Bikejumble Kent TN26 2JD
10am Sunday 13 September: Ride-In Show
South of England Classic Events:
Sunday 25 October : Sunday 17 Jan 2021 *New Date*
South of England Showground, Ardingly, W 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 2020

Date	Event Venue	Contact	
Noon Saturday 1st August	**Club Meet.** New Venue The Horse and Groom, Cornish Hall End, Finchingfield, Braintree Essex CM7 4HF	Frank Mace 0749-700981 **frankmace # ymail.com**	New Venue All welcome.
7:30pm Thursday 6th August	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Saturday 8th August	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 9th August	**Fourth Summer Pioneer Run®** Wings Museum, nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1915 New Venue
8:00pm Tuesday 11th August	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
Sunday 16th August	**58th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
8:00pm Monday 17th August	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
7:30pm Thursday 3nd Sept	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 5th September	**Club Meet** New Venue The Horse and Groom, Cornish Hall End, Finchingfield, Braintree Essex CM7 4HF	Frank Mace 0749-700981 **frankmace # ymail.com**	New Venue All welcome.
Sunday 6th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35 # btinternet.com**	Pre-1940
Postponed to September 2021	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	Postponed pre-1931
Sunday 27th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 8111036 **gizmomrsduck # aol.com**	Pre-1931 Flat-tank only New Venue

Photos: Richard Jones



1914 4.5HP James entered by Alex Milne at the Epsom Down start.



Dr Bryan Marsh approaches the finish. 1914 Dayton