Sunbeam Motor Cycle CLUB NEWS

Issue 893 August - September 2018

Always Ahead!



1914 Scott Buzzing Along at
The First Northern Pioneer Road Test.
Photo: Arnold Marshall

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
Acting Chairman Arnold Marshall	01797 270209	chairman # sunbeam-mcc.co.uk
Club Archivist Julian Swift	01233 756346	julian # julianswift.com
Committee Member Andrew Leslie	07599 291787	ajdleslie # gmail.com
Editor and Advertising Julie Diplock (SMCC)	01797 344277 PO Box 85, New Romney Kent TN28 9BE	sunbeameditor # hotmail.co.uk
Events Secretary and Publicity Officer Baz Staple	01892 535671	jennybaz.staple # gmail.com
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
Quartermaster / Post-Vintage Rep Chris Pile	01435 864043	christopher.pile # sky.com
Regalia Officer Rob Smith	01474 854239 20 The Briars, West Kingsdown Sevenoaks, Kent TN15 6EZ	rob_sv650 # btinternet.com
Secretary Paul Bullock	-	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	07885 660939	sinclairndlp # hotmail.co.uk
Vice Chairman Roy Plummer	01424 772598	royjplummer # yahoo.co.uk
Webmaster / Vintage Rep. Richard Rosenthal	01354 692423	perlrose # waitrose.com

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

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Editorial and News

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Hello Everyone,
Hope you're all having a great summer, and getting out and about on your bikes!
When you're submitting photos for the Club News please help by making sure that unless it's a really unusual image they are a reasonable photo: in focus, and high-definition if using email. Also can you let me have the name of the photographer and some captions with them, including names and machine details and location. Do think before emailing me loads of pictures, as it's difficult to find the time to look through them all. Try to send just the best, so no photos with cars or people in the way, or jackets slung over bikes etc. Ideally, I'm looking for pictures of cheerful people and club-eligible machines.
Don't forget to volunteer to help at our events and also on the Club stand, it's a great way to get out and about and meet new enthusiasts, the Club really needs your support.
All the best, Julie

From the President

Ian McGill

May I, through the Club News offer sincere thanks to the Sunbeam committee for arranging my 80th birthday lunch.

I would add that for members not quite up to speed, this is something the committee has done for long serving officials and started way back when 'Tiny' Ayers was Chairman.

As I have myself arranged quite a few of these lunches, I know how much time and effort goes into the day, for which I would specially thank Baz and Jenny Staple for making my day so special.

Eighty years tend to creep up on one, and it is a surprise when it is 'you'. Thanks to all those who attended.

Secretary's Scribblings

Paul Bullock

We have had a good response from the questionnaires with 146 returned. If you have not yet returned them then please do so, so that we can take the Club forward in the way that you wish.

We have received some very constructive ideas (and criticisms) and I hope that we will be able to act on these in due course. Now all we have to do is sit down and go through the replies to collate them ready for the committee to consider as the Club continues to grow.

I will say that the idea of a trials practice day has cropped up several times, I assume something along the lines of the Beginners and Wobblers days which used to be held by the North Kent Trials Combine to encourage people to take up trials. I certainly come under the Wobblers section!

There are also lots of suggestions regarding our Veteran and Vintage events with suggestions for several new events, please keep them coming in, the more the better.

Deadline for October / November Issue: 15th September

From The Acting Chairman

Arnold Marshall

Having stepped down as Secretary at the last AGM I thought that I had escaped the clutches of the Club committee. However, Time Penn quite suddenly found that he was unable to continue as Chair of the committee, resulting in my appointment as Acting Chair until the next AGM. I wish to thank the committee for their confidence in appointing me and promise to act in the best interests of the Club. The committee wish to express their thanks to Tim for his time in the Chair and are pleased that he has confirmed that he will continue to work as part of the Pioneer Steering Group, looking after the Brighton end of things.

Other changes that have taken place are that Rob Pond is standing down as Events Secretary to concentrate on the three events he currently organises and, importantly, to allow him more time to work with our President on the Pioneer Run®. Eventually Rob will take over as the Pioneer Run organiser when Ian decides he has had enough.

Baz Staple will take on the role of Events Secretary with immediate effect, working closely with our SOMs and others representing the Club at shows etc. Many members have indicated, via the recent questionnaire, that they are happy to volunteer to help at events. Can I ask these members to contact Baz directly with your contact details, so we can compile a volunteers list which will enable us to spread the work out so that we are not calling on the same people all the time.

I welcome Paul Bullock to the role of Club Secretary, he comes to the committee with the benefit of having fulfilled similar duties with other motoring clubs in the past and is already proving himself to be a great asset to the Committee.

Changing the subject somewhat, I would like to state the current situation regarding Club finances and hence encourage more members to actively take part in our events. Our current subscription rates are: UK Full Members £22.00, Non-UK Members £28.00 and Family Members £ 5.00. At the last Committee Meeting it was decided to leave the subscription rates unchanged for 2019 to be reviewed again in 2019 for 2020.

To run the Club and service the membership excluding all events but including the Club News, it costs £34.18 per member per year at the current membership count of 681. That is, in round terms, a shortfall of £12 per member, which equates to just over £8,000 per annum.

This shortfall has to come from profits from our events if we are to break-even on a yearly basis. To keep our membership fees down and to allow the Club to continue to be the success it is, please enter more events, create more events and volunteer to help.

The Club has issued new Data Protection and Safety policies, these may be viewed on our website **www.sunbeam-mcc.co.uk** or requested form the Secretary, contact details inside front cover.

From the Membership Secretary

Brian Empsall

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

Ian Avery	Dorset
David Poole	Cheshire
Stephen Sheppard	Shropshire
Andrew Smith	Cornwall

For information only: 2019 Subscriptions.

For the benefit of members entering the Pioneer Run® (whose 2019 SMCC subscription is to be included with their entry application) there is on the reverse of the address label with this issue of Club News a personalised statement of subscriptions for 2019. This includes family members, whose subscription should be paid at the same time as the full member's. Later in the year I will give payment details for members not entering the Pioneer Run.

2019 Shropshire Mid-week Break

Baz Staple

The uncertainty of the future of this event has been solved with Judith Coote and her non-member friend who confirm they will be organising the event and everything is in hand. The hotel is booked, and Judith will be asking Trevor for the room reservations deposit shortly. Jenny Staple will provide the regs and entry form this time as a template for the future.

Judith is a very efficient lady who has been helping on the Warwickshire Weekend along with her husband Malcolm Griffin. Fortunately, Judith was on the next stand to us at Founders Day on Sunday, so we were able to go through the fine details. Give Judith your support for this great event.

New Marque Specialists

Julie Diplock

Our marque specialist scheme continues to grow, with two new volunteers.

Peter Rosenthal has volunteered to assist with LMC (Lloyd Motor Engineering Company) from 1907 to 1922/3 (end of production) and Lloyd, circa 1904, as both makes were associated with the Lloyd family. Peter has two LMC machines, a 1907/8 454cc example which he is working on at present and a 1922 842cc V-twin that he hopes to ride in the Romney Marsh Run at the end of September. It came in boxes with 1½ other bikes, and cost £120 to make a running bike proving you sometimes don't need to spend lots on them.

Peter is the proprietor of Pete's Bikes, and can be contacted on **pete # petesbikes.co.uk** or by 'phone 01354 692423 ***(Editor's note: see John Hodson's article on LMC, October 2014 Club magazine.)***

Ian Pollard has kindly offered to help with your Excelsior Manxman queries, you can contact Ian by email **ianpollard # onetel.com** or by phone before 9pm: 01273 842433.

Regalia News

Rob Smith

I have had a batch of self-adhesive stickers of the Club logo on a banner on clear backing produced, size 80mm x 80mm. If you would like one (or more) please contact me via my details inside the front cover of the magazine. They are £1.00 each plus £1.00 P&P. It may be worth getting your order in early as I will be on holiday later in August!

Sunbeam September

Julie Diplock

September is a busy month for Sunbeam events, as we have three runs following each other: The Constable Run, Sunbeam September Challenge and the Romney Marsh Run. Contact details for all three can be found in the Club Calendar, inside back cover; give the organisers some support and get booked in now!



Vintage to Voltage

Julie Diplock

Together with my friend Carla McKenzie, I'm taking part in a charity run from Westminster to Paris in September, which we're calling 'Vintage to Voltage' as Carla will be riding her state-of-the-art Zero electric motorcycle and I'll be on my 1926 Triumph model Q. We're both Trail Rider Fellowship members, and Carla is also a TRF director and we'll be following green lanes and byways as much as possible We both have a daily range of around 80 miles, here we are having swapped bikes on one of our practice runs.

We're raising money for three charities: Kent Sussex and Surrey Air Ambulance, The Lt Dougie Dalzell MC Memorial Trust (DDMT) and The Joan Seeley Memorial Trust which provides pain relief and medical equipment for hospitals and hospices throughout the UK. We are self-funding the trip so all money raised will go to the three charities, if you feel you could donate then you can do so online: **https://uk.virginmoneygiving.com/CarlaMcKenzie1** Many Thanks.

Letters

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

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



Wanted Advertisement

Dear Julie,

Firstly, thank you for continuing to produce such excellent "Club News" - where would we distant members be without it?

My Wanted advert beginning "Sturmey Archer three-speed gearbox" is no longer required thank you. I have had several offers from members, of the various parts requested, one leading to the acquisition of a gearbox. I have obtained a carburetter and Webb forks from other sources.

Thank you again for this valuable resource.

Kind Regards, Brian Thorby

Westbury-on-Severn Summer Show: Sunday 2nd September

Hi Julie

It's that time of year again; having had members in the past who have attended and enjoyed this Gloucestershire show, I again offer an invitation to members who wish to attend. Westbury-on-Severn Summer Show is on Sunday 2nd September and starts at 12pm at the Parish Hall. There will be plenty of things to see and do on the day, including live music and food, entertainment for the children and a variety of craft stall holders on the field. In the hall there will be the Summer Show Flower and Produce Show. Superb lunches are available, and a bar open.

Bring along a classic car or motorcycle and gain free entry. Arrive and leave at times to suit your own plans. Please advise me on 01452 750424 or denbeale # gmail.com if you hope to attend to assist with space planning.

Best regards

Dennis Beale

Information Sought: 1933 350cc Velocette MK4

Hello Julie,

I'm trying to trace the history of my 1933 350cc MK4 Velocette. I believe it may have belonged to HJ Bacon, who raced at Brooklands and gained a Gold Star in 1931/2 aboard a 500cc Velocette, and again in 1933 on a 350cc Velocette. HJ Bacon also raced on the Isle of Man, where he finished eleventh in both the 1929 and 1930 Senior TTs on a 1929 Sunbeam.

I'd be grateful for any information about the 1933 350cc Velocette, please contact me if you can help.

All the best,

Terry Scotchmer 01934 751091 (Somerset)

I have been a fool!

G'day all from darkest Tasmania!
After nearly 50 years of interest in very early motorcycles I have only just joined the Sunbeam Motor Cycle Club. What a fool I am for not joining way back in my youth.

My excitement at receiving my first magazine soon disappeared when I spotted the Obituary page, to read that our old friend Stanley White had passed away in January. A lovely chap indeed.

To the Sunbeam Club I congratulate you on a fantastic magazine with, believe it or not, articles on very old motorcycles. I am going to enjoy this Club even though on the opposite side of the world and I intend to submit my early Chater Lea / JAP for a Pioneer Certificate soon.

I can offer any information from my literature collection to the Club, some of which can be seen at **https://www.flickr.com/photos/flattank_motorcycles/sets/72157622145524286**
All the best
Howard Burrows
Editor's Note: Many thanks for your letter and kind offer, it's won you a Sunbeam MCC machine badge.

What Do You Want from your Club Membership?

Dear Julie
I read with interest Baz Staple's article in `Club News` (no. 892). To get a one-day event off the ground is not going to be easy. I had considered organizing an event over the Somerset Levels, but received no support from local members. There is a lot of work involved and a team of dedicated enthusiasts is essential.

I was one of the three that entered the Rose of Torridge Run and was disappointed, but not surprised, that it failed. On the date in question (20th May) the VMCC arranged 25 events, two of which were in Devon!

An extremely successful event of recent years has been the Golden Era Run, the brain child of Noel Whittall who has the full backing of the VMCC North East Section. Personally, I consider this to be the best event in England. Not only does it have an interesting venue (a WW2 aerodrome) but it is a comfortable ride and a first-class lunch is provided. I am sure that this was not easy to get started but Noel put the effort in by putting advertising leaflets on bikes at a number of events and he also managed to obtain sponsorship from a well-known Tea Company. Anyone organizing a successful event would probably be happy to pass on their knowledge.

Possibly the Sunbeam MCC and the VMCC could liaise and perhaps joint ventures may be the way forward in the future. I would be happy as part of a team to help in the South West of England.
Kind regards,
Raymond Hudson

Brighton Speed Trials: 1st September 2018

Hello Julie,
With reference to the photograph on page 20 (Issue 892) of Rob Kitchen receiving the Sprint Record Cup on behalf of William Mace for his performance at the 2017 Brighton Speed Trials, it might interest the membership to know there were at least a further three SMCC members competing (as well as carrying out official duties in the running of the event) at the 2017 Speed Trials, although on somewhat more modern 1970's machines.

For those interested, the 2018 Brighton Speed Trials is taking place on Saturday 1st September. The event is run by the Brighton and Hove Motor Club, with, by kind invitation, the motorcycle side of things being organised by the Sprint Section of the VMCC www.vmccsprint.co.uk . The main sponsor for the event being Frosts of Brighton.
With thanks and regards, Tony M (name supplied)

Welcome to Our New Chairman

Julie,

I am pleased to note that Arnold Marshal has been welcomed back on to the management committee as the new Chair. I have only met Arnold a few times in recent years and have had the pleasure of observing his business-like work methods when sitting as the club secretary previously.

My feelings are that he is the right person for the job at a time when our club needs democratic and progressive leadership. I wish him well in his new post and am now feeling optimistic for the future of SMCC with him at the helm.

Regards, Dave Masters

Pie On Ear®

Hi Julie,

Thanks for yet another super Club News. I've been reading with some interest, over recent issues, letters regarding the Pioneer Run and I would like to make a couple of comments.

For the last five or six years I have asked to be last away so that I can be of some help at the start, I am only able to get at the start just before 7am so I'm unable to help "setting up". I wonder if other entrants who stay overnight or live close by have considered helping at the start and leaving in the last 20 or so. I don't find it any problem being away last, in fact the other road users seem to have become accustomed to "old bikes" that I don't get squeezed so much. I am normally catching up with some of the class ones at the coffee stop and arrive at Brighton with plenty of others still to come in so I don't miss out any of the fun.

I like several others do not like the last several miles on the A23, it is just not pioneer friendly. I am not local to Brighton and rely on sign posts to direct me. I have looked on the map and seen a probable solution. At the last roundabout on the A281 we turn left to make our way over to the A23. The map shows a road that goes directly ahead and leads down under the A27 to the A270 in Brighton where we could re-join our route. The map shows only a couple of junctions and one roundabout. Is this road as good as it looks, or do you local lads have better knowledge regarding suitability for pioneer vehicles?

I have ridden in the Pioneer Run since 1987, I was a late starter at 49 years old and have had many pleasant rides and a few taxing ones but all enjoyable for the reason that for me it is the first outing of the year on a pioneer bike and also for the sheer atmosphere. So, let's keep it in March. I shall be 80 this year so like others I wonder how many more can I get in. If I could not manage the whole route I would not enter. I consider having a half way start would involve far too much extra work for the already over stretched officials, unless of course those wishing to do a shorter run can come up with a workable solution.

We must all try to get more people in their forties and fifties in our ranks to help keep these pioneer bikes alive. I'm trying, so come on all you pioneer owners, let's get stuck in!

Best Regards, Richard Mummery.

Re Pioneer Run® Sponsorship.

Dear Julie

I entered my Wall Autowheel and insured it a few days before the event. When I saw the Hagerty advertisement on the back of the programme, I looked no further and rang. Within minutes, the price seemed reasonable and I was covered. I did mention that I had seen the advertisement.

The first time I rode the machine on the road was as I left the start at Pease Pottage. I was frozen and the Wall did not like any more than minimum throttle. It kept cutting in and out which I wrongly assumed to be carburettor icing. Anyway the pedalling helped to keep me a bit warmer and I was reluctant to stop. It was only when I got to Brighton that I discovered that the sparking plug lead had become detached. The HT lead was so stiff with the cold that it kept landing back on top of the plug! It was a remarkably satisfying day; my thanks to the organisers, marshals and to Hagerty Insurance.

Regards, Michael Joseph

Hagerty Insurance

I note with interest in the June - July 2018 Sunbeam MCC Club News that support is requested for Hagerty Insurance, who have kindly sponsored the 2018 Pioneer Run®.

I have no connection to Hagerty Insurance other than that I have used them to insure my Vintage, Veteran and collectable vehicles for the past three years.

Hagerty offer a very personal service from staff who really do know and appreciate old motor vehicles. They are able to offer agreed value policies either for riding or for storage only, and although I have yet to have a claim, I have found the level of service and the low-price quotes very competitive to the rest of the market. They will also cover trailers as part of the policy and named drivers in a reciprocal agreement for other Hagerty insured owners.

They specialise in limited mileage, combined vehicle policies including the flexibility to include relatively modern cars and motorcycles on the basis that an insured driver or rider can only use one vehicle at a time. Best of all, and not widely known, is that they offer substantial further discounts to those fortunate enough to own six or more vehicles insured with them.

With their knowledge, flexibility and great value, I thoroughly recommend them to SMCC members

Richard Woodcock, VMCC and SMCC Beeston Marque Specialist

Mystery Machine

I wondered if anyone can get any further with this cracking photo sent to me by Neil Caw from Scotland who was given it by a neighbour clearing out; sadly she didn't have the bike in a shed or any other motorcycle-related stuff! The rider is wearing Flying Corps uniform, dating the picture between 1912 and '18 and it looks like a 90 bore JAP engine in a mystery chassis fitted with Saxon forks. There seems to be a slight curve to the downtube which may suggest the engine is not the original but it is clearly a track bike with its dropped bars, Senspray carb, open port exhausts, lack of front brake and high-geared pulleys, yet it has been registered in Greenock, Scotland for use on the road.



It's surely a Brooklands bike, where else could you race it at that time? So I wonder, not only what it is but also whether the rider is local or, as seems more likely, has been posted to Scotland, bringing his race bike with him and registering it to get about. I can't see you getting away with riding a bike like that on the road unless you were in a remote area and there were airfields in rural Ayrshire at the time; RAF Greenock wasn't until WW2 and the more famous Scottish airfields like Montrose and Edzell were on the other side of the country. So, who is he and what is it? I'd love to add 'where is it' but I'd guess, like the rider, it now only survives in the photograph.

Cheers Rick Parkington

Editor's Note: *Need some air in that front tyre Mister!*

Club Meets

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

These are held on the third Monday of the month from 8pm to 10:30pm at West Kingsdown Village Hall, London Road, West Kingsdown, Kent TN15 6BZ. (Behind The Gamecock Pub) OS grid reference O/S 188 574 629. Tea or coffee and biscuits provided, for more details contact George Smith on 01474 852960 or **t110george47 # gmail.com**

May

Our Pioneer Registrar John Waghorn gave another excellent talk on Werner motor cycles along with photos and illustrations shown on the Club projector from the Registrar's information file on Werner and John's own collection. John also kindly brought along the main components of a 1902 Werner project he has owned for a few years. John's notes will be made into a longer article on Werner's history to appear in a future edition of the Club News. The Werner brothers were possibly the first to manufacture a special motorcycle frame designed to enable the engine to be fitted low down which soon became known as the 'Werner Position' and they have often been given the credit for starting what has become commonplace on almost every motorcycle to this day.

The second half of the evening belonged to another of our regular supporters; Club Member Dennis Grech with his 1903 Werner, very similar to John's project machine. It was previously owned and ridden by another Club member; Reg Eyre. The machine was put on display in the hall then taken outside and with one twirl of the pedals Dennis started and ran it on the stand for us, then rode it up and down the road to the hall.

Our grateful thanks go to John and Dennis plus Baz and Jenny for bringing the Club laptop and projector.



Dennis Grech pedal starts his 1903 Werner.

Club Meets

West Kingsdown Club Nights Continued : June

Harriet Johnson, the curate of our local Anglo-Saxon Church St. Edmund King and Martyr, 'The Church in the Woods' gave an excellent talk about life on the Falkland Islands with her photos shown on the Club projector. Harriet previously worked for the Foreign and Commonwealth Office and was posted to the Falklands in 2003 to serve as the Deputy Governor of the islands until 2009. Harriet was able to explore much whilst there and showed photos of several places that became familiar names to us during the 1982 conflict. The current population is around 3,000, with most living in the island capital Stanley. They are mostly self-sufficient with only two inbound flights a week and the inhabitants are easily outnumbered by sheep and the number of penguins on the largest island, East Falklands, and the 398 other surrounding smaller islands; mind-boggling! A referendum carried out in recent years returned a 99.9 % vote of the islanders wishing to remain British. Harriet was able to find a few photos of Falklands-based motorcycles specially for us, most of them were post-1940 machines but included were two nice images of a young chap on a new-looking early 1930s saddle-tank hand-change B.S.A. Our thanks go to Harriet for an interesting and educational evening and a collection made on the night towards the ongoing upkeep and maintenance of St. Edmunds raised over £50. Thanks to all.

July

We had originally planned to have Club Member Cedric Olden with his 1932 Manx GP-winning Norton on display but due to important family commitments it will be rescheduled. Instead another 'Bring Your Photos/Something Unusual Night' was held which brought a great response with John Waghorn bringing a flat-twin engine from the only known local motorcycle manufacturer from the Vintage and Veteran era: The Economic. Robin Vince brought an aircraft hand sextant that would have been used to navigate at night at high altitude by the stars and Peter Ashlee the rolling chassis comprising frame, forks and wheels of his lightweight veteran Humber project. Many other interesting items, photos and documents were on show and passed round. Thank you all everyone for your contributions.

Next Dates at West Kingsdown:

Note: No August Club Night at West Kingsdown.

Monday September 17th

Club Nights at Six Bells, Chiddingly, East Sussex

Paul Rees

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

Next Dates at Chiddingly:

August 2nd August will be the fish and chip run, from The Six Bells to Seaford.

September 6th

Club Meetings at The Vine, Essex

Frank Mace

The Essex meet takes place at noon on the first Saturday of the month at 'The Vine', Vine St, Great Bardfield, Braintree, Essex CM7 4SR, 'phone: 01371 811822, www.vine-greatbardfield.co.uk - all welcome. Next meeting at The Vine is 2nd June at noon, then again on the 7th of July.

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

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.

Out and About

2018 Conyboro Run

John Joseph

Despite a thunderous night before, a good morning of glorious sunshine and smiles all round followed. In the Six Bells paddock on Sunday there was space aplenty to unload, fuel up, oil up, start up and warm up among the buttercups. Relaxed chat with coffee and tasty sausages ensued at the signing on table, all part of the Sunbeam service.

Rob Pond had planned the route through a scenic set of Sussex lanes with the South Downs as their backdrop. Clear signage at every turning to make navigation easy and we wound our way through the fresh green of early English summertime.

All bikes are interesting but some intrigue me; David Noakes' Sunbeam Sprint: stripped to near skeletal for a single-minded purpose – speed, restorers' masterpieces like Ian Anderson's NUT: still gleaming and much used at the same time, the aura that surrounds Brough Superiors like the one ridden by Tony Houlihan.

In the spotlight for this run were the 'oily rags', unashamedly showing their age in un-restored originality that only natural ageing and much use can create. There were a good few to choose from. I liked Colin Gunn's '24 Raleigh but the popular vote went to Charles Smith's '14 Douglas 2 ½, unusually the only one of its makers products present. If you've got an oily rag machine keep it that way and bring it out.

The Six Bells' served as a great venue: good beer and food and a little gentle live jazz in the hot afternoon sunshine.

If you didn't come; why not? You missed something really special. Well done and thank you Rob and your team; it was fabulous.



Brian Walker's 1936 Triumph 5/5.

Results

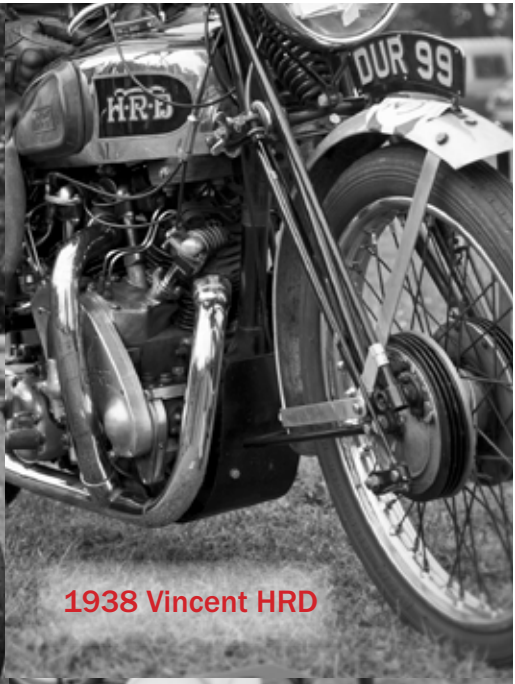
Most Original Veteran Bike:
Charlie Smith
Most Original Vintage Bike:
Colin Gunn, 1924 Raleigh.
Most Original Post Vintage Bike:
Petri Hitches ,
Best Two-Stroke or Sidevalve Bike:
Grant Jenkins
Most Interesting Vehicle:
Andy Brown 1921 Morgan

2018 Conyboro Run Continued

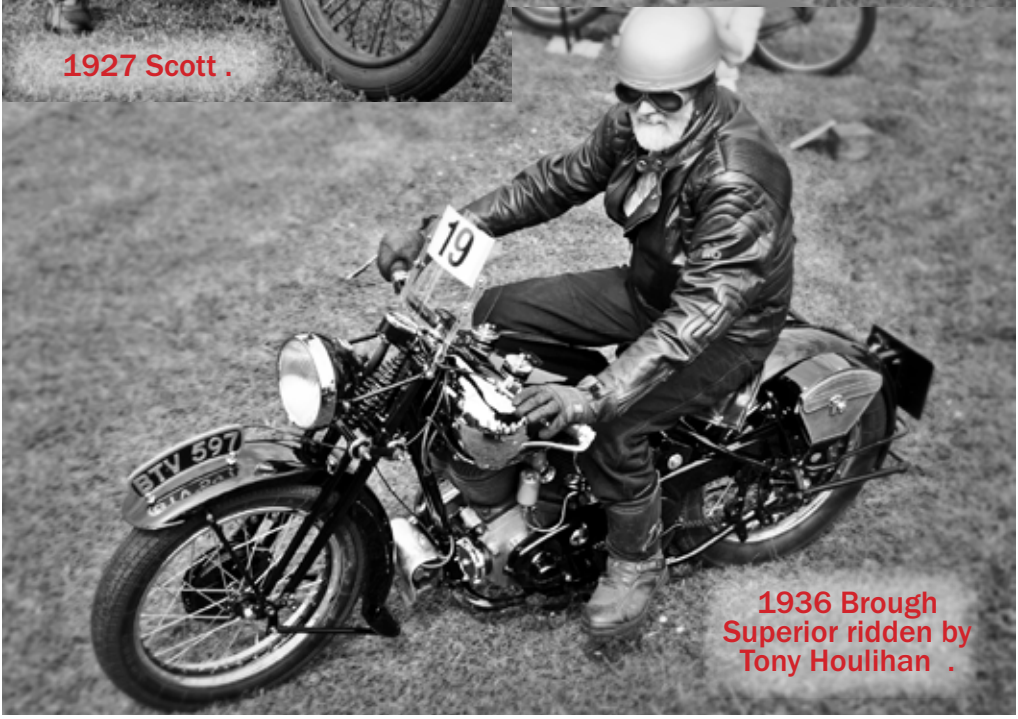
Photos Rick Turner
More available at www.rickturnerphotographer.bigcartel.com



1927 Scott .



1938 Vincent HRD



1936 Brough Superior ridden by Tony Houlihan .

Steam and Cream at Bluebell Railway

Ian McGill

Twenty-two members and friends enjoyed a very pleasant day on the heritage railway, several arrived early and gained an extra journey to East Grinstead, however whilst waiting for 'our' train the heavens opened and for some twenty minutes we huddled under the platform canopy. It did at least cool things down a bit and stopped almost as quickly as it started.

We then boarded the train and were served with delicious warm scones, cream and strawberry jam, which was applied at your choice, either cream first or jam first, depending whether you are of Cornish or Devon leaning.

Two brave members arrived on motorcycles, both with sidecars. John Joseph and wife on the 1928 770cc BSA sidecar and Stephen Bowen on the 1933 500cc Sunbeam sidecar which unfortunately caught fire just after being started. This was speedily extinguished by Bluebell workshop staff but had to be recovered for the journey home to Hampshire. A phone call to Stephen this morning proved that the damage was not too bad, and the Sunbeam is hoped to be rewired ready for the 56th Graham Walker run.

Tradition is that this event happens each other year, so we hope to see a few more members at Bluebell Railway in July 2020.



Suitably attired, John Joseph and wife stand behind Stephen Bowen's 500cc 1933 Sunbeam Combination.





Les Centenaires

Ronald Florens

I wouldn't bother writing this report about a small-scale French vintage event for pre-1920 motorcycles if it was "just another" event.

Last June I attended the fourth edition of Les Centenaires and believe me, after organizing the Klepper Parade (which will be organized for the last time in 2019, in De Haan, Belgium) for 29 years, I want to recommend Les Centenaires as the worthy successor.

The French organize with the heart and they handle the perfect balance between riding and socializing. The date for this event is on the third weekend in June in a small village approximately 200 kms south of Paris. The countryside is as good as it's flat and superb with hardly any traffic. There are stops by places of interest or a handcraft workshop on the Saturday afternoon and the Sunday morning.
This event is spot on, well worked out times for riding and socializing embraced with the typical French way of life and friendship.

OK, they have beaten all of us in the latest World Championship Football but that is the only negative fact against them!

The language is not an issue because their English is by far better than your French. Do not worry about food either, you better start worrying about losing the pounds you have gained after your visit!
Below is a picture from the event, e-mail contacts are :
Jean-Marc Theurier: **bernadou8123 # orange.fr** or Touchet Alain **touchet.alain # bbox.fr**



The 35th Welsh Week

John Appleton

I think that everyone who attended this year's Welsh Week will have enjoyed themselves. The weather was a little unsettled to begin with, but after Tuesday it was sun all the time.

As before, the Kemp family did us proud, with Bev providing excellent food and Jack coming up trumps with some interesting routes and fantastic scenery. What a treat to have mainly pot-hole free roads!

On the Wednesday, I went to see what had happened to Pantycelyn Hall at Aberystwyth where we used to be based. It was a sorry sight – only the larger rooms being used for Welsh speaking classes, the rest full of junk. The gardens were overgrown. I enquired at the Conference Office and was told the old story – interior conversion to student accommodation by 2019. Some hopes!

After organising the Welsh Week for ten years, Colin Bentham and I have decided to stand down and let someone else take over running the event. I am pleased to say that Tim Kemp has agreed that the Kemp family will undertake all the organisation in the future. Colin and I wish them every success. Details of dates etc. will be published in the Club News and on the website.

Club Stand at VMCC Founders Day

Jenny & Baz Staple

As no-one else could do the event this year, Jenny and I decided to take the club trailer up to Stanford Hall, Lutterworth and put on the Club Stand. We erected the marquee on Saturday afternoon, with the help of Richard Duffin. Ideally, this is a four-person minimum job, as putting it up is always more difficult, and requires younger muscle power but it was well-worth the fuss as we had very welcome shade all day, which was extremely hot.

The following day we had nine varied and interesting bikes on the stand. Richard Lancaster brought his 1904 Rex which he started regularly, drawing large crowds to the stand. Richard also brought a borrowed 1913 Velocette two-stroke, engine no. 11. An extremely rare machine, it was inspected by Ivan Rhodes, as it was similar to his own machine.

Founders Day theme this year was OHC bikes, and Nick Farthing brought his 1929 AJS M7, ridden by Henry Pinnington together with his 1930 OHC KTT Velocette, imported from a museum in the States.

In no particular order, other members who displayed their bikes on the club stand were Richard Higgins (1913 Connaught), Richard and Julie Duffin (1930 Scott), Rick Parkington (1924 BSA), Jeremy Joiner (renovated 1916 Triumph H ex-WW1) and Ray Cave (1925 AJS).

This mix of machines from rough to shiny brought in a large gathering of admirers and several machines were paraded when requested.

We signed up one new member with his wife as a family member, plus many other hopefuls. Many visitors, both members and non-members, visited the stand with interesting stories and queries which are being followed up.

Personally, I picked up a much needed 1928 AJS engine at the very large autojumble, which always provides a good source of early spares.

In my view we should always try to be present with the club marquee at these events. During the busy day, Jenny and I were often the only ones manning the stand, fielding the questions and selling the club, so more volunteers would be welcomed, it's a great day out. It was good to see our new Club Secretary Paul Bullock there too.

At the end of the extremely busy but enjoyable day, we were glad to have some six helpers to dismantle and load the trailer, which was all done in a jiffy. As we all know, many hands make light work!



Ray Cave's very tidy 1925 AJS.



Richard Lancaster's Edwardian Rex sits in contrast with Nick Farthing's sporting 1929 vintage cammy AJS M7.



Rick Parkington brought this charming 1924 BSA, a solid work-horse of its time, while Nick's thoroughbred AJS gets a close inspection.

The First Northern Pioneer Road Test

Lynda Lancaster



More Cheese Gromit!

This was staged on 1st July and set in the beautiful Yorkshire Dales with weather to match. We all assembled in Tennant's Auctioneers vast car park on the edge of Leyburn. Quite a number of spectators had gathered and watched as nearly all successfully started the Road Test. The route took the riders through quiet country lanes with excellent directions and the travelling marshals were out at certain junctions just to make sure. The route went through historic places and villages following the River Ure on the north side of the valley and at one point 16 miles of quiet road was travelled with no turnings! The lunch stop was made at Bainbridge on their quintessentially English Village Green. An 'A' road passed through here and many modern motorbikes stopped to view the collection on the Green. This was an ideal fuelling station as it was just over half way round the 50.2 mile route with plenty of parking for tender vehicles. After an excellent lunch and a rest in the shade of the trees, the Pioneers set off once again straight back to Leyburn entering the Tennant's Car Park to the spectacular sight, colours and sounds of an Asian Wedding taking place at their function rooms!

We had 40 entrants from a wide area including Holland, Ireland, Scotland and the south of England and are so pleased everyone could come together and celebrate all than is Veteran.

Wallace and his team were the most excellent hosts and the attention to detail was fantastic. To finish off the run, we had a very interesting raffle with £137.60 donated to St Teresa's Hospice (Darlington) and we send our very best wishes to Wallace and his family at this difficult time.



Wallace draws the raffle

To end this Grand Day Out, Wallace gave us all a pack of Wensleydale Cheese supplied by the Wensleydale Creamery in Hawes! With thanks to them and to Tennant's for allowing us to use their car park and facilities, to the Corn Mill Café in Bainbridge for an excellent lunch, to Fracks for their breakdown service and to everyone who made this first Northern Pioneer Road Test so enjoyable and such a great success.



Lunch stop at Bainbridge Village Green



Team Earnshaw at the start aboard their 1914 Triumph.



Superb 1912 Harley Davidson outside Tennnant's the Auctioneers building

The First Northern Pioneer Road Test



1914 Bradbury ridden by Les Searle



Right, the Bradbury at rest.



1914 Humber, second member of the Veteran Purple Helmets Display Team.



Lunchstop on Bainbri

Photos: Arnold Marshall





Colin Goode of the Beamish Museum at the start on this rare 1912 Dene.



dge Village Green



Zenith V-Twin

Jane Anderson and The Ivy



Jane Anderson with her Ivy Model K at The VMCC Banbury Run, where she won Best in the Early Vintage Class, 1915-1924 Photo: Julie Diplock

The Constable Run

Sunday 9th September

Monks Eleigh, Suffolk

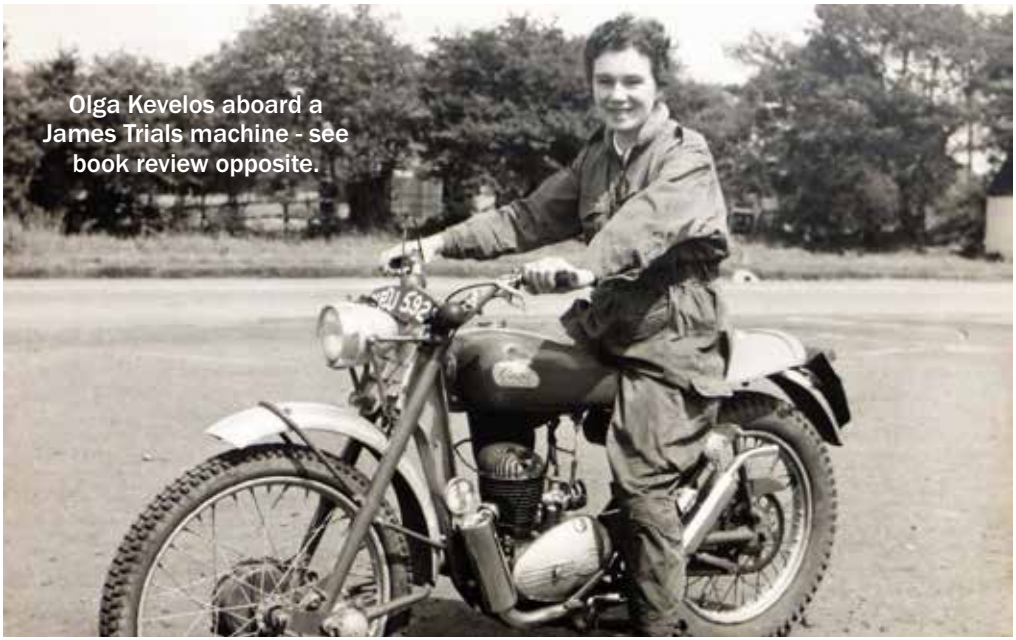
To enter contact Marian Johnson

marj_35 # btinternet.com

or visit

www.sunbeam-mcc.co.uk

to download an entry form

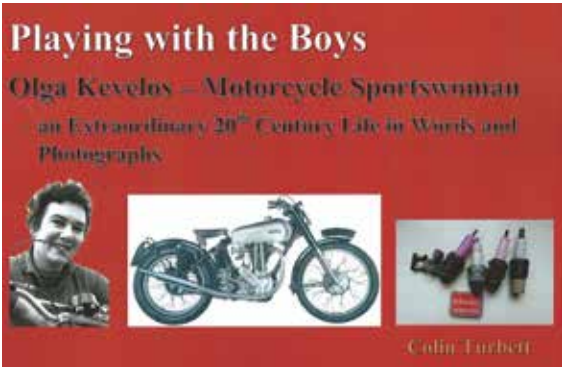


Olga Kevelos aboard a James Trials machine - see book review opposite.

Book Review

Playing with the Boys - Olga Kevelos

Nick Jeffery



Olga Kevelos - one of those names that resonates through the post-WW2 trials scene and always a woman of mystery to me. Now, thanks to author Colin Turbett's new book Playing with the Boys - Olga Kevelos - Motorcycle Sportswoman we can learn so much more about this exotically-named lady.

'A woman who ploughed her own furrow and was beholden to no one' is how Colin describes her and one cannot disagree having read this beautifully put together, lavishly illustrated self-published labour of love. I always dread the term 'self-published' but there need be no concern here as both the design and production quality are superb. Colin's diligent research takes us through her amazing life starting with her birth in 1923 into a middle-class Anglo-Greek family and early rebellious school experiences. Not fitting into conventional wartime jobs, she became a narrow boat trainee on the inland waterways. Post-war she travelled by bicycle in Europe before she returned to work in the Cherry Tree restaurant in Birmingham that her father had acquired. The habitués of this establishment at the time included many Midlands motorcycle personalities and placed her in a wonderful position to surround herself with 'admirers', with all that that name may imply.

She purchased her first motorcycle, a Royal Enfield Model CO 350, in 1947 and then took up trials riding on a 125cc James. She rode in the 1948 Scottish Six Days on a James and subsequently in the ISDT on an AJS, where she broke her arm and leg. Career results included a Gold in the ISDT and Special First Class Award in the Scottish. She subsequently rode a great variety of machines, often with works support, including Francis-Barnett, Norton, Ariel, Greeves, Triumph, BSA, Butler, Valon (from Len Vale-Onslow) and, surprisingly to me, Maico, Parilla, CZ and Suzuki.

But it was not just off-road events that attracted her. She had two-wheeled road-racing forays at Ansty and Goodwood and in the Thruxton 500-miler on an Ariel Arrow plus car races in Kieft and involvement with Rex McCandless and his Formula Three car. She also participated in the successful Honda Maudes Trophy attempt in 1962. In her later years she became very involved with organisational matters in the Birmingham Club and subsequently ran a pub with her brother in Kings Sutton on the Oxfordshire/Northamptonshire border. She died in 2009.

There is so much more that could be said about this highly recommended book but space prevents other than to say that each phase of her life is illustrated with press cuttings, programme extracts, photographs and correspondence which the landscape format of the book displays to best advantage.

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Features and Articles

A Ride Out For The MCC

Richard Rosenthal

Following a public meeting at Frascati's Restaurant, London called by Mr T Underwood the Motor Cycling Club (MCC) was officially formed on 19th November 1901, arguably the first motorcycling club in Britain, although not the first motor sport club. In 1906 the MCC admitted cars for the first time to their events, provided they cost less than £250 brand new limiting such entries to light cars and cyclecars.

Initially the MCC restricted their activities to social runs before holding their first competition event at Crystal Palace with hill climbs, races and other speed events in spring 1902. Alongside this, members began testing themselves on long gruelling rides including club captain EH Arnott who took 65 hours 45 minutes to ride his Werner 'uphill!' from Land's End to John o'Groats. Club runs and local trials continued as the MCC's main business for the next few years, assisted in 1903 as the British national speed limit was raised from 12 to 20mph.

In early 1904 the MCC committee underwent a re-shuffle with the secretary resigning to be replaced by J Horace Reeves while CW Brown became trials secretary. Of great importance to us long term, The Motor Cycle magazine columnist Ixion (Rev. Basil Davies) took over as editor of the MCC's monthly Club Gazette published by Temple Press, also publishers of the Green-Un, as the weekly Motor Cycling magazine was known. In this year the MCC ran their first long distance trial (London to Edinburgh), GP Mills (Raleigh) slashed the End to End record to under 51 hours, motor cycles were regularly raced at many of the UK's banked cycle tracks as mid-session entertainment to the day's main business of cycle racing and Basil Davies published this press release picture in the MCC Gazette.

A local professional photographer confirmed this photograph of an MCC ride out was snapped in Coventry. While I couldn't hope to confirm the location, the image is of interest on a number of levels. At least two of the five machines are factory tester jobs - extreme right and centre (with Ixion like or possibly Collier Bros rider) - making it one of the earliest images depicting the use of what today we know as trade plates (registration marks weren't compulsory in the UK until 1/1/1904). DU is a Coventry registration mark with the additional T6 clearly visible on the right-hand machine making it a 'factory' mark which would have been switched from machine to machine by the tester.



Published in The MCC Gazette in 1904.

A Ride Out For The MCC Continued **Richard Rosenthal**

Likewise, the central machine. Unfortunately, it's impossible to read all of the front registration mark of the Humber (second from right) but this could well be another tester's bike.

While we can wonder at the wisdom of the sidecar passenger clasping a lit 'gasper' only a foot or so from the outfit's petrol tank and almost certainly incontinent early spray carburettor we can admire the fact it is actually a sidecar outfit. Sidecars were first marketed in the UK in 1902, but they were slow to catch on and even by 1904 many preferred forecars or passenger trailers. Often such social rides attracted half a dozen or so riders, but at the time this was a significant number as the small crowd of onlookers, mainly men and boys in their Sunday best, who are gathering to watch the spectacle depart confirm.

Editor's Note: *Fascinating photo, the practicality of the chap's white jacket must surely be questioned?*

The London Ladies' M.C.C.

Peter Maddox

The clippings below were taken from The Motor Cycle Show Number dated 23rd November 1933, under the Club Events Section.

Miss I.M. Crow B.Sc is shown as living in Ely House Broadmead Road, Woodfood Essex. I live quite close, and found that her residence 'Ely House' no longer exists.

Her name rings a bell with me, so she might be well-known in the motorcycle for some input in the history of motorcycling. Perhaps someone will know?

London Ladies' M.C.

Sec. : Miss I. M. Crow, B.Sc., Ely house, Broadmead Rd., Woodford Green, Essex.

Challenge Cup Trial result :-

CHALLENGE CUP. - Miss J. Hole (New Imperial)

NOVICE AWARD.-MISS. P. Fawcett (Velocette).

The Club celebrated its seventh birthday on November 5th, when a well-supported run was held. Tea was taken at the Paddock Tea Rooms, and afterwards Miss J. New, late captain and one of the original founders of the Club, was presented with a chiming clock in recognition of her seven years' service in that capacity. Miss Cooper has been elected captain.

London Ladies' M.C.

Sunday Nov. 26th. Decoy run, meet Marble Arch 11am.

Wednesday Nov. 29th. Visit to Olympia meet B.S.A. stand 7pm



10th Sunbeam September Challenge

Sunday 9th September

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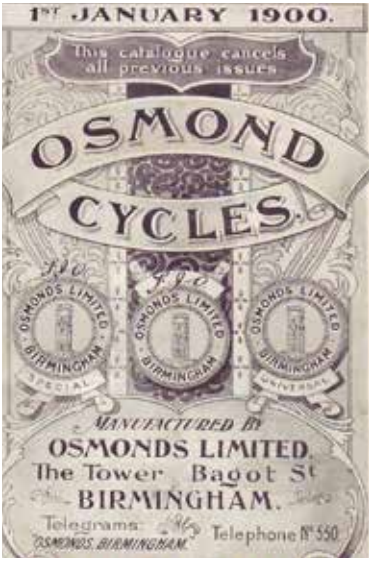
Obscure Makes: Osmond

John Hodson



Frederick John Osmond was born in Long Sutton, Lincolnshire in 1868. Osmond entered the Crystal Palace School of engineering in 1885. In 1887, after completing the engineering course, he entered the offices of the Institution of Mechanical Engineering as a junior draftsman. In 1891 he was appointed works manager and designer of the cycle department at the Whitworth Works in Birmingham. All went well until 1893 when the son of the owner of the Whitworth Works was appointed works manager and Osmond was demoted to assistant works manager. In 1894 Osmond left Whitworths to become works manager and managing director of the Osmond Cycle Company Limited situated at premises known as The Tower at the corner of Bagot Street and Lancaster Street, Birmingham. The Osmond Company was soon employing 120 people in the manufacture of bicycles.

Frederick Osmond was a successful amateur racing cyclist; in a long review of his career in the Cycle Magazine of 1895 the author of the article suggests that F J Osmond, a cycling lion, will be the greatest English amateur racing cyclist ever. His experience in the design, manufacture and racing of bicycles would have put Osmond in a strong position to run his own bicycle company.



The 1900 Osmond catalogue (right) contains a very comprehensive range of bicycles, tandems and tricycles made for use by women and men and also for racing, prices ranged from 10 Guineas to 23 Guineas. The catalogue also contained details of the first motorised vehicles sold by Osmonds: a motorised tricycle costing 110 Guineas and the Osmond Victoria car selling at 160 Guineas.

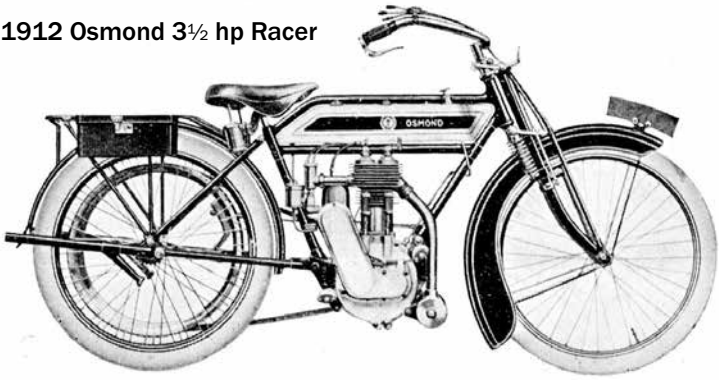
The first report I can find of a powered Osmond two-wheeled vehicle is the Osmond motor bicycle displayed at the Stanley Show of 1902. No mention is made of the type of engine used. Direct twisted hide belt drive or chain drive with two speed gear versions were available. The weight of the machine was 72 lbs, the top speed was 30 mph and it was claimed that the two-speed gear "enables the machine to mount any hill". The prices of the machines were belt driven £45 and chain driven £50.

Not much was heard of the Osmond Cycle Company between 1903 and 1911. It has been reported that the James Cycle Company purchased Osmonds Limited in 1911; this is consistent with the fact that the 1911 census shows Frederick John Osmond and his family living in Barrow in Furness and Frederick working as a foreman engineer at the local ordnance factory. Just why Frederick Osmond left the Osmond Cycle Company is not clear to me. From 1911 the company was known as Osmonds (1911) Limited.

The 1912 Osmond Cycles and Motor Cycles catalogue shows three motor cycles and at least eighteen bicycles on offer. The company claimed that two of the motor cycles, the Roadster and the Racer, were powered by Precision 499cc 3½ hp engines, I am advised by Nick Smith that the engines shown in the illustrations do not look like Precision engines. The third bike offered, another Roadster, was powered by a 557cc 4¼ hp engine of unspecified make. The type of engine used by Osmonds at this time remains a mystery. All were equipped with: B&B carburettors, Bosch magnetos, automatic

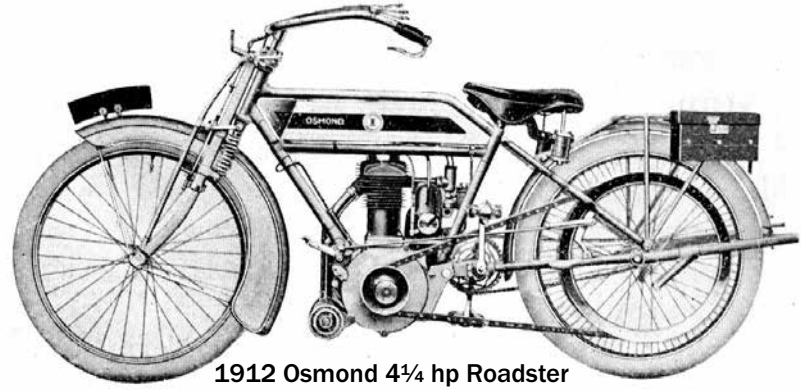
pump lubrication, Druid spring forks, Lycett's or Brooks saddles, Dunlop studded tyres, 26 inch x 2¼ inch wheels, rear stands, tubular carriers, pannier bags, tool sets, belt rim rear brakes and front stirrup brakes. The bikes were finished in black enamel with bright parts heavily plated on copper. Tank panels were lined.

1912 Osmond 3½ hp Racer



The 3½ hp bikes could be had with 7/8 inch rubber belt drive for £48, the addition of a Sturmey Archer three-speed gear and free engine increased the price to £57. Additionally, the 3½ hp Roadster model could be had for £54 with Villiers hub and free engine. The 4¼ hp Roadster model was available with the same drive arrangements and costs were: rubber belt drive £48-15s, Villiers hub with free engine £55 and Sturmey Archer three-speed hub and free engine £58.

Another period of motor cycle inactivity appears to have occurred from 1911 until 1922 when in November of that year an Osmond Junior motor assisted bicycle was introduced. This machine was powered by 1½ hp Simplex 104cc two-stroke engine, had chain drive, weighed 70lbs and cost 26 Guineas. The Osmond Junior continued into 1924 when it was joined by the Osmond Royal, a machine powered by a 239cc engine. The Royal had Druid sprung forks and a two-speed chain-cum-belt drive. The cost of a Royal motor cycle varied between £35 and £40 according to specification. The Royal alone continued into 1925, the last year of production of Osmond motor cycles. Frederick John Osmond died in Barrow-in-Furness in 1919.



1912 Osmond 4¼ hp Roadster

Sources of Information

Institution of Mechanical Engineers 1892, 1896 and 1897. Cycle Magazine 1895.
1900 Osmond catalogue.
1902 Stanley Show Report.
Osmond Cycles and Motor Cycles Catalogue 1912.
The Motor Cycle November 1922, Sheldon's EMU. The Motor Car, Motor Cycle and Commercial Motor Index, 1932. Census returns for Frederick John Osmond: 1881, 1891, 1901 and 1911. I am grateful to John Waghorn for access to the Ayers Collection of Literature and to Nick Smith for advice on the engines used.

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Availability of Beaded Edge Tyres

Julie Diplock

It's been getting difficult to buy new, road-legal beaded-edge tyres of the common sizes, so I had a chat with Ben Field, the managing director of Vintage Tyres, and here is his response:

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06/06/18

Dear Julie,

It was good to talk to you just now about the availability of Ensign beaded-edge tyres.

Vintage Tyres owns the Ensign brand and produces both beaded-edge and wired-on tyres under that name. The beaded-edge motorcycle tyres have been made for us in the same factory to a consistent high quality for many years.

When we were inspecting our last shipment it became apparent that the usual high standard of manufacture hadn't been met. Bead widths were uneven and the weights of the tyres differed. I decided to scrap the entire shipment as a result.

I realise this action has caused a hiatus in supply. However, on safety grounds, I really had no choice but to take this course.

I acted immediately to begin production of all the beaded-edge motorcycle sizes at another factory. We have now received the first production run of 26x3 tyres, and the other sizes (26x2, 24x2.25, 28x3 and 26x2.5) will follow through the summer.

Vintage Tyres was set up to keep enthusiast vehicles of all types on the road, and I take this responsibility very seriously indeed. You have my word that we will fulfil all outstanding and future requirements for beaded-edge motorcycle tyres. I will happily talk to any of your members who have any concerns or doubts on this matter.

Yours sincerely,

Ben Field, managing director

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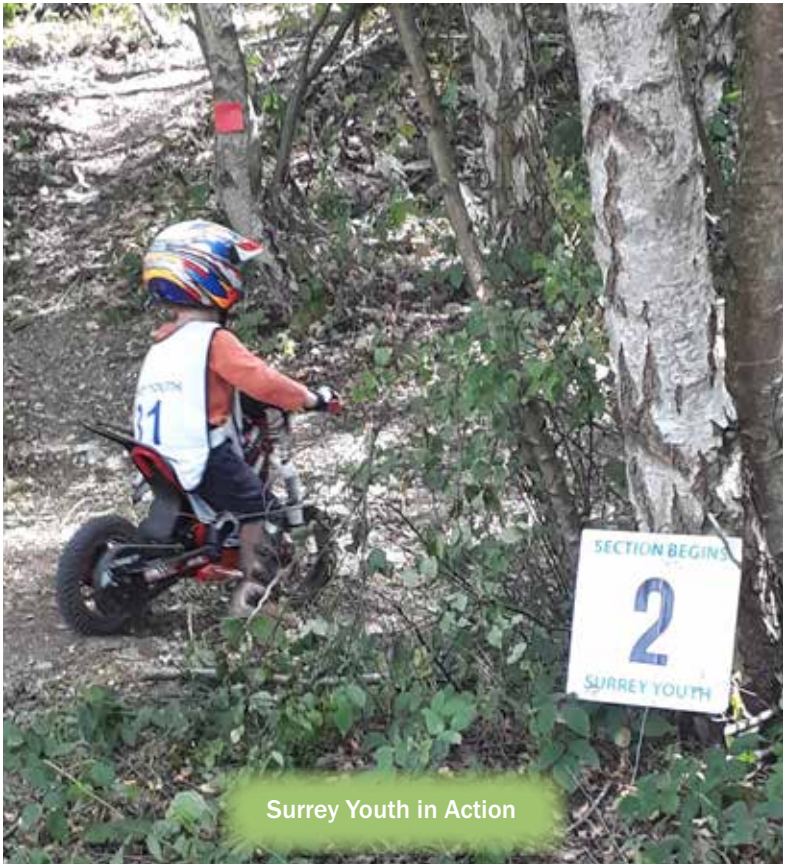
Trials

Surrey Youth and Sunbeam MCC Link

Neil Sinclair

At our last committee meeting we discussed the possibility of widening our club activities to reach out to different audiences. As a club we mainly focus on "old bikes" mostly owned and ridden by folk that qualify for discounts on holidays which are offered to us happy souls by Michael Parkinson and the like.

Enter Eddie Renham. Eddie has been a club member for as long as I can remember and I've been in the club since the early eighties. Eddie has a good number of Pioneer Run finishes to his credit, while his son Dave runs Bultaco UK from Staines and is very active on the trials scene.



Surrey Youth in Action

Surrey Youth Motorcycle Sports Club was set up by Eddie in the nineties and has gone from strength to strength. With a different approach to trials Eddie focuses on beginners and improvers with riders as young as three years old taking part.

So, with Sunbeam MCC covering the more experienced and mature, in terms of machinery and riders and Surrey Youth covering the more recent, in terms of machinery and rider age, we are exploring what benefits both our organisations could forge.

Eddie has endorsements from the local councils in his area and works tirelessly to encourage new riders into motorcycling. On the 14th July 2018, I attended Eddie's latest event at Kitsmead near Chertsey, about 5 minutes from the M25.

A good sized hard standing parking area, toilets, a catering van; the organisation was excellent. Even the local Mayor was present to wave the start flag for the 50 or so riders who were present. The sections were aimed at newcomers to the sport and the event was an example of excellent organisation.

As it's a significant birthday for the Sunbeam Club next year we are looking to organise a club run to start and finish at Kitsmead.

Surrey Youth and Sunbeam MCC Link Continued. **Neil Sinclair**



Neil (left) and Eddie (Right)
Ed: Surely shome mishtake!

For the youngsters to see some of the pioneering machines that were the blueprint for their modern machines would, I think, benefit both clubs.

Having seen beginners in action, it took me back to the early eighties when I first started. It was hilarious to see the parents' nervous faces watching little Jonny ride around the hazards with the words "get out of the way dad I know what I'm doing!".

Progress is great, and electric bikes seem to be catching on, but I was pleased to see a 35-year-old Yamaha TY80 being ridden to a good standard.

As a club, if we can forge links with the opposite end of the spectrum we may just be on to something.

When a date is agreed we will publish details in the club news, ideally, we would be looking for between 10 and 20 entrants with a club run of around 10 miles starting and finishing at Kitsmead, Chertsey on a Saturday when the sun is out. Watch this space!

Calling All Helpers

We are running the Gingerbeards and Greybeards Trials on the 25th and 26th August at Horsmonden, Kent.

If you can spare either or both days to observe I would be delighted to hear from you, full training will be provided along with refreshments. Contact Neil Sinclair s below.

Wanted: Volunteers

to Observe at our Trials Meetings:

Saturday 25th August Gingerbeards Trial

Sunday 26th August Greybeards Trial

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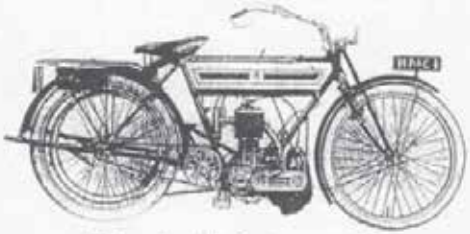
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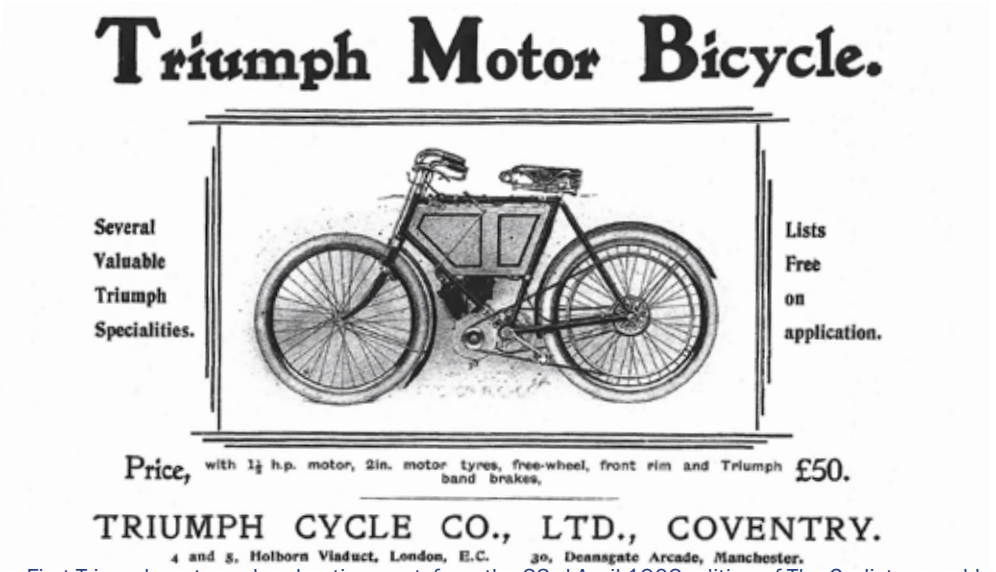


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Wanted

Urgently Wanted: Pair of beaded edge tyres 26" by 2½", new or good useable condition. Dunlop cord or the like. Please phone (06/18)



The First Triumph motorcycle advertisement, from the 23rd April 1902 edition of The Cyclist, a weekly cycling magazine which often carried articles about motorcycles. Picture courtesy of John Waghorn.

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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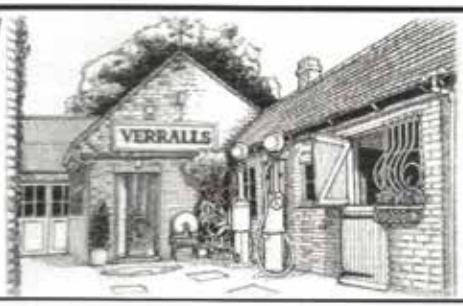
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museum # sammymiller.co.uk

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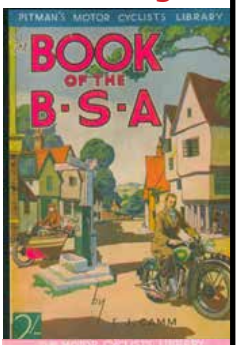


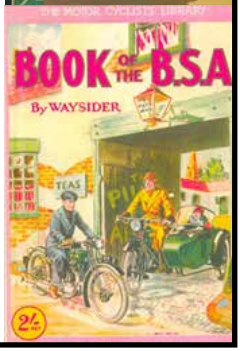


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Romney Marsh Classic Bikejumble

10am Sunday 16th Sept

Spares Auction at Noon, Entries booked in from 10am.
With Ride-In Show - £25 spot cash prize.
Huge Marquee - all-motorcycle autojumble - Free BikeMart
Cheap garage-clearout stalls - Team up With a Friend - Ask for details
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South of England Classic Show & BikeJumble

Sunday 28th October

Guest of Honour:

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At South of England Showground, Ardingly, West Sussex RH17 6TL

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01797 344277 **www.elk-promotions.co.uk**

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
7:30pm Thursday 2nd August	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Paul Rees 01323-844766 paulrees49 # yahoo.co.uk	All welcome
Noon Saturday 4th August	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
Sunday 12th August	**56th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 pioneerorganiser # gmail.com	Pre-1940
8:00pm Tuesday 14th August	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
Saturday 18th August **New Event**	**First Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Post-1914 - Pre-1931
Sunday 19th August	**Second Summer Pioneer Run ®** Handcross, West Sussex	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Pre-1915
-	**Note: No August Club Night at West Kingsdown**	George Smith 01474-852960 t110george47 # gmail.com	All welcome.
Saturday 25th August / Sunday 26th August	**Gingerbeards Trial** **Greybeards Trial** Jackson Woods, Horsmonden Kent	Neil Sinclair 07885-660939 sinclairndlp # hotmail.co.uk	Any Bike/ British Bike Riders over 40 years old
Noon Saturday 1st September	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
8:00pm Tuesday 10th July	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
7:30pm Thursday 6th September	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Paul Rees 01323-844766 paulrees49 # yahoo.co.uk	All welcome



2018

Date	Event Venue	Contact	
Sunday 9th September	**Constable Run** Monks Eleigh, Suffolk	Marian Johnson marj_35 # btinternet.com	Pre-1940
8:00pm Tuesday 11th September	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
Saturday 15th September	**10th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
8:00pm Monday 17th September	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome.
Sunday 30th September	**Fifth Romney Marsh Run** St. Mary in the Marsh, Kent	Julie Diplock 01797-344277 sunbeameditor # hotmail.co.uk	Pre-1931 Flat-tank only

The Romney Marsh Run

Sunday 30th September

Starting and finishing at
The Star Inn, St Mary in the Marsh,
Romney Marsh, Kent TN29 0BX

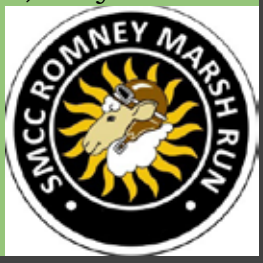
Spectators Welcome - Food Available

A choice of long or short routes around the beautiful Romney Marsh, open to all Veterans (pre-1915) or flat-tank (pre-1931) motorcycles, sidecars, tricycles or three-wheelers of any make.

Visit our website to download an entry form:

www.sunbeam-mcc.co.uk

Or Contact Julie Diplock, sunbeameditor # hotmail.co.uk
01797 344277 : PO Box 85, New Romney, Kent TN28 9BE



Photos: Arnold Marshall



John Robinson on the road with a 1913 BSA 3 ½ hp.





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