Sunbeam Motor Cycle
CLUB NEWS
Issue 900 October - November 2020
Always Ahead!

Ixion Cavalcade:
Nigel Fear looks to be anticipating
the coffee-stop on his 1914 550 Triumph
Photo: Alan Turner

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)

The Sunbeam Motor Cycle Club Ltd

Founded 1924

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Editorial and News

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Hello Everyone,

The season's in full swing, so keep those photos and articles coming! I've had a mixed bag, with a couple of punctures on my veteran Triumph while husband Rick is recuperating with a broken collarbone after an involuntary from his Commando, but onwards and upwards!

The online Boston library archive is an invaluable resource, with volumes of The Motor Cycle available. I haven't quite fathomed out how the catalogue works, but 1905 volume 5 can be accessed here, and it's fully searchable: **https://archive.org/details/motorcycle152lond_/** *Sadly, not all adverts are included as I discovered when I tried to locate the BAT advert featuring WG Grace - if anyone has better luck than me then do drop me a line. All the best, Julie*

From The President

Ian McGill

Jack Smith

Older Members may well remember Jack Smith who passed away on 20th June aged 95 years.

Jack and his wife Pam were part of the 'ride to work' brigade, who along with Ralph Venables were members of the well known 'Trials Observer Team' of past years.

The funeral has taken place at Barham Crematorium, in Kent.

New Events Secretary Required

Baz Staple

I shall be retiring from the committee and from this position at the next AGM in April 2020. We are therefore seeking a new person to fill this essential post. This can be all be completed online and does not necessarily require a committee post.

The job consists of all Secretaries of Meetings (SOMs) sending the Events Secretary their next year's entry forms and regulations to be checked for accuracy. The Events Secretary will be armed with an example from previous years for guidance both in paper form and on computer memory stick and these new papers should only require modification of dates and price changes, if any. This has to happen before the SOMs circulate to intended entrants and for placing on the club website, via our webmaster.

Whilst these are the basic requirements, he or she should make sure the SOMs have all the other needs to do with the event, which are pre-listed.

In early Autumn of each year the Events Secretary has to collate all the intended dates for the following year, checking there are no important clashes with other events, and then sending the list to Old Bike Mart and Classic Motor Cycle for publication.

In the case of any new SOMs or events, there is already a well-documented formula for guidance. Every assistance will be given to the new Secretary by myself and Jenny during the course of the following year. If you wish to discuss this further, please telephone 01892 535671

Deadline for October / November Issue: 15th September 2019

Gloucestershire Photos: Can You Help?

Martin Boothman

Myself and a colleague Peter Barlow have been working for six years on the transcription, indexing and presentation of the first 10 years of the Gloucestershire AD & FH Registrations, to be published as a book entitled Conspicuously Marked. It will provide a unique insight into the almost 7,500 registrations in the AD and FH series made between 1 January 1904, when registration was introduced nationally, and December 1913. Of the 7400+ registrations transcribed, half are for motorcycles and tricycles.

Each entry in the original records will be transcribed and annotated, with full notes of owners and any transfers of numbers to new vehicles so in effect a mini-biography for each registration. A full introduction sets the scene, analyses early ownership trends, and comments on the range of British, foreign and purely local manufacturers supplying Gloucestershire's first motorists.

One of the residual problems we have is a lack of good photos, so if any members can help that would be wonderful. We are short of contemporary photos of motorcycles with registrations no higher than FH-758 and AD-3505. If you have access to any such photos could you contact me as soon as possible? I should say that we are unable to pay a fee for using any photos but we will certainly acknowledge with thanks those who have been able to help us.

If anyone knows if any of these early Gloucestershire motorcycles exist we would also be very pleased to hear from you.

Please contact Martin Boothman on **boothman # dircon.co.uk** if you can help in any way.

Where is Anna?

Hans Devos

Anna was a maidservent at the court of King Albert I of Belgium during WWI. During this war a despatch rider lost his heart to Anna and went back to find her after cessation of hostilities. Join us on an 85km tour through Flanders, the warzone of Nieuwpoort, the river Yzer and the French border region in search of Anna. The sign-posted tour starts and finishes at Middelkerke in Belgium on Saturday 17th August, and is open to pre-1931 motorcycles. Camping is available, contact the organisers for details.
whereisanna1418 # gmail.com



From the Membership Secretary

Brian Empsall

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

Julian East	Kent	David Hulme	Surrey
John Emanuel	West Yorkshire	Ian Medd	Hampshire
Colin Goode	Northumberland	Peter Morley	Surrey
Nick Howell	Somerset	Steven Waight	Norfolk

2020 Subscriptions

It was agreed at the Committee Meeting on 11th June that the annual subscription for 2020 will be £24 for full UK members and £30 for full Overseas members. This is an increase of £2 for both categories and is necessary if we are to meet ever rising costs and to remain on a sound financial footing. Family membership remains at £5. For your information the amount which will be payable, on an individual basis, is shown on the reverse of the address label. Except for members entering the Pioneer Run subscriptions are not due until the end of the year and I will include a reminder and payment options in a future Club News.

Members entering the Pioneer Run please remember to include the new subscription with your entry and to pay for any Family Members at the same time.

Contact Details

Also on the reverse of the address label is printed any e-mail address and telephone number(s) we have recorded against your name. If any of this information is incorrect or missing please tell me and I will correct the entry. In particular do please let me know if you have an e-mail address which is not shown. A basic second class stamp now costs 58 pence so being able to use e-mail really helps to keep down costs.

We do not and never will divulge your personal information to a third party and your contact details will only be used to contact you regarding SMCC matters.

Spotted at The Hunstman Motorcycle Day at Eridge

Julie Diplock



Lovely to see club member Paul German being awarded Best Pre-War with his 1914 Rudge Multi



1909 Rex

Letters

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

Message from the Editor: *Thanks for all your input, it's always great to have feedback. The writer of the Best Letter of the Issue will receive a Sunbeam MCC Machine Badge. This extremely attractive badge is made from enamel and brass in the traditional manner, with an integral bracket to fit any machine. Also available from our Regalia Officer.*
If you are posting photos or literature to me then please enclose a return SAE if you would like them returned.



Ixion Run 2019 Thanks

Hi Julie,
The Ninth Ixion Cavalcade was a success largely due to the significant efforts of Dave and Sue Blanchard who stood in for me and took over my role on the day. They were faced with the challenge of re-routing part of the run due to a road closure that was un-foreseen but they coped with this well and all participants seemed to enjoy themselves. So many thanks from me to Dave and Sue.

It has come to my attention that some members feel that the event does not require prior entry, this is not the case and the entry form makes this clear. I look forward to welcoming everyone to the 10th event next year and wish to announce that this will be the last Ixion Cavalcade unless a new organiser steps forward to take over.
Safe riding,
Ian Cockshull.

Iris Motorcycles

Hello Julie,
There was article about Iris motorcycles in the last magazine, a friend of mine in France has two of them and is pretty sure that there was also a factory in France because his have continental measurements for bolts and nuts and he has some information about the French factory.
About 20 years ago I missed one for sale in England, I was tipped off by a friend but when we contacted the man he had already sold it to big dealer in England.
They are great bikes with watercooled V-twin engines.
Greetings,
Roel van Maarseveen

Welsh Week Thanks

Dear Julie,
I have just returned from the Welsh Week. Good accommodation and hosts, fine routes and a great group of fellow riders. Many fine motorcycles (and one three-wheeler).
I rode my 1914 JAMES v-twin, so its suitable for veterans with a clutch and gearbox and I highly recommend it, see you there next year I hope.
I stopped off in Yorkshire on my way back to Scotland to ride in the Second Pioneer Road Test for pre 1915 motorcycles. Again a great days riding around Wensleydale, I will be back again next year.
Best Wishes,
Paul Morley.
Editor's Note: Many thanks for the letter, it's won you a Sunbeam MCC machine badge.

Letters

AMAC Variable Jet Carburettor

Hello Julie,

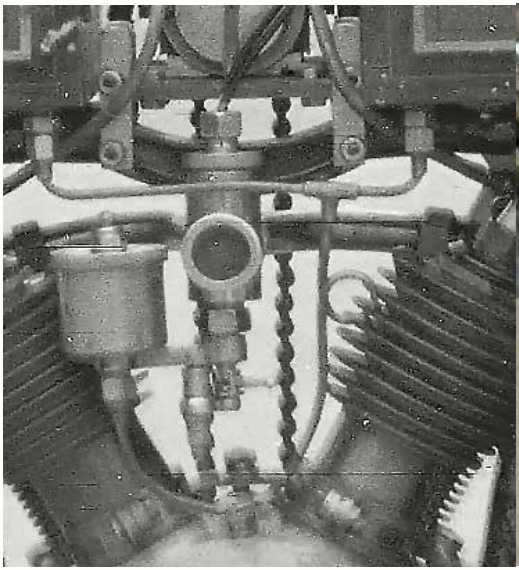
I hope you will consider including this letter, even though it is effectively a member's wanted advert! When I started compiling an ad there was no way I could get it down to a minimal wordage.

I have an incomplete 1912 Royal Enfield that has links to Brooklands and Bert Colver (better known for his associations with Matchless, he may even have been the Collier's first apprentice). It is little known that Bert rode for Enfield in 1911-13, before returning to Matchless for the 1914 season. I have scans of 107 year old photos with his bike initially equipped with a C.A.P. carb (BSA bought the patents, and manufactured it as their own for approx 10 years), then an Amac. Both of these were equipped with variable jet mechanisms. I would like to find one of these carbs but I think the chances of one surfacing is remote as I believe they were only on sale as CAPs for about 9 months - please, somebody prove me wrong!

An earlier 1910 pattern Amac has recently been listed on ebay, and gave me the chance to see and capture the variable jet detail.

I have attached a composite image showing the 1912 carb mounted on Bert Colver's bike (blown up as much as poss, but a bit fuzzy), and a clearer shot of the variable jet and float chamber detail. A feature of the correct carb is the banjo shaped float chamber feed tube. I have a standard Amac carb of 1911/12, and always wondered the reason for the banjo 'bulge' - it was obvious when the variable jet detail became clear! Should anyone have one of these spare (or a CAP) to suit a 7/8" stub mount, I would be delighted to speak with them. Tel 01535 603975 or email vintage_keith # hotmail.com or 07944 395216

Kind Regards
Keith Hodgson
www.vinvetmotorcycle.simplesite.com





Iris Motorcycles and Other Slogans

Dear Editor,

I had a look at the Pioneer Run programme and am quite surprised to see that a number of old friends are still riding – Colin Jenner, David Dickerson (who bought my 1902 Bat) and others. Also it was interesting to see familiar surnames with different Christian names, clearly the sons of chaps I once knew such as John Earnshaw and Karl FoulkesHalbard and others. I thought the programme was nicely presented and much better than in my day!

I had a look at the Sunbeam Club News as well, once again nicely presented and full of interesting articles. Just a little surprised that there was no mention of the lovely slogan for the IRIS car, "It Runs In Silence". You will know of others of course, "Best After Tests" for Bat, "Safe Economical And Light" for the Seal, "Devoid Of Trouble" for Dot. There were some less obvious ones - "Pedals To Push That's All", for the Adams car and "Cheaper Than Walking", for the Trojan. I love all of them, Bat used to feature W.G. Grace in some of their adverts with comments like "A Boundary Drive" or "A Ride On A Bat Spring Frame Makes You Feel As Lively As A Cricket". W.G. Grace would be pictured in his cricket clothing holding a cricket bat under his arm whilst supposedly riding a Bat.

Yours, Denis Wright (former member)

The Charlie Jenner Cup

Dear Julie,

I was very pleased to hear the news that the silver cup Steve Elston had donated to the Club was to be awarded in memory of Charlie Jenner for services to Club members by a Club member.

I thought this very appropriate as Charlie, a great friend and staunch SMCC member would always be very willing to help out a Club member (or otherwise) with their technical problems at the drop of a hat / flat cap!

I was therefore very proud to discover I had been awarded the Cup and was pleased to accept it in person from Ian McGill, pictured below.

All the best,

Ian Hatton



Club Meets

New Group for the Dorset/Hampshire Area

Martin Goodman

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

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

Club Nights at 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.

Next Dates at Chiddingly:
August 1st; September 5th

Club Meetings at London Colney, Herts

Richard Tann

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

Next Dates at London Colney:
August 13th; September 10th



The Charlie Jenner Cup

Club Meetings at The Vine, Essex

Frank Mace

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

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

Next Dates at The Vine:

Saturday 3rd August at noon

Saturday 7th of September.

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

May

Rick Parkington, Club Member and Technical Editor for 'Classic Bike' magazine made a welcome return to give a talk on Blackburne motorcycles and engines with photos, engines and parts plus two machines, his 1916 Blackburne sidevalve and his 1927 Rex-Acme. Rick's interest in this little-known make began when he was aged 19 when he was given his first vintage motorcycle, the remains of a Blackburne that had been buried for years, run over by a digger and repeatedly prodded with a fork! Amazingly after the clay-encased engine was cleaned up the crank and conrod turned freely. Rick later built up a special from another rusty find in a 1925 BSA frame and forks fitted with a 348cc sidevalve Blackburne engine which he rode for several years in events and as a daily commuter!

Initially Blackburne produced complete machines, concentrating on engines only from 1922 and becoming a major rival to JAP. A large outside flywheel was their distinguishing feature, enabling a small and strong crankcase design to be used. The famous pioneering aviator Geoffrey DeHavilland started it all in 1903 when, dissatisfied with the DIY-kit 'English Mechanic' engine fitted to his machine, he designed, manufactured and fitted his own motor featuring a large outside flywheel. DeHavilland then met brothers Cecil and Alick Burney who purchased his design, drawings and castings in 1905. Another early aviator, Harold Blackburn, provided his name plus £200 to get the firm properly started. In 1912 three motorcycles were manufactured; two for the Burney brothers and another for Blackburne. G.Q. Roberts became the next investor in the firm and took over after the Burneys had



Rick Parkington's 1916 Blackburne

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

signed up as dispatch riders in 1914 taking their new Blackburnes to France with them. Details of the brothers' war service can be found in the excellent book 'Two Wheels to War' by Martin & Nick Shelley which reveals Alick's machine was run over at night by Army lorries! During 1915 two new models were listed; one with a Sturmey-Archer three-speed gearbox (the model Rick owns) and a single gear, direct-drive Brooklands Racer.

After the war Alick Burney went to Powell and Cecil Burney to F.E. Baker (Precision). Roberts sold Blackburne for an alleged £21,000 to Gillet Stephen of Bookham with production of complete machines being contracted to OEC at their Gosport, Hampshire factory. Blackburne achieved second and third places in the 1920 TT behind the works OHV AJS's which heralded the end of sidevalves in the TT. They shared workshop facilities with Levis in Peel, Rick has searched for the location during visits to the Classic TT/Manx GP and believes he has found it. During the 1920's several makes were using Blackburne engines, probably the best known being Cotton and Rex Acme, both of which were very successful at Brooklands and the Isle of Man with riders like Stanley Woods and Wal Handley.

Towards the end of the 1920s the outside flywheel engine design appeared old-fashioned and was superseded but it was generally reckoned the later designs were never quite so good. Cotton were Blackburne's last major customer and engine production ceased in 1937. The Burney brothers produced two 'Burney' V-Twin machines for themselves during the '20s, one of which still survives owned by a Club Member and a veteran/vintage 'tribute' machine built during the 1950's is also still in existence.

Our grateful thanks to Rick for an excellent talk and bringing the bikes and parts as well as his help compiling this article. As an aside his 1916 machine features a very low gearbox number (CS 22) of the around 30,000 plus Sturmey-Archer gearboxes manufactured. To his amazement a recent autojumble purchase of another dismantled S-A gearbox turned out to be CS 68!



Rick Parkington's 1927
Rex Acme

June

This month's Club Night was cancelled due to West Kingsdown suffering bad flooding during extreme torrential rain the week before which affected George and Jane Smith's home as well as the Village Hall. The visit by Dennis Grech with his recently restored 1921 Sparkbrook will be rescheduled for another date

Next Dates at West Kingsdown:

August 19th Harriet Johnson, the curate at St. Edmunds Church in West Kingsdown will be following on from her talk on the Falkland Islands with a talk on South Georgia.

September 16th

Out and About

The Ninth Ixion Cavalcade

Dave and Sue Blanchard

On Sunday the 5th of May 2019 at St. Barnabas Church in Bexhill-on-Sea riders assembled for the popular Ixion Cavalcade. The weather was dry all day, although a little on the chilly side until after the event, when the sunshine decided to make a brief appearance.

Rider numbers were slightly lower than previous years but the camaraderie, socializing and beaming smiles at the end of the run were as vigorous as ever.

However, not everything went to plan in the lead up, due to the 'good old Council' closing a road which was an established part of our pre-planned route shortly before the event! This untimely closure was to allow repairs to Little Rickney Bridge. But not all was doomed because Steve Marks (our volunteer stand-by recovery man) had spotted the road closure and telephoned us on the Thursday afternoon before the big day. On Friday there was just time to check out the whole route and then adapt all the riding route sheets with a shortened run of 4.5 miles less than normal. So by midday Saturday, planning was back on track.

There were eight Veterans, 18 Vintage and seven pre-1940 magnificent machines pre-entered in the programme. The oldest machine was the 1897 Leon Bollee Tricycle, capably piloted by the ever smiling Kate Baldock. Her ambidextrous and acrobatic skill was admired by all, as the Leon Bollee was manoeuvred around the Church car park. Kate's efforts were later rewarded as she was presented with the Canon Basil Davies Vase, voted for by the visitors to this event. The Ixion Cup is voted for by the entered riders, and went to Martin Hirst and his well turned out Dart-JAP. Martin in his period clothing matched his machines appearance.

Our thanks go to several volunteers:Dave New for his friendly and authoritive ability in controlling parking and passing traffic, Richard Lanney for helping out with support and observing proceedings, Steve and Andy Marks for recovery and assembling Sunbeam advertising props and last but certainly not least, Ian Cockshull, The Chief organiser, Secretary of the Meeting, and Clerk of the Course. Well done to all!



The scene at St Barnabas Church on Sunday morning

The Ixion Cavalcade Alan Turner



Martin Hirst accepts the Ixion Cup from Sue Blanchard



Kate and David Baldock and the 1897 Leon Bollee



Setting off from St Barnabas Church Canon Basil Davies would hopefully be in full approval!

The Ixion Cavalcade

Alan Turner

The Spring bank holiday, dry, mild and rather overcast saw a nicely assorted mix of around 30 pre-war bikes assembled in the small car park of St Barnabas' church in Bexhill for the annual Ixion Cavalcade. As Canon Basil H Davies, he was the incumbent at St Barnabas for his last 14 years as a clergyman, but as Ixion, the motorcycle journalist, he continued to contribute to the motorcycle press until his death in 1961, having his first article published some 58 years previously. Thus, he was involved in the fledgling British motorcycle industry and saw it through until it had essentially peaked.



Jane Anderson is greeted by Dennis Grech and Susan Stewart as she arrives with her 1923 Ivy.

While much journalism concerns matters of the moment, Ixion's writings have achieved a measure of permanence with the books that he either wrote, or were compiled from his prolific magazine contributions. Still very much in demand, the books are recognised as well observed pictures of motorcycles and motorcycling through the years. Doubtless, among Ixion's many thousands of words, would be found comments or perhaps even road tests of many of the bikes taking part in this year's Cavalcade, but written when those machines first appeared in showrooms.

Long-time resident of Bexhill Dave Masters has done much to ensure the links between his home town and Ixion continue to be recognised and it should be noted that those presently involved with St Barnabas church are keen to see the memories continue to be marked as Canon Davies eventually built quite a reputation among his flock.



Run founder Dave Masters and his 1926 BSA outfit.

But to return to marking Ixion's memory, the event is deliberately organised as a relaxing occasion. The same route is used, although this year, a non-anticipated road closure led to a last minute revision. Around 30 miles of easy going, much of it level and pleasantly scenic.

Around 10-30am, there was a smoky cacophony as the entry quit the car park to roll down to the sea front and a succession of roads skirting the seaside for some miles.

The Ixion Cavalcade Continued

Alan Turner

The route follows mainly by-ways and so riders can suit the pace to their respective machines, with a measure of confidence in that there's a back-up van to rescue terminal cases. Of course, there's the occasional running repair, but that's par for the course, isn't it?



The coffee stop at Scolfe's, Boreham Street

There was a refreshment break at a tea-rooms at Boreham Street, where the modest car park was half-filled with bikes, with most of them still in close company in spite of the disparate performances and the miles covered.

While Colin Gunn indulged in an impromptu clutch rebuild to his Monet-Goyon on Bexhill sea-front, Ian Watkins's 1914 Wall Auto-Wheel decided to break a drive chain in the motor unit, leaving the hapless pilot with quite a few miles of cycling. Luckily, Rick Parkington decided his 1916 500 Blackburne could be pressed into service as a rescue vehicle and the ensemble returned safely to St Barnabas.

It was a while before everyone drifted back once more. It's doubtless purely coincidental that the route does pass by a few pleasant rural hostelries. Finally, it was time for the prize giving. The Ixion Cup goes to the bike and rider voted in by his, or her, fellow entrants. The destination of the Canon Basil Davies Vase is determined by the spectators. The event may be low-key, but still attracts quite a bit of local attention.

Martin Hirst was a worthy Cup winner. He had travelled from the Western parts of the country to take part in the run and his 654cc Dart-JAP V-twin and appropriate riding kit was judged to be exactly what Ixion would have recognised and perhaps even expected. The spectators were suitably impressed with Kate Baldock's 1897 Leon Bollee forecar and she was suitably impressed when she received her prize Vase.

With the ninth Cavalcade successfully completed it was easy to imagine Canon Davies had spent the day benevolently smiling down on the affair.



Rick Parkington exercising the trusty 500 Blackburne before it became a rescue vehicle

Four Dales Tour 29th June 2019

Brian Empsall

As an adjunct to the Second Northern Pioneer Road Test on Sunday 30th June Wallace Holmes also organised a run for vintage bikes on the Saturday and what a cracker of a run it was.

The run started from the village of Grinton in Swaledale, (about 40 miles north west of Ripon) where bed and breakfast accommodation and camping facilities were available very close to the start. We drove up from Staffordshire with our trusty Triumph N de Luxe outfit on the Friday afternoon and chose the soft option with a very comfortable bed and excellent breakfast at the Bridge Inn. This is just across the road from the fine church of St Andrews, known as the cathedral of the Dales and two minutes' walk from the start of the run.

On Saturday morning a dozen bikes (nine solos and three outfits), ranging in ages from John Emanuel's immaculate 1914 6HP Humber sidecar outfit to Andrew Sharp's 1936 500cc Norton were assembled on the camping field ready for the start at 10.00am. As well as from the Northern English counties riders came from Scotland and Staffordshire and our Chairman had come from Kent to assist with the running of the event. Very sadly Wallace's son Andrew, who had flown in from Los Angeles, was unable to ride as his Norton's clutch decided to have a fit of the sulks and not work. Each entrant was given a very clear diagrammatic route sheet and a map of the entire route. In addition Sunbeam MCC arrows had been attached to the road signs at each turn so it was difficult (but as we proved, not impossible if paying too much attention to the scenery!) to go astray. Support was also provided in the form of a breakdown van following the last rider.

The route led South out of Grinton and up onto Grinton Moor before dropping down again into Wensleydale at Redmire. Here we turned West and followed the River Ure, passing close by the famous Aysgarth Falls, until we reached Askrigg where we turned right and crossed some more moorland.









Four Dales Tour 29th June 2019 Continued **Brian Empsall**

Already we were getting the flavour of this run; pretty villages with warm limestone houses nestling in the dales, separated from open moorland by patchworks of fields; and practically no traffic. On into Swaledale where we headed West, crossing the river twice, before turning South over the moors to return to Askrigg. By now the weather was very warm and we arrived at the bottom of the hill with a dead engine. Thankfully a quick change of the plug and all was well again. The last leg of the morning route took us along Wensleydale to Hawes, home of Yorkshire Wensleydale cheese, made famous by Wallace and Gromit. Hawes is a very busy market town and was full of tourists, bikers and motorcyclists enjoying the summer sunshine. Parking and a cafe were available at the creamery but we were diverted by the prospect of long cool shandies in one of the numerous pubs and so missed the cafe, meeting up with the more restrained riders when we took on petrol at the local garage.

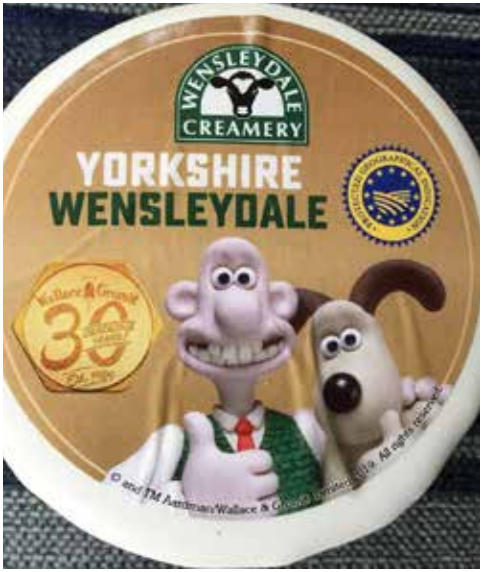
We started the afternoon by crossing the Buttertubs Pass with gradients of 1 in 6 which our outfit took in its stride, albeit slowly. As ever on this run the panoramic views from the moorland roads were fantastic with, it seemed, the whole of Yorkshire laid out before us. From the top of Buttertubs we dropped down into Keld in Swaledale before tackling the steep gradients and hairpins of Silver Hill and on up to the Tan Hill Inn. At 1,732 feet above sea level this is the highest inn in Britain and gives a particularly welcome refuge for stranded motorists in the winter snows in this very sparsely populated area. For us the sun was shining and it was now an easy run across the tops before dropping down into Arkengarthdale. Then it was back to the finish on a long loop over easy moors through Thwaite, Newsham and Marske.

Everyone completed the run without serious mishap although John Emanuel did discover that his Humber had lost a fork spring somewhere on the run. There were on the route a couple of very uneven cattle grids; perhaps one of those was the culprit. Even so, overall it was a grand day out and our thanks must go to Wallace and all his helpers. Provisionally the run will be on 27th June next year; do join us, it is a run not to be missed.



Second Northern Pioneer Road Test

Lynda Lancaster



From Class 1 Veterans to brand new Lamborghinis - such variety was to be found in the Tennants car park in Leyburn for the start of the second Northern Pioneer Road Test.

The team of travelling marshalls were dispatched and the entrants set off on the 52 mile run through the beautiful Yorkshire Dales. The lunch stop on the Green at Bainbridge was a welcome break and all returned to Leyburn successfully.

Wallace's organisation was faultless and his team ran everything smoothly. He wishes to thank everyone who helped and especially the team who helped with the first Three Dales Tour the day before Many thanks go to Fracks who provided the free break down service.

On a rather sad note, the entries were down on last year which may put the future of the event in doubt. One idea was to try and give the older motorcycles an airing by bringing them for a static display. We need to see them out and about, and perhaps due to infirmity the riders may not tackle the run itself, but would enjoy displaying their motorcycles.

Many thanks go to Wallace - as usual a Grand Day Out!



Geoff Green 1914 3½ hp Rover



Brian Smith and 1913 550cc Triumph



Ian Reavley aboard a 1913 532cc Scott

Features and Articles

Risen from the Ashes

David Dickerson

After the incident on this year's Pioneer Run® I thought I would send you these photographs. I've re-done what the work I did in 1980 for the initial restoration. The photos were taken on the July 1st, and it's up and running again, quite a contrast to March this year!



David Dickerson's 1903 Phoenix Forecar



Great to see it up and running again!

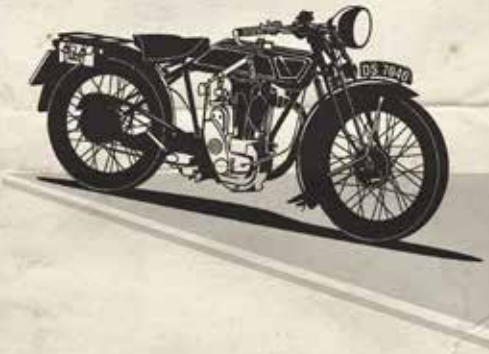
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Stanley Mills Webb: Part Two

Paul Gander

Motorcycle Pioneer, Racer, Inventor, Engineer and Businessman - 25/8/1868 – 23/5/1916



As Stanley was in the trade, he must have had a good understanding of what were the best bikes available each season and so early in 1907 he leaves behind Quadrant and acquires the first of three Triumphs. In April 1907 he is running it at the Open Hill Climb at Sharpenhoe, near Luton where big crowds gathered to see the scorchers take the hill and we are lucky to have a picture (left) of Stanley head down and charging up the hill. In May 1907 he comes third on his Trusty at the banked Canning Town track.

In May 1907 The MotorCycle mentions his performance in the MCC London to Edinburgh run, he is the first Triumph to arrive after an invigorating 24 hours in the saddle. He says he arrived without the slightest discomfort and had no need to open his toolbox. Naturally for a man of 39 he then enters the fledgling TT races on the Isle of Man in 1907 where his speed is remarked upon especially out of Glen Helen and he sets some quick laps in practice on his road-going Triumph. The TT circuit at the time was essentially a dirt track covered in gravel and horse droppings, so any speed would be a brave endeavour. His Trusty sadly let him down in the race when an exhaust valve broke and he retires "broken valve, smashed piston" and his race was over. We do have this fine picture of him (below) with his Trusty Triumph taken prior to the race where the bike was weighed in at 168lb (12st) and Stanley was 126lb (9st). He is not listed in the entry as a Private Owner so he must have had some sort of factory support, a Works rider of sorts!



Stanley Webb, a consistent rider in motor cycle competitions, and the 3½ h.p. Triumph he will ride in the Tourist Trophy Race on Tuesday.

In May 1907 Mr. Edward Lycett, the maker of the Lycett rawhide belt, had published a challenge to all comers with a £10 wager that his rawhide belt would beat any other belt up the Birdlip Hill Climb. Within a week Stanley had accepted the challenge and said that he was ready with his normal road going Triumph whenever Mr. Lycett was. I suspect some shenanigans then took place as it was the August of 1907 before Mr. Lycett was ready and matters were not entirely sporting. Firstly, Edward decided to use a Norton, perhaps the fastest bike of the year, and then added to this by drafting in a fast pilot, a certain James Lansdowne Norton. A Norton had won the TT a few weeks before and won at Brooklands so we must assume that

Stanley Mills Webb: Continued **Paul Gander**

Mr. Norton would be bringing something quick. Stanley responded by borrowing something equally fast, Jack Marshalls "works" 3½hp TT Triumph, the bike that Jack had come second on in the TT a few weeks before and listed then as being a factory bike. This Triumph had also managed an impressive measured 114 mpg during the TT race.

On Thursday 29th August 1907 at just after 2pm at Birdlip Stanley and Mr. Norton were ready astride perhaps the two quickest bikes in the country.

They started off side by side and Stanley shot away into a commanding lead and beat the Nortons to the top by 27 seconds. In the second run Stanley won again and again at the third run-off. Stanley took the win and I suspect also rather gleefully the £10 from Mr. Lycett. The MotorCycle the following week had a good-natured letter from Mr. Norton blaming duff piston rings for the loss.

Stanley seemed to take part in all the major events of 1907 and in October he took part in The Essex Motor Cycle Club's gymkhana in Epping Forest which was a tad unusual. A period accounts states "Riders were given a sword, and had to ride around, cut the lemons, and cut the Turk's head off at the neck".

At the end of November, Stanley won the MCC Consumption Trails covering 22 7/8th mile on 20ozs 3 drams of petrol – or 181 mpg by today's measures using his own invention to control the B&B No.1 carburetter on his 3½hp Triumph. His business still traded from Bromley and his adverts stated "Buy the Good Old English Article".

Stanley's high-speed antics continue until 1908 when he married and the records seem to show him stopping high-speed events (perhaps Mrs. W objected), but he continued with the long-distance marathons. In January 1909 he became a father with the arrival of his son Frank.

He used Triumphs through to 1910 with numerous Gold Medals for 400 and 800 mile events including the London to Edinburgh and return rides.

We now mostly ride our bikes on warm dry days, Stanley and his like were made of sterner stuff. On a dark and stormy night, 26th December 1910, Stanley is aboard a new Bradbury 3½hp machine ready for the MCC's 322 mile night time tootle down to Exeter. The period weather reports records gales, sleet, floods and driving rain and The MotorCycle with period reserve even says the roads were "atrocious". Not surprisingly, with minimal roads signs and less than minimal gas lamps on one of the longest nights of the year, Stanley gets a little lost in the muddy darkness and has to wake some locals to find where he is. A period account has the following to say: "The rustics were considerably astonished to be awakened on such a night by a party of motor cyclists, but kindly put them on the right road, and then went back to bed, probably wondering whether the motor cyclists were the advance guard of an invading army."

The 1911 and 1912 season saw him continue with Bradbury, a very fine choice and again Gold Medals were won over 800+ mile distance event and he did the same again in 1913 and 1914 on a Douglas.

To keep a bike of the era in such fine fettle that it could complete 800 mile runs without issue, suggests that he knew much about these machines. His mechanical abilities seem noted in the era as period references refer to machines he has fettled – in the same way that Ian Jennings' name is referenced now to show that a master of such matters has worked on the machine. ***To Be Continued.***



1910: Stanley Webb on his Triumph on the Land's End trial.

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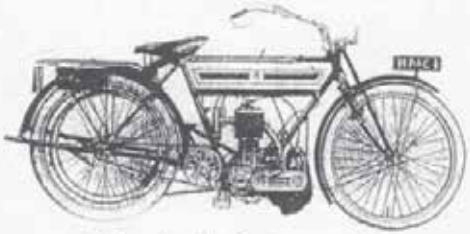
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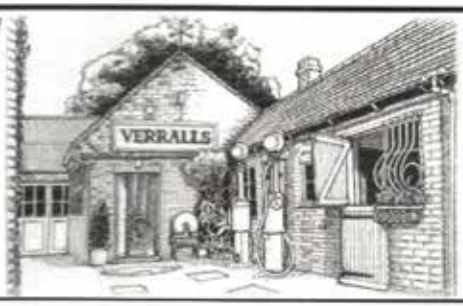
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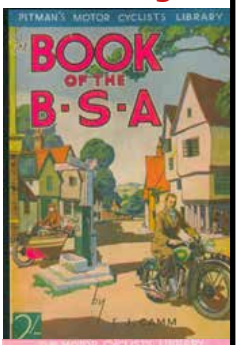


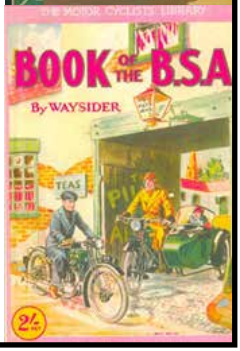


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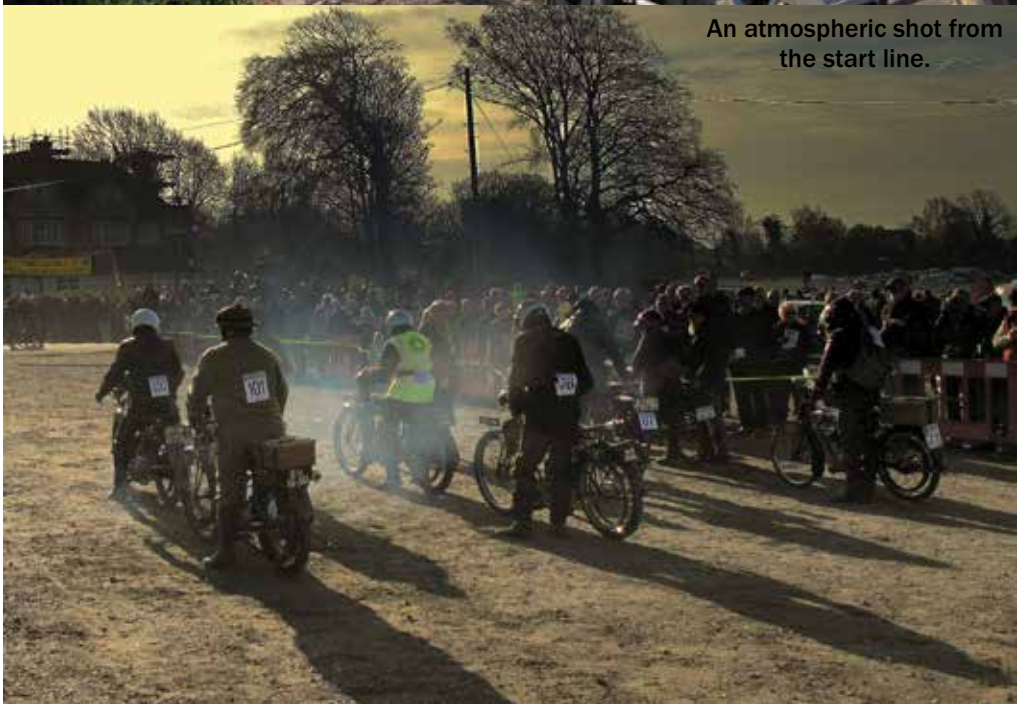
Date	Event Venue	Contact	
7:30pm Thursday 3rd October	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 5th October	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
8:00pm Tuesday 8th October	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
Sunday 20th October	New Event **Have-A-Go Day :** Practice Trial TBC East Sussex	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	All welcome
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Noon Saturday 2nd November	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
7:30pm Thursday 7th November	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
8:00pm Tuesday 12th November	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
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Pioneer Run®: Epsom Down

Neil Godwin - Stubbert (Octane Magazine)



Morning on Epsom Downs. Adrian Goding's 1913 Excelsior



An atmospheric shot from the start line.