Sunbeam Motor Cycle CLUB NEWS

Issue 905 August - September 2020

Always Ahead!



Ian Young aboard The Dreadnought at the finish of the 1987 Pioneer Run at Brighton's Madeira Drive.

The Sunbeam MCC welcomes all makes of machine from these Eras:

Veteran (pre-1915), Vintage (1915-1930), Post-Vintage (1931-1939) and Sporting Trials (pre-1965 and modern bikes)

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

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Editorial and News

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Hello Everyone,

Apologies for the lateness of this issue, like many I have been adversely affected by the current Covid19 situation, and sorry to say so has the remainder of the Club's Calendar for 2020, with all events cancelled.

Worryingly we have no new members to welcome, which is the first time I remember this happening, while the National Motorcycle Museum is making an urgent appeal for funds, see page four.

Many thanks to Monty for supplying the popular Quiz in last month's Sunbeam Times Newsletter, we've even had the correct answer to the Bonus Question - See page 4.

John Buckingham continues Our Members series, and there's a new feature 'Finds and Discoveries'. As ever, please keep the articles and letters coming, it's your magazine

Stay safe and well everyone, Julie Diplock

Club Matters

Arnold Marshall, Hon. Club Chairman

Sunbeam Motor Cycle Club Events from the end of July 2020

Back in April this year the Committee advised all members that due to the Covid 19 situation all Club events would be cancelled until the end of July. At that time we said the situation would be reviewed in July and the membership advised accordingly.

We contacted the relevant Event Secretaries to find out firstly, whether they were prepared to organise their events with social distancing etc., and received positive responses. So far so good, consequently, we announced our intention to hold the remaining events to the membership in the Sunbeam Times.

During discussion with Beaulieu concerning the Graham Walker Run, we learned that they would only accept outside gatherings of up to 30 persons, which on the basis that each rider normally attends with at least one other person as support, not to mention the organisers, marshals and recovery team, immediately ruled the run out as non viable.

Current Government advice for social gatherings advised that it is against the law to hold outside social gatherings of more than 30 people unless the attendees are all family members and further more social gatherings indoors must be limited to 6 persons unless all are from a maximum of two families, all such gatherings having to be Government Covid 19 advice compliant.

It is true that this advice may ease at any time but, when coupled with the threat of increased spreading of the virus, local shut downs etc., it leaves the event organisers and the Club in an impossible “go, no go” situation. Therefore, the Committee have decided that to remove the uncertainty we will cancel all events until 2021.

We realise that this move will not be popular and will, no doubt, attract criticism but we feel it is the best way forward for the present.

Deadline for October / November Issue: 15th September 2020

Regalia News

Rob Smith

By the time you read this regalia sales will be resumed providing we aren't unfortunate enough to end up in full lockdown again.

Clothing

Orders for clothing from Jancraft can be made with me too but it is currently taking three days longer than usual for clothing to arrive with them for embroidering.

Magazine Binders

I would like to ask again if there is any further interest in the Club ordering a batch of magazine binders to hold issues of the Club News? Please contact me via my details inside the front cover with your requirements so we can decide if it is viable and how many to order.

The Sunbeam Times Newsletter Quiz Bonus Question

Monty

Derek Wickes got in touch via the club website contact page with the correct answer: 'Monty's three wheeler was an AC Petite, powered by a Villiers Mk28 of 350cc.' Well done Derek!

Monty had a three wheel AC for a short time, made in 1953, not a 'Sociable' but what was this model called? A C Petite, a horrible blue thing with two side-by-side seats, like a fat 'invalid' (nasty word) car. A 350cc Villiers single behind the driver, which mostly exhausted into the cabin. Designed to turn turtle on every bend, it was lots of fun, but the girlfriend was scared of it. It lasted me two months - two months too long!

National Motorcycle Museum Covid-19 Appeal

James Hewing

This is an urgent appeal from the National Motorcycle Museum concerning our plans for how and when we might be able to reopen, and the impact that the Covid-19 pandemic has had on our business.

Many visitors will not realize that the National Motorcycle Museum receives no external funding whatsoever. This means that, not only do we rely on visitors to the museum, but mainly on the income from our conference business and two sister hotels. Everyone knows that hospitality and leisure has been one of the worst hit sectors, and we don't know when our National Conference Centre, Manor Hotel Meriden, and Windmill Village Hotel Coventry will be able to reopen fully, let alone trade profitably. Museum Director James Hewing explains further: *"Without the income from our three sister businesses, there is little likelihood of the museum opening, and then remaining open, until they return to normal trading. The museum itself requires a surplus of around £500,000 per year just to break even. Without making this appeal, we may have to sell some of our reserve collection of bikes, the last thing we would ever have wanted to do. Unfortunately, all of our business activities are in one of the hardest hit sectors, and we simply don't know how long they will take to recover".*

Therefore, the museum is launching an appeal which gives people the chance to help us raise the £500,000 required in two different ways:

Covid-19 Museum Appeal Raffle to Win one of Three Motorcycles:

1st Prize- 1977 Norton Commando 850cc Motorcycle. Brand New/Old Stock
2nd Prize- 1948 Ariel NG 350cc Motorcycle. Restored By The Museum
3rd Prize- 1959 BSA B31 350cc Motorcycle. Restored By The Museum

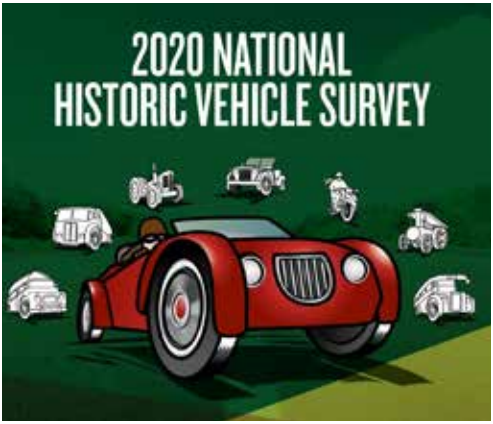
This special appeal raffle is in addition to our normal summer & winter raffles which will operate as usual. The draw will take place on Thursday 21/12/20 at the National Motorcycle Museum. Tickets cost £6.00 each and will be distributed during August & Sept 2020 via subscription copies of the specialist press. Tickets may also be obtained on-line from **www.thenmm.co.uk .**

How Else Can You Help?

By visiting our website **www.thenmm.co.uk** and donating to our reopening appeal fund. You can be assured that any amount donated will be used to help us remain open until normal trading resumes.

The National Historic Vehicle Survey Needs You!

FBHVC



We are having to make the case for historic vehicles retaining their current access and freedoms on our roads more and more strongly, as we navigate the most challenging period in our history. In order to defend the future of historic vehicles, we need your help by completing this crucial survey.

The Yorkshire Post recently quoted Grant Shapps, Secretary of State for Transport as saying "I'm sorry internal combustion engine fans, I think its days are overall likely to be numbered."

A local authority, in Wallingford, Oxfordshire, recently debated a motion, which was fortunately defeated, to cancel its historic vehicle rally and parade.

The historic vehicle community, our events, our freedoms to use the roads and even the fuel we use, are increasingly under threat amidst a changing landscape of political and environmental influences. If we are to defend the use of historic vehicles, then we need to act and act now. The Federation needs your help.

The FBHVC is in the process of carrying out its 2020 National Historic Vehicle Survey, an update to a similar survey undertaken in 2016. If we are to represent the case for historic vehicles in the best possible way, we need to have up-to-date information on how important the movement is to the economy and our heritage, particularly in current COVID-19 circumstances.

The answers you give in this survey, will help shape the future for historic vehicles in Great Britain for the next 5 years.

The FBHVC aims to lobby Government against adverse legislation and restrictions that may affect the future for historic vehicles. But, in order to achieve a positive result, we need reliable data on the significance and size of the historic vehicle movement.

The survey takes approximately 15-20 minutes to complete, depending on the answers you give. Please complete the survey in one sitting.

On submission of your questionnaire, you will be given the opportunity to enter a prize draw to win one of the following prizes: A year's Club Insurance policy to the value of £250 including IPT, courtesy of Peter James Insurance, one of three pairs of tickets for the 2020 Lancaster Insurance Classic Motor Show with Discovery, courtesy of Clarion Events, or one of 15 display copies of the FBHVC's historic vehicle wall chart.

IMPORTANT: Please bear in mind your activities throughout 2019 when answering the questions and not the current year, affected by the pandemic.

Your contribution is essential to the future of the Historic Vehicle Industry

Closing date for entries: 12th October 2020. The survey can be completed online here:

www.fbhvc.co.uk/2020-enthusiast-survey



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

Trials Matchless Identified

Dear Julie,

Being a fairly new member I have a lot to learn about Vintage and Veteran motorcycles but I know a bit about post-War machines and instantly recognised the trials Matchless pictured on page 41 of the June / July Club News magazine. I also recognised the rider as Mike Hawthorn, future World Motor Racing Champion (1958).

He was a keen motorcyclist in his youth and enjoyed the odd trials or scramble. I think this particular photo was taken in 1954 when he was about 25, at the time he was driving for Ferrari, with whom he won his World Championship.

Yours, Tim Ovenden

PS Thanks for an excellent magazine.

More Belstaff Alternative: Speedwear

Hi Julie,

Further to the theme on Belstaff jackets, may I thoroughly recommend a second alternative please; Speedwear Jackets. These are even better value than the Merlin jackets recommended by Tony and come in at a mind boggling £70 for the traditional Belstaff / Barbour style jackets!

Having owned one for the last five years and worn it on numerous Sunbeam runs, I can confirm that the quality of the jacket is every bit as good as my Belstaff and a fraction (almost 10%) of the cost of a new Belstaff. The jacket is made from 12oz waxed cotton, and is exceptionally well made and uses a heavy duty zip and comes in traditional black, as well as brown and green.

One word of warning, the sizes do come up a bit small, so go up a size on what you normally would and you will be fine and they come in all sizes from small to XXL. They have been around for 15 years as a company and I can highly recommend them: **www.speedwear.co.uk**

Kind regards,

Dan Towers (Oxfordshire)

Perry Vale and the P.V.

Hi Julie,

That's a fascinating reminiscence from Frank in the last letters page. There were three locations for the works to my knowledge, the first two are long-gone:

93 Perry Vale - seems to have been a residence turned into a set of business premises. George Elliston (from Clapham) is recorded as being there as a cycle-maker between 1907 and 1910, according to the Kelly's Directories of the time. He was a cycle-maker, and seemed to rub along with a hat-maker and a music teacher at the same address. I believe there is a school on the site now.

72 Perry Vale - between 1910 and mid-1914. At the end of a single-storey shop front called 'The Parade', next to the junction of Dacres Road and Perry Vale. He was joined by Sidney Fell from Beckenham, as part of 'Elliston and Fell'. Gone by the 30s, Perystreete flats now occupy the site.

1a Exchange Buildings - not known as this now, it's in the yard accessible through an arch at 174a Perry Vale, at the end of a small parade of shops. On the other side of the road is Siddons Road.

Letters Continued Page 9

Obituary

John Pocklington 1947 - 2020

Geoff Morris



John (left) with Geoff and his 1927 Norton model 18 restored by John.

It is with great sadness that we have to report the sudden and unexpected death of John Pocklington at the tender age of 72.

John grew up in Colliers Wood in SW London supported by a close-knit family. He was an only child and as a young boy he helped out in his Grandfather's ironmongers shop performing small tasks. John proved himself to be bright child and attended Mitcham Grammar School where he gained several academic A levels and more importantly a love of motorcycles, riding to school from the age of sixteen. He joined several clubs including those at Carshalton, Wimbledon and Croydon where he made lifelong friends.

He worked for many years for the GLC and the Inner London Education Authority where he met his wife Brenda. They married in 1983 their relationship having blossomed after holidaying in the Isle of Man. What better location?

John and Brenda moved to Wallington in 1989 and conveniently moved to the same road as Geoff and Chris Morris. They introduced John to Vintage motorcycles and the delights of restoration starting with a veteran Sunbeam. He never looked back and the list of his beautiful and always ridden restorations is endless.

After leaving the GLC, John went to work at Bavanar in Croydon on the early Indian Enfield imports. Then latterly at Ricardo Ltd in Shoreham. In these roles he was described as being a "round peg in a round hole". It would be impossible to talk about John without mentioning his trials and enduro career. He rode with Croydon MC throughout the 70's competing in events such as the Welsh Two Day Trial and the Exmoor trial. He was also successful in sidecar events, including the sidecar class of the Trials Championship in 1973. He carried on participating with Horsham Riders Club until quite recently riding bikes as varied as Suzuki, Greeves, KTM and Beta.

John and Brenda moved to West Sussex in 1999 and latterly became a member of the Sunbeam Motor Cycle Club contributing to the magazine and riding in events such as The Ixion Cavalcade and Conyboro Runs etc. where he invariably rode one of his stable of immaculate vintage bikes.

He will be remembered for riding bikes as varied as a rare and early 1923 model GS3 Velocette and a 1939 GTP Velocette, a pristine early First World War Triumph model 'H' and a beautiful flat tank 1928 350cc AJS amongst many others.

His many attributes included his wit, his dry and gentle humour, and that he was one of the members that turned out for runs whatever the weather. He will also be remembered with great fondness by members of different clubs including the Goodwood section of the VMCC and the Velocette OC.

It goes without saying that our thoughts and condolences go out to his wife Brenda and their family. A great loss.

Obituary

Robin Wynn 1930-2020

Dave and Sue Blanchard

Many motorcycle enthusiasts will have known Robin Wynn, who sadly but peacefully passed away on Monday 1st June due to a continuing chest infection. He had been in residence at Rogers House Care Home Wigmore Gillingham, for a couple of years. Robin was a long term VMCC and Sunbeam member and notably, a Founder Member of the Velocette Owners Club. His earlier days saw him take part in Grass Track and then Trials, but his long-lasting passion was riding whatever bike he had at the time to the Isle of Man to watch the TT Races.

Sue and I have known Robin for almost 40 years, a good neighbour and good friend with whom we shared our interests of all things motorcycling. Robin had such a strong following for British Motorcycles and did his best to collect as many as his multiple sheds could store. He was also a very active and capable rider and must have covered countless miles on solo motorcycles in his interesting lifetime. Motorcycle enthusiasts tend to underestimate the amount of years needed to complete all those coveted projects, so several of Robin's rebuilds remained unfinished, due mainly to his advancing years. However, Robin leaves two enthusiastic sons, who he brought up on a strict diet of motorcycling and other competitive sports. Sons Robert and Simon Wynn are gallantly continuing Robin's passion for him, with that same emotive enthusiasm that Robin openly displayed. Some of those unfinished projects are now up and running, Robin would be truly chuffed!

Decades of motorcycling experience and many fond memories collected along the way bring forth such interesting stories, and Robin had plenty to recall. One tale from a different era regaled to me during an armchair conversation still amazes me even now!

At the time Robin had his Velocette MAC, his favourite marque. His motorcycling friend Bob needed to run in his brand-new Thunderbird so they calmly decided to take a trip to Switzerland. Robin's brother Laurence (Lol), would ride pillion on the MAC. They managed to get there without fuss but the well-used Velo MAC suffered an engine blow up in that picturesque and dramatic mountainous region during the tour. There were no mobile phones or Relay Recovery in those far off and carefree days. So how did three lads and two motorbikes get back to Blighty? Bob used his new Thunderbird to 'rope tow' Robin all the way back to Medway with Laurence riding pillion on the Triumph. What an epic journey that must have been! Robin's reply to me was " That's what we did in those days, nothing unusual, just good fun".



We will miss our long-term friend and neighbour Robin greatly. A unique adventurous character, with vast amounts of motorcycling knowledge, friendly, easy going with an inquisitive mind, fun loving, with a friendly laugh and warming smile.

Club Meets

Please Note: All further Club nights are cancelled until 2021, see Chairman's message on page 3.

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.

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.

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

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

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**

Letters Continued : Perry Vale and the P.V.

Many of the twenties machine pictures seem to have been taken in the small yard behind the shops, and in some the surrounding houses and St German's church are visible. This parade and the yard survive today, the old works as a music recording studio.

Manufacture ended in August 1924, when one of the partners (they went 'Ltd' in late 1920) called in the receivers. By that time, they offered a wide range of machines - from 250cc two- and four-stroke lightweights, through 350 singles, 500 singles and twins, a sidecar model, and 1000cc v-twins, all with their patented spring frame.

So, the prospect of one being about in the mid-60s is intriguing. Survivors as far as I know are:

1913 654cc v-twin (a frame, forks and tank when I got it)
1914/15 770cc v-twin (in Australia)
1914/15 988cc v-twin (in Australia)
1920 269cc two-stroke lightweight engine, gearbox and assorted parts
1921 269cc two-stroke lightweight - turned up in Sussex in 1968 - minus front and back ends
1923 350cc - registered in Devon (TA), but campaigned up north for many years now
1923 680cc v-twin - used to have an original PV sidecar on it - appeared at a 1960s event at Crystal Palace, and had a 'BY'-series (Croydon) registration - now in the NMM minus sidecar.
1924 247cc two-stroke lightweight - registered in Suffolk, but ended up in Middlesex in a shed before we bought it at Stafford.

Regards, Nick Smith

PS - there was meant to be a Sunbeam Club talk about all of this!

Out and About

Summer 2019: Manx OK Supreme

Julie Diplock

Visitors to the Isle of Man bring a multitude of machines, but there are many interesting motorcycles already on the island.

Here's a 1937 OK Supreme Grand Sport which I spotted at a popular race viewpoint. With a 350cc OHV JAP engine and Webb forks it's a very sporty lightweight. Recently on the road, the detailing is meticulous and all work done by the owner, engineer and club member Peter Lewis, who lives on the island.







Summer 2019: Manx Oddity: The AJcette

Julie Diplock

This visitor to the Manx was a very unusual special, ridden to the Ramsey Sprint meeting. Built by the owner, Richard John, it came out of the factory as a 1928 AJS K4, a 350cc side-valve single. However Richard has a penchant for pre-War cammys, and it now sports a Velocette MKI KSS top-end with AJS valve-train. This has resulted in some interesting 'plumbing', and a catchpot is fitted to collect the excess of oil from the top-end. Internally, the engine has been modified to take a needle-roller mainbearing and B31 cams, and the decompressor has been moved. Richard is a tall chap, and the footrests and saddle have been adjusted to suit him. On the road for six years, it rides well and draws a crowd wherever it goes.





Velocette KSS head and barrel fitted to an AJS bottom-end with the distinctive AJS OHC drive.



Admirers flock around the AJcette, all trying to ascertain just what has happened to that engine...



Catchpot fitted to collect the excess of oil from the top-end

Emmy – Her Life So Far

Stu Towner

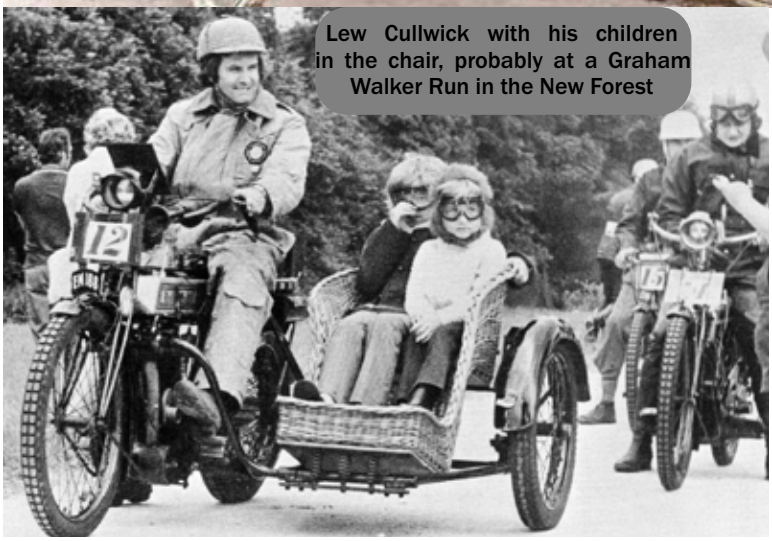
1913 Rudge Multi combination

When our dear friends and joint Membership Secretaries of the Rudge Enthusiast's Club, Lew and Gill Cullwick owned EM 188 her we always drooled over her. We loved her oily rag condition and a fair guess was that she had never been repainted. Just the way we like them.

We can trace her history back to 1925 (just 12 years old) when Lew's father bought her from a dentist in Kingston-upon-Thames, one Doug Cushing. Now he had a bit of a reputation regarding cleanliness, as it is said he would be working on a bike and go straight in to work on some one's teeth.



Spotted on eBay – wouldn't it be great if one of the gents was Doug Cushing?



Lew Cullwick with his children in the chair, probably at a Graham Walker Run in the New Forest

She went to Lew when his father passed away and they rode her for many miles going on runs and to events and attended many of our Annual Rallies.

When Lew sadly died, she was bequeathed to Lew's stepdaughter and her husband who were motorcyclists. They took her to a couple of Annual Rallies but didn't really take to her so she went for auction.

Emmy: 1913 Rudge Multi combination– Her Life So Far Continued **Stu Towner**

Neil Tuxworth, a famous ex-road racer and then Team Manager for Honda racing, bought her and entered the Pioneer Run. Previous to the run he suggested to his wife that they take her for a practice ride out. Upon their return home his wife said 'I hate it . . . sell it'!

I always receive a sales catalogue from this particular auction house as I helped with some Rudge dating years previously. Low and behold when their next catalogue hit the doormat there she was for sale and still with the knitted cushion in the sidecar that Gill had made so many years ago.

To cut a long story short I went to the auction and ended up the lucky recipient of EM 188, a 1913 Rudge Multi combination.

I sent Gill a text to tell her of our acquisition and she answered saying 'there is a tear in my eye, I'm raising a glass to you and so pleased she is back in the Rudge family.'

See inside back cover for a shot of us at the start of The Pioneer Run.



Emmy at her new home with friend

Our Members : John Buckingham

Jane Anderson

John was an only child, a Sussex boy born in Lancing, and his father, Jack, worked for Odeon Cinemas. He left school at 16, and became an apprentice at Miles Aircraft, which was based at Shoreham Airport.

During this time, Leonard, a cousin on his Father's side, often came to visit on his motorcycle. He was secretary at vehicle dealership Naylor and Root, based at Lavender Hill, Clapham Junction in London, and often borrowed their machines to visit. He owned a Royal Enfield Flying Flea 125cc, a lightweight motorcycle developed as a means of transport either dropped by parachute or carried in gliders for message carrying. He toured Europe on it, attaching a sidecar for spares storage. Subsequently, Leonard owned a Francis Barnett Falcon, and gave John the Flying Flea (pictured) on which John then commuted to Shoreham Airport. After a while John sold it and purchased a 197cc James Captain and joined the Martlets Motor Cycle Club at Lancing.

His father died in 1951, and he and his mother, Ethel Louise, moved to a flat in Worthing, where she worked at a local bakery, commuting there on a Hercules Cyclemaster.

John continued to work for Miles for five years, and during this time walked out with Sylvia, a blue-eyed blonde whom he had met at a trials and scramble motorcycle group meeting. In order to ride in these trials events, John converted the James by fitting trials tyres and sprocket. In those days, not many riders owned their own motorcycle transport, and it was not unusual for them to ride to an event, often some distance away, ride in the event and then ride home.

One day, whilst riding the James, John hit an uneven manhole cover, and left the motorcycle fracturing his fibula and tibia in the process. Undeterred, he employed Graham Rowsell at Shoreham to repair the broken motorcycle whilst he recuperated.

Time passed, and for a while, John and Sylvia's relationship cooled, but Sylvia's father purchased a James Captain Dual de Luxe four-speed machine for John, in an effort to lure him back into the fold. This apparently worked, and the relationship continued.

Eventually, the James was sold, and aged 18, John purchased a brand new Norman B2 Sports fitted with an Anzani 250cc two-stroke engine from Wheatlands in Worthing. Apparently the owner of the company, a Jehovah's Witness, forbade any excursions on the Sabbath.



During his time working in the Miles flight shed at Shoreham, John became friends with a John Thorpe, who was an independent road tester of motorcycles and who came once a month to fly at Shoreham. Each visit, he arrived on a different machine, much to John's interest, and frequently he invited John to ride them. A generous man, he gave John two tickets every year allowing him and a friend to visit the Earls Court Motor Show which displayed the following year's models.

The Norman was sold, and John tested and bought a 200cc two-stroke Zundapp from Naylor and Root, and at 21, did National Service with the Queen's Colour Squadron at Uxbridge, whilst Sylvia joined the WAAFs.

On leave in June 1957, in the period after Suez, petrol rationing was lifted, and everyone took to the roads, including John.

He rode to a family gathering and afterwards refuelled at a petrol station at the bottom of Bury Hill. Pulling out into the highway, he was hit head on by a car. Blackness.

To be continued.

Extracts From My Life On Two Wheels: Part Three

Ian Young

Learning the Ropes

I was the only member of my family to take to two wheels. I attempted to enlist my twin brother and took him to the park for a familiarisation session. This proved disastrous and he quickly fled, announcing that motor cycling was not for him.

My first motor cycle holiday was to Bognor Regis and I recall eagerly looking forward to it. My first task was to plan a route as at that tender age I was not familiar with the roads or towns. I carefully packed the Empire Star with tools, spare tubes and cables etc. In that era if you suffered the misfortune of a puncture most motorcyclists were capable of coping with the problem and because of the renowned camaraderie among riders it would be unusual for other motorcyclists not to stop and offer assistance. A far cry from the situation today when rescue services would be summoned by mobile phone. Back to my journey; I found the campsite and met up with friends with whom I was to share a tent. Our stay was blessed with hot weather and a daily swim was routine. Cooking was a shared job and we all fared well. By now I was revelling in the freedom and being away from parental restrictions. Daily trips out to various venues required us to fill our rucksacks with jam, Spam, Marmite or cheese sandwiches followed by fruit and a Mars bar. I only wish I had kept the pictures from my Kodak Brownie camera.

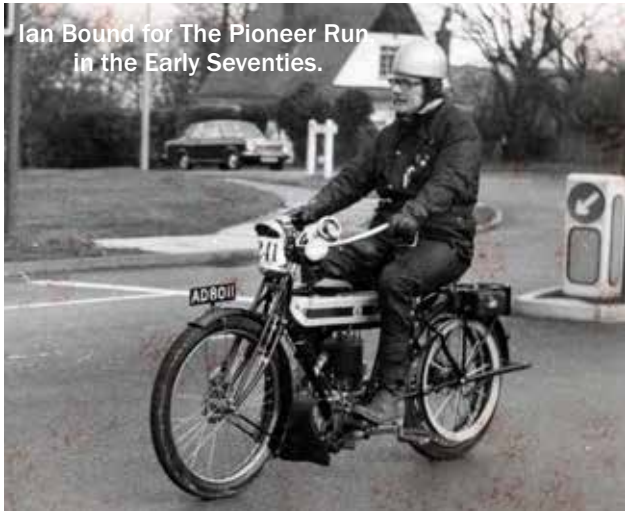
I probably only took £10 and this was mainly for food and petrol at two shillings (10p) a gallon. At this time cheque books and credit cards were not part of my life. Lazy evenings were spent strolling along the promenade and mixing with the visitors from the local Butlins Holiday Camp. No stroll would be complete without a visit to the pier to sample the candy floss which was a feature of this era. Amusing to note that there were photographers everywhere taking holiday snaps in the hope that you would purchase them next day. The level of testosterone in my body at that time must have been lower than normal since I failed to be attracted by the lovely girls around who were clearly looking to start a holiday romance. Perhaps it was because I was dressed in grey flannel trousers, white shirt and a pullover knitted by my grandmother, such style!

In the fifties I vividly recall queuing at Earls Court for the annual Motor Cycle Show which in those days was combined with a cycle show. Hordes of schoolboys were scouring the many motor cycle displays hoping to return home with a fistful of makers catalogues. It was a very lucky buyer who found that the particular new bike he was taking delivery of was an actual show model. Such machines had been prepared and vetted to show perfect paintwork and castings. In recent years I have seen machines on show such as Vincents, LE Velocettes and others which were the cut-away bikes obviously especially prepared for shows.

A Point to Ponder

It would be interesting if we were to take a poll of the people who have most shaped our motor cycle industry and heritage. Who would you vote for? My selection would include Moritz Schulte one of the founders of Triumph, the Goodman family of Velocette fame, Val Page of Ariel, the designer Phil Irving of Vincent, the colourful character Edward Turner of Triumph, the founder of Brooklands Locke-King and of course the brilliant Alfred Angas Scott.

Editor's Note: An interesting idea, would any members care to send in their list?



Ian Bound for The Pioneer Run in the Early Seventies.

John O'Groats to Land's End on an 1896 Leon Bollee

Part Two **Charlie Jenner and Dave Pittuck**

On Friday 29th August we loaded the modern car with tools, spares, welding kit, waterproofs etc, and secured the Bollee onto the trailer. After pinning a map of the route to the kitchen door for those left at home to follow, we set off from Sussex bound for Scotland. A hard day's drive found us at Aviemore for the first night's B and B. A further day of more relaxed driving brought us to the John o'Groats hotel on schedule.

Sunday morning, 31st August, broke overcast but dry. The Bollee was fired up, greased up, oil poured into the lubricator and eventually bump started, disturbing the quiet Scottish air with healthy bangs and splutters.

At 9 o'clock we were off, with Charlie at the wheel. Several members of the Caithness and Sutherland Vintage Vehicle Club had made the effort to rise early that morning to see us on our way, for which we were most appreciative.

As the journey unfolded, we gained more and more respect for Leon Bollee and his Tricar. The Bollee faltered not once on the whole journey, what more could we have asked of it? Casual checks on petrol consumption and speed revealed some 45 mpg and 16 mph. We had purposely set the governor back a couple of notches to achieve reliability at the expense of speed and it paid dividends.

We had expected to be able to tell tales of major repair work whilst sitting by the roadside, welding cracked chassis, replacing worn bearings, grinding in replacement valves and so on. In fact, the only problems encountered by us were:

Broken mudguard stay - held thereafter by sticky tape.

Front number plate came adrift - initially held with tape but later filed in the Rover.

Nut and bolt came adrift in the air valve control lever - overcome by inserting a split pin.

Engine oiler adjuster dismantled itself - cleaned and reassembled with a touch of Loctite.

Jet vibrated loose in the carburettor - tightened back in position and proceeded on journey.

It would seem therefore that, should any other Bollee driver consider 'doing' the End to End, he need only take a reel of sticky tape, a split pin, a drop of Loctite and a spanner in his spares kit and all eventualities should be covered!

No doubt we shall give the Bollee some sort of treat in its 100th anniversary year, but I suspect we might take a tool kit, spares, welding kit, waterproofs etc. just in case!

Pages from Charlie and Dave's photo album follow.

To be continued.

John O'Groats to Land's End on an 1896 Leon Bollee

From The Photo Album: Day 1 John o'Groats **Charlie Jenner and Dave Pittuck**



Ready for the off on Sunday 31st August 1986. Charlie stays well clear of the 'pothole' but we were to disappear down numerous in the course of the next few days. The Rover is the support vehicle which Charlie and Dave drove alternately.



John O'Groats to Land's End on an 1896 Leon Bollee

From The Photo Album: Day 1 Wick **Charlie Jenner and Dave Pittuck**



Confidently passing an old style AA box on the A9 north of Wick.

Not so confidently approaching the top of Berriedale hill, the signs read ' Keep in low gear - Try your brakes'. The road dips down from the hilltops to sea level and can be seen pulling up out of the village, by the tree line in the distance.



John O'Groats to Land's End on an 1896 Leon Bollee

From The Photo Album: Day 1 Lunch **Charlie Jenner and Dave Pittuck**



Lunch stop on the first day. A local named J.A.(Chi) Miller sped by on his old BSA, his everyday transport, having just climbed out of Berriedale. He spied us in the layby and returned for a chat.

After lunch, Dave drove into rain. The flame was extinguished several times by torrents of water when negotiating puddles, and the soaked drive belt once rode up and jambed the back wheel when negotiating a steep hill.



John O'Groats to Land's End on an 1896 Leon Bollee

From The Photo Album: End of Day 1 **Charlie Jenner and Dave Pittuck**



We were invited into the Police Station at Bonar Bridge for tea and cakes. Afterwards, Charlie had a damp journey to Tain where we found B&B at a forester's cottage overlooking the sea and hills.

The next morning was beautifully clear and sunny. The forester's Land Rover shivered outside overnight, while the Bollee rested peacefully in its garage. We decided to lengthen the drive belt by about 4 inches to improve gear changing. All work in the forests ceased for an hour or so whilst the forester's men gathered round to enjoy this strange occurrence.



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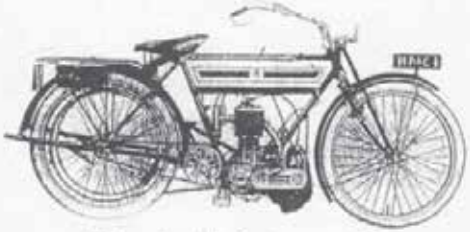
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Handy Hobart's Reprieve - For Now!

Richard Rosenthal

1910 Ladies Model Handy Hobart

I was delighted to read Jane Anderson's feature 'Our Members: Rowena Rosenthal' in the Club News, issue 904, page 25. The accompanying photograph depicts my daughter-in-law pulling away from Gaydon when starting the 2014 VMCC Banbury Run riding our 1910 Ladies Model Handy Hobart.

It's powered by a 293cc side-valve engine, built either under license from MAG, possibly in Coventry by Hobart or their subcontractors, or after its maker first had a very close examination of similar MAG units. It isn't a MAG engine but there are similarities. While its little engine is willing and the machine sports an appropriate 1910 three-speed Armstrong rear hub gear with clutch this Hobart is certainly an awkward little wretch to ride. That Rowena has completed a number of events on it is a tribute to her riding skills and perseverance.

Discovered incomplete post WW11 it was part restored during the fifties before acquisition by Charlie Murray for display in his famous IoM motorcycle museum. As the collection was being moved by Charlie's son Peter to a new home at Santon, circa 2005/7, the Hobart was one of many machines which were sold to be replaced by newer race themed exhibits. During the next few years, the Hobart passed through a number of hands before the late Dave Bickers bought it from the Norfolk Motorcycle Museum in 2010, by which time it had gained a less than average three-digit, three-letter registration mark.

Painted black in the 1950s and later overpainted in grey, perhaps by Charlie, to match the original colour applied by Hobart Bird & Co Ltd. Dave Bickers, twice 250cc European Motocross Champion and known in East Anglia as the Coddenham Flyer, completed the rebuild in readiness for his friend and former grass track racer Chris Ginn to ride in the 2012 Pioneer Run®. Although it completed the Run Chris found it lacking on the power front, and encouraged Dave to sell it to my son Peter for his dealer's stock. When the Coddenham Flyer showed it to me a couple of years earlier, for reasons which defy all explanation, I fell for the ugly little tyke, so Peter didn't hold it in stock for long.

A first ride confirmed that it was awful. Apart from not being able to grip the tank with one's knees its engine offered less than marginal power and one sat too close to the handlebars. They clouted the rider's knees and steering control was dreadful. Further checks informed that its first season Armstrong hub gear offered direct drive in the intermediate ratio while top and bottom relied on its epicyclic gears. Then another ride confirmed the clutch hardly worked.

Reversing the seat stem moved the saddle back by 6 inches improving the steering dramatically and one's knees were suddenly safe. Later a friend who used an Armstrong hub on his Rover advised the use of automatic transmission fluid as the hub's oil. True it leaks out quickly but the clutch started working and as the ATF outed the remnants of Dave's chosen SAE40 it worked better and better, to such an extent one can start from stationary on modest hills without pedaling. Although it goes against the grain, we now follow Armstrong's instructions of changing gear without the clutch, reserving this for starts from stationary only.

Power remains marginal compared with our 500cc veterans but at least progress can be made at 23 - 27mph without it vibrating apart. Moved by the reports of the late Joyce Cobbing riding 100+ miles to events as a young woman in the early 1950s on her one-year newer example encouraged us to start using it. Well actually Rowena, we're all heart, so we entered her into events on it!



Joyce Cobbing with her Hobart inthe early fifties.

Handy Hobart's Reprieve - For Now! Continued **Richard Rosenthal**

The Hobart's engine and hub gear have been 100% mechanically reliable, but the tyres have had their moments, forcing a number of retirements. On each occasion the rear tyre punctured, ruining two new covers to date. One could imagine an errant spoke is to blame, but no. On one Pioneer Run® a piece of metal left in the road penetrated a cover's side wall and another time a wood screw was to blame. To date the Hobart has suffered more punctures than I can remember in over 50 years and 250,000 miles of motorcycling. While a front wheel puncture is easily fixed it takes two and a half hours to repair a rear wheel puncture as the brake mechanism and rear mudguard needs removing before one can start disconnecting gear and clutch control rods to remove the wheel.

A year ago it suffered one rear wheel puncture too many, caused by broken windscreen glass, leading to thoughts of selling the ugly little critter but as my friend Nick said 'where would you find another?' Yes indeed, where!

Editors Note: Has anyone else been tempted to dispose of a machine due to its misbehaviour?

Main Picture: The 1910 Hobart. Inset Right: The 293cc engine. Inset Below: the rear wheel Armstrong hub.



Grandad's LMC

Rob Smith

While we were in limbo I had the idea of writing about one of the machines my late Grandfather Ralph Smith (1916-1988) restored and rode. He enabled me to have my first experience of Vintage motorcycling when I was young after he acquired and attached a sidecar which was his 1915 LMC Colonial 4.25. HP. We always called it the Lloyd when it was in the family and we now wish we had kept the machine, if not the sidecar almost 20 years later but our lives were very different then.

The Lloyd Motor Engineering Company of Birmingham began production of machines in 1907 after an earlier venture by Walter John Lloyd Senior in 1903 when some motorcycles were manufactured bearing his name. They were mostly conventional for the time but were fitted with LMC's own engines and their own-patent leading-link forks, the theory of them not unlike those fitted to several British, European & Japanese machines from the 1950's on. Another clever piece of innovation on the World War One era machines was a handlebar operated second brake block also acting on the rear wheel belt rim due to the movement of the sprung front wheel preventing use of a 'anti-lock' stirrup brake on the wheel rim. As many LMC machines were exported to New Zealand and Australia it is assumed that was how the model name was chosen. The War Office tested one LMC for dispatch rider duties but opted for the machines from Triumph & Douglas as well as several other manufacturers already or destined to become household names. The last year of motorcycle production was 1922 and a just a few machines survive.

Ralph's machine was first registered in 1921 to Vivian Charles Ellis of 64 London Road, Southborough, Kent. It was used for a time to deliver fish in a box sidecar before being abandoned in a shed along with a similar age Rover combination, the shed eventually collapsed onto them and they were first discovered in 1957 by a man who was an early enthusiast for Veteran & Vintage motorcycles, the late Dan Bassett of Crowborough, Sussex. Quite a few V & V machines survive now thanks to Dan finding and snapping them up back when they were worth very little. Dan kept the Rover combination and restored it to a very high standard for the time, it was the machine in the adverts for the Kenneth Bills Motorcycle Museum in Rochester, Kent. Ralph had just completed restoring a 1912 Levis 'Baby' to ride in the Pioneer Run® which is still in the family and he had become friends with Dan when he was offered the LMC sometime around 1973. It was complete but fairly rusty, the exhaust system expansion box had fallen to bits and the front wheel spokes had collapsed. He bought it and set to work and by the end of 1974 the LMC was running and ready to be re-registered.

Pictured right is its first run out on Boxing Day at the Pied Bull in Farningham, Kent. Sadly Ralph, Alex and Chris are no longer with us but on a happier note John, Colin and George are all still involved with Veteran & Vintage machines and the SMCC to this day.

Ralph and George rode the LMC on several events over the next few years.



With Ralph on the LMC are left to right; John Waghorn, Colin Jenner, the late Alex Brett, the late Chris Stiles and George Smith (my father).

Grandad's LMC Continued

Rob Smith

It was generally very reliable and the front brake worked fairly well which was a boon when the sidecar was later fitted. It did suffer a piston problem which, with the help of a local engineering firm, a replacement originally intended for a Deutz tractor went in with some modifications. In 1983 he thought it would be good to reawaken his love of sidecars and give his fast-growing grandchildren the chance to go out with him so he went down to Brian Verrall's old shop in Tooting and purchased a wicker sidecar all ready to attach. Your scribe was chosen to be the test passenger on the first event as a combination; the VMCC West Kent Section's London Run in summer 1984 where the second photo was taken just before we started; despite my reluctance the photographer insisted I had my hand up waving from memory. The run went OK mostly, 'the traffic was light but the traffic lights were heavy' described it best plus the shock of being charged a quid for a can of coke in one of the parks we stopped for lunch in. The intention was that we would do some more events but just weeks later Ralph was taken ill, he did recover enough to ride again but not on the LMC for the rest of his life. For me, the seed was sown and seven years later once I had my motorcycle licence I was lining up to start the Pioneer Run®.



The LMC was stored away and checked over occasionally for several years, until 2002 when my Grandmother required round the clock care so, with their house needing to be cleared and sold the LMC was purchased by Brian Verrall. It later went overseas through 'Yesterdays NL', hopefully it's new owner is enjoying it as much as we all did.



Finds and Discoveries

Australian Shed-load of Treasures

John Ferguson

I've just delivered six bikes to Shannon's Auctions in Melbourne, Australia, and thought you would be interested to see them. The on-line auction starts 11 November 2020.

These machines are owned by Warren Hicks, a lifelong motorcyclist and a founder of both the Victorian (Australia) Vintage and the Classic motorcycle clubs. Warren has bought and sold a lot of machines over the years, but never speculatively and never as a dealer. He bought things that interested him; Broughs and Vincents, Harleys, Indians, DKW, Jawa and the full English spectrum, large and small capacity. Most of them were ridden to work for at least some time. When a machine started to lose its interest, he'd move it on.

The remaining bikes demonstrate Warren's broad-church approach to motorcycles. They tell more about him than words. More is revealed in his answer to the obvious question about what, of the hundreds he's owned, did he enjoy most? The response is as quick as it is unexpected; "An AJW fitted with a Harley WLA engine; a good torquey engine, four-speed Burman 'box, good handling, and sit on 50MPH all day"

All are notional runners, in that they were ridden into the garage. They need tyres and a fettle, but that's all. Here are the three British made machines.

At 95, Warren's knees have worn out, and he's just put himself into care. Here's three of the English made machines.

1925 Villiers Engined Diamond

This is a 147cc Ultra Lightweight model, with no front brake, clutch or kickstart, the last of the chain-cum-belt bikes built. This was the basic commuter machine of it's day. Complete, and should be put into running order with very little work.

The makers badge states:

Diamond Motors, Maker no. 5249 The DF & M Engineering Co Ltd Wolverhampton England.



The Zenith Bi-Car

This is a mythical machine, the only one known, and has not seen the light of day since 1974. It is a late 1906 or early 1907 "improved" Zenith Bi-Car, frame No. 3. It's fitted with chain-cum-belt drive, with a two-speed gearbox. Suspension front and rear. Converted to Bosch magneto ignition in period.

Bought new in England by Mr Joseph Bishop, who was the proprietor of "The Australian Coachbuilder and Wheelwright", a monthly publication. Part of the deal he made was that he would promote the Bi-Car in his publication, and he was good to his word. Bishop rode it to Adelaide, South Australia, in 1908 or 1909. In the early twenties it was acquired by Les Gough, a prominent local speedway racer and motorcyclist. Sometime after 1932 it was hidden away under sheets of iron in a shed where it lay undiscovered until 1959. Warren bought it from Les Gough's son for £90 pounds in April 1960. With it came an engraved trophy from the ACUV for the "Oldest Cycle Crock" at an Old Crocks gathering probably at Aspendale, Melbourne in 1932.



Warren, the owner of this collection, demonstrating the Bi-Car's stability. Probably taken circa 1974.



The Bi-Car as it is now.

The Stanger

Another almost mythical motorcycle, this 1922 Stanger has a 538cc V twin two-stroke engine. It's thought that around 20 were made, of which the only other known survivor is in a British museum ***(Ed: I believe The Sammy Miller museum)***. Warren bought the Stanger for £10 pounds in 1957, in Adelaide, South Australia. The engine is No. 102 and it is chain-cum-belt drive with no front brake. It is complete, the engine is free, and it is un-restored. It was last ridden in 1975.





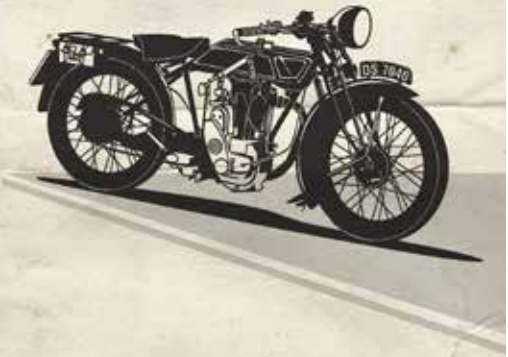
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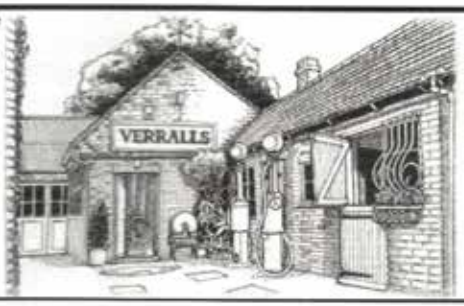
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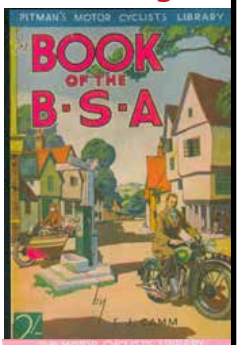
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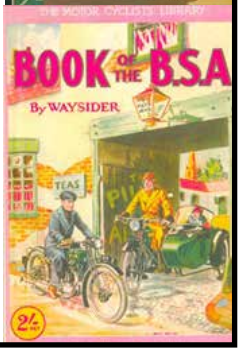
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CLUB EVENTS CALENDAR

Please Note: All further Club events are cancelled until 2021, see Chairman's message on page 3.

Date	Event Venue	Contact	
Sunday 21st March 2021	**Pioneer Run ®** Epsom to Brighton City Airport	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	New Finish Venue Pre-1915

Emmy at The Pioneer Run®

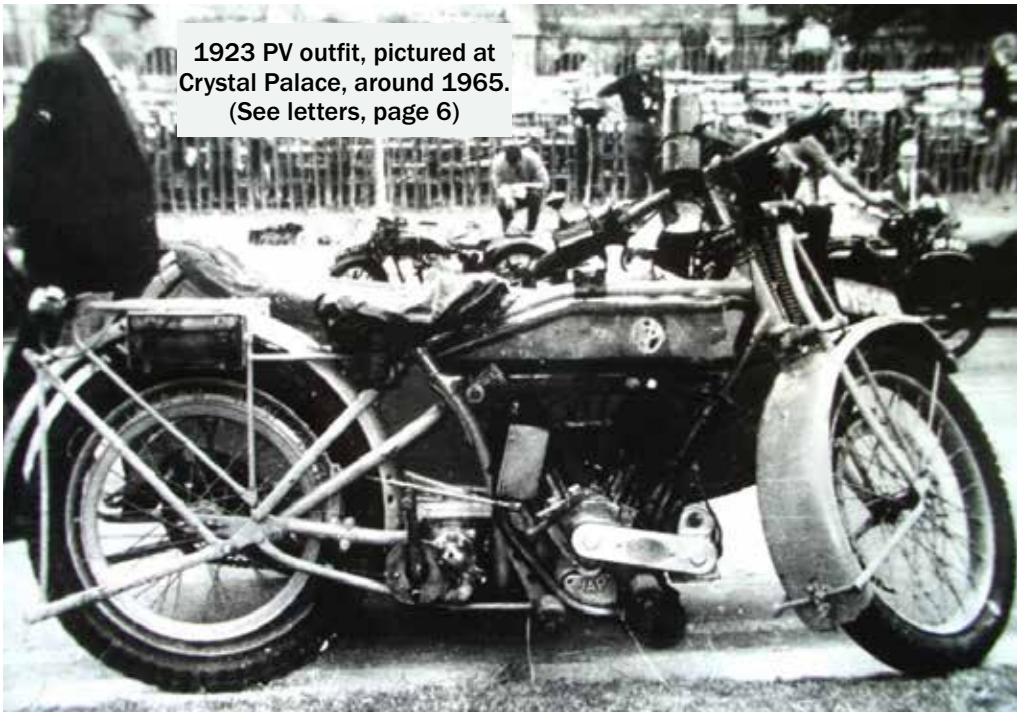
See Full Story Starting Page 12



Stu Towner and Emmy, his 1913 Rudge Multi outfit pictured att he start of The Pioneer Run.
See story page 12.



Two Rather apt Manx signs, one from 1960 taken by Roy Plummer, the other from 2019 taken by Julie Diplock



1923 PV outfit, pictured at Crystal Palace, around 1965. (See letters, page 6)