Sunbeam Motor Cycle CLUB NEWS

Issue 901 December 2019 - January 2020

Always Ahead!



Romney Marsh Run.
Richard Rosenthal gets Going on a Rather Soggy Day. Photo: Paul Bullock

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd

Founded 1924

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

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

Sunbeam Motor Cycle Club Ltd
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Editorial and News

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Hello Everyone,

As we enter a new year and a new decade here's best Wishes to all for a Happy Christmas and a Peaceful New Year. All the best, Julie

President's Christmas Message

Ian McGill

I would like to thank all members of the Club committee for their time and excellent work over the past year, without their input we would not have a club.

Also, I need to thank all the Secretaries of Meetings, who have spent many hours organising our events. We need a few more SOMs at the present, and there's no better time than now to shadow and assist the present event organiser with the view to take over in a year or two.

The 2019 events all went very well, even if the weather was a little changeable at times, and new events are in the calendar for 2020.

The 2020 Pioneer Run® will finish at Brighton City Airport, Shoreham. The managers have given us a lot of help and have welcomed us with open arms. The route will give riders a lot safer and more comfortable ride. Please stay on the route, we do not wish to have a disaster such as occurred on the Veteran Car Run. There will be extra signs in most languages at the approach to the top of Reigate Hill, and extra signs with marshals after Henfield for riders to enter the airport from the north.

Chairman's Lunch 2020

This is an invite to all Club members to attend the annual Chairman's Lunch on Saturday 4th January 2020 at The Shipley Bridge PH Antlands Lane, Burstow, Horley Surrey RH6 9TE.

We have reserved space, and meet from 12noon. Please mention you are a SMCC member and you will be directed to our tables. Order your meals and drinks, pay for same and sit at the table of your choice.

We look forward to meeting you for the first event of the new year.

May I wish all Club members a very happy Christmas with safe and comfortable riding in 2020.



Deadline for February / March Issue: 15th January 2020

Chairman's Chat

Arnold Marshall

End Of An Era

For some time now interest from members in our Trials activities has been dwindling, demonstrated by the fact that there were no Club riders at the recent Greybeards and Gingerbeards events and only two Club observers.

At the last Committee Meeting following a detailed assessment of the situation from the Trials Secretary it was reluctantly decided to hand over the Greybeards and Gingerbeards Trials to Bexleyheath and District Motorcycle Club along with two annual awards to honour Mike Holloway and Peter Donaldson together with a small donation to retain the Sunbeam name link with these events. The Trials Secretary has been asked to liaise with Bexleyheath to effect the transfer and find a suitable club/organisation to take on the running of The Gordon Jackson Trial if possible.

Regrettably, this will end the Club's direct involvement with Trials, the Committee wish to thank all Club Members who have worked so hard to keep this section of the Club's activities alive.

Post Vintage Activities

At the last Committee Meeting it was suggested that we do not do enough to encourage riders of 1931 - 1939 machines to exercise their mounts, we do of course have 12 events catering for All machines up to 1939, but none specifically for 1931 - 1939 only.

Please let the Secretary know if such an event is wanted and more importantly if you would like to organise one, maybe a long distance event would fit the bill.

I would like to take this opportunity to wish all our members a Happy and Healthy Christmas and New Year.

Quadricycles

The Club are pleased to announce that once again Quadricycles are invited to enter the Pioneer Run® provided they are on the Pioneer Register® or dated by the Veteran Car Club. To be eligible for the Pioneer Register or Pioneer Run they should have the following features:-

Four wheels, handlebars, single steering column, saddle and pedals

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Tenth Ixion Cavalcade Sunday 3rd May 2020

Ian Cockshull



The Tenth Ixion Cavalcade will take place on Sunday 3rd May 2020. A new start and finish location has been arranged at The Reid Hall in Boreham Street on the A271, postcode BN27 4SD.

Light refreshments will be available to purchase both before and after the run.

The hall has plenty of car and trailer parking for us and a revised route will be provided for all entrants.

The entry forms are being prepared at present and will be available to download in due course from **www.sunbeam-mcc.co.uk** and will also be emailed to all previous participants where an email address has been notified in the past.

Pictured left are Rick Parkington and Judy Westacott on the 2013 Ixion Cavalcade. Photo by Alan Fraser.

Secretary's Scribblings

Paul Bullock

Annual General Meeting of the Sunbeam Motor Cycle Club

At the last AGM it was agreed that the Club should hold its AGMs at different locations around the country to provide the opportunity for our expanding membership outside the south-east to attend. Consequently the next AGM will be held on Sunday, 17th May 2020 at The Shuttleworth Collection, Old Warden, Bedfordshire, SG18 9EP. The meeting will commence at 2.00pm.

On Saturday evening the 16th May The Shuttleworth Collection have a flying evening planned, so why not make a weekend of it! Further details to follow.

Committee Members required for 2021

Whilst 2021 seems a long time off, the Committee is going to lose some of its Members as there are going to be retirements. The three posts which will need to be filled are:-

Chairman, Secretary and Treasurer.

Meanwhile, a new Events Secretary is needed next year. If you know of anyone who would wish to take up any of the above positions, or if you are willing to put yourself forward, please do not hesitate to let the Secretary know. The Club needs people to become involved, none of these positions are particularly onerous. The reason for informing Members so far in advance is so that any prospective Committee Members can discuss what is required with the current holder of these posts so that they have some idea of what is involved. For the post of Treasurer knowledge of preparing accounts would be required.

Club Presence at Shows

Thanks to all those Members who bring their machines to shows for display on the Club stand. In 2020 the first show we will require machines for display at is the South of England Classic Show at Ardingly on Sunday 29th March, please let the Secretary know if you would like to attend.

Regalia Christmas Clearance Sale

Rob Smith

With the exception of ties and stickers I now have only a few of everything of our old regalia featuring the old-style Club badge. All clothing is in black. Please contact me first via my details inside the front cover of the Club News to check availability before sending your payment.

Fleece Jacket - XL, XXL ONLY	£14.00
Long Sleeve Rugby Shirt - M, XXL ONLY	£14.00
Short Sleeve Polo Shirt - XXL ONLY	£9.50
Sweatshirt - XXL ONLY	£12.00
Long Sleeve T-Shirt - M, XL, XXL ONLY	£6.00
Club Tie in Navy with Logo/Badge in Gold	£5.00
Hi-Viz Vest, Zip Front Yellow with Badge/Logo - 2XL, 3XL ONLY	£7.00

P&P is £7.00 per Fleece, £4.00 per Polo, Sweatshirt & Hi-Viz Vest, £2.50 per Tie.

Enamel Badge for Vehicle	£5.50
Lapel Badge	£2.00
Black & Gold Embroidered Cloth Badge	£3.00
Club Logo/Banner Sticker	£1.00

UK P&P is £2.00 per Vehicle Badge, £1.50 per Lapel Badge/Cloth Badge and Sticker.

Thank you and Seasons Greetings to you all!

From the Membership Secretary

Brian Empsall

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

Clive Boothman	West Sussex	Jeremy Jones	East Sussex
Brian Collins	Cambridgeshire	Dave Meads	East Sussex
Ian Crowhurst	East Sussex	Rupert Murden	Isle of Man
David Davies	West Midlands	Andrew Newmann	Surrey
Barrie Fairfield	Northamptonshire	Ian Reavley	Northumberland
Barrie James	Surrey	John Sartain	Hants

2020 Subscriptions

As from 1st October the annual subscription will be £24 for full UK members, £30 for full overseas members and £5 for family members. Thank you to those members who have paid already. For all other members the amount payable, on an individual basis, is shown on the reverse of the address label. Except for members entering the Pioneer Run (see below) subscriptions are due by 31st December. Payment can be made by any of the following means:

If paying by cheque please send your cheque payable to Sunbeam MCC to SMCC (Membership), 19 Swinfen Broun Road, Lichfield, WS13 7AP. Please write your membership number on the reverse of your cheque.

If paying by internet banking or telephone banking please make payment to:

Sunbeam Motorcycle Club Ltd No 2 a/c, (Sort code) 090153, (Account Number) 39197706 with "New" and your name as Payment Reference. For payments from abroad BIC is ABBYGB2LXXX and IBAN is GB52ABBY0901339197706.

If paying by PayPal please send your payment via the [Pay or send money] > [Pay for goods or services] feature in PayPal to:- **membership # sunbeam-mcc.co.uk** with "New" and your name as a note.

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.

2020 Membership Cards

Production and mailing of individual membership cards is a time consuming business both for me and for our printer and so for 2020 we will not be issuing individual loose cards but instead will be printing the "card" on the reverse of the address label. It will be sized so that it can be folded to fit in your wallet if you wish.

Warwickshire Weekend 8th to 11th May 2020

Jenny Staple

It's not too early to be asking for entries for this established three-day riding event based at the Kings Court Hotel in Kings Coughton, near Alcester. We have our regular riders but we always welcome newcomers who can expect very comfortable hotel accommodation, good food, served in the evenings in our own designated dining room.

The three days are approximately 90 to 100 miles per day with coffee, lunch and tea stops, paid individually on the day. The countryside offers quiet roads with May flowerings and for extra fun we include two historic test hills, Dovers and Sunrising.

Why not join us for this event which alternates yearly with the Shropshire three-day ride. Costs are £392 for two sharing double room, breakfast and evening meals for the period and £236.00 for singles, this payable to the hotel at the end of the weekend. We can send regulations and entry forms on request or they are available on the club website. Contact **jennybaz.staple # gmail.com** or by post 18 Chieveley Drive,Tunbridge Wells Kent TN2 5HQ or phone 01892 535671

2020 Pioneer Run®

Ian McGill

Entry forms and regulations were posted to all riders who have ridden in the last two events at the end of September 2019.

Please return completed forms to the entry secretary as soon as possible, especially those riders in Class Three should you wish to have an early start. **Closing date for entries is 31st December 2019, NO EXCEPTIONS.**

For persons wishing to ride with friends, please send your entry forms in together, if you are in different classes, I will list you as near as possible.

Do not forget to include your 2020 SMCC membership subscription, including family subscription if you are riding at membership rate. Further entry forms can be obtained from Ian McGill by email **pioneerorganiser # gmail.com** or via the Club website **www.sunbeam-mcc.co.uk**

Two New Runs in Suffolk for 2020

Peter Bennett

The Silver Dollar Run on Sunday 14th June and the Suffolk Vintage Run on Sunday 26th July will both run in the same format: The start and finish venue will be the 100th Bomb Group Memorial Museum, Common Road, Dickleburgh, Diss IP21 4PH, website **www.100bgmus.org.uk**

The museum tells the story of the USAAF 100th Bomb Group which was stationed there during WW2. It was a B17 heavy bomber group which was known as the Bloody Hundredth due to its heavy losses. It's an extremely interesting place to visit and all the volunteer staff extremely friendly and love visiting vintage bike clubs.

The venue has a cafe offering drinks and snacks. There will be parking available for vans and trailers. Start at 11.00 with sign on from 10.00. Open to all machines registered pre-1940. The route will be set in the undulating and picturesque countryside of Norfolk and Suffolk and will be around 60 - 70 miles with a planned lunch stop at a country pub.

There will be awards for Most Desirable Bike as voted by the riders, and Judges' Choice as voted by the organisers. Recovery and backup on the day will be provided.

Please get in touch if you need any information, 07889 765706 or **peter # arthouse-design.co.uk**

Michael Sedgwick Memorial Trust

Peter Card

You may have dug deep into the history of a marque or a particular vehicle and would like to publish the results of your research but you are not sure how to proceed. The Michael Sedgwick Memorial Trust is here to help.

Established in 1983 in memory of Michael Sedgwick, motoring writer, historian and curator of the National Motor Museum, the MSMT is a not for profit organisation that exists to encourage new and original research into any aspect of motoring history and make it available to the public. The Trust can provide advice and assistance to facilitate publication, whether through established publishers or self-publication. Projects approved by the Trust can also receive financial assistance where this is necessary to make the book commercially viable. For more information visit **www.MichaelSedgwickTrust.co.uk**

The Trust seeks a person to manage publicity and its website and welcomes applications from people who would like to work with this exciting and rewarding charitable trust. There are usually three meetings each year, held at the National Motor Museum at Beaulieu. Candidates for this unpaid position are asked to submit a simple CV outlining their areas of interest and skills. Interviews will take place in February 2020.

Please post your CV to MSMT, Budds Farm, High Street, Barrington, Somerset TA19 0JB

Editor's Note: Any budding authors out there? Be great to have more early motorcycling books published.

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 is the last time the badge will be awarded, but they are also available from our Regalia Officer.*
Lookout for a new prize in the New Year!
If you are posting photos or literature to me then please enclose a return SAE if you would like them returned.



No More Plodding

Hello Julie,
I recently came across these photos from The Black and White Illustrated Budget magazine, dated 16th January 1904.
I would never have thought the law had motorcycles in 1904. Someone may be able to identify his mount.
As for the other chap, Frankfort Moore, was a well-known author and Grace's Guide tells us that he's probably on a De Dion. Pity the trailer isn't in evidence, but that appears to be the towing attachment above the engine. Trust you are keeping well,
Tony Henderson
Editor's Note: Can anyone identify the machines? BY30 is included in 'Car Number Classics', as being the property of Croydon Constabulary with the quote "*Under the new law all motor vehicles are now compelled.... to show their registered plate plainly. The policeman's number can be seen in front of his lamp*".



The Law
The Numbered Motor Cycle. (Photo by R. C. Ryan)



The Novelist
Mr. Frankfort Moore, who has just returned from the West Indies

Ethanol in Petrol

Dear Julie,

The Secretary's Scribblings in the last Sunbeam News included an item on ethanol in petrol. Despite there being over seven articles on ethanol in petrol in the Sunbeam News over the last few years there was no mention of these. The articles already published may well provide the answers to the questions being fielded.

Before going to the trouble and expense of buying ethanol free petrol club members might find it helpful to read the articles published in the FBHVC News (see **www.fbhvc.co.uk**) and the Sunbeam News (Issue 835, page 20, Issue 837, page 15, Issue 842, page 34, Issue 847 page 17, Issue 855 page 10 and Issue 864 page 16). The report in Issue 855 page 10, on a Department for Transport Historic Vehicle Fuel Stakeholders Meeting I attended on behalf of the SMCC, might be particularly useful. An index to the Sunbeam News is available and back copies of the News can be read on our website **www.sunbeam-mcc.co.uk** .

Yours sincerely, John Hodson

Pioneer Run® Comments

Dear Julie

I'm very saddened to see that next year's Pioneer Run will not be ending on the iconic Brighton sea-front but at an airport. Last year's route change was a big mistake and I, like many others had problems with the numerous stop-starts due to endless traffic lights from Shoreham. But, this takes it from bad to worse. Personally, I had no issue with the original route, the last mile or so isn't much fun but is well worth it to eventually arrive at the sea. There is something magical about riding an old bike from London to the Brighton sea-front! I appreciate the club won't be interested in one member having a moan but I won't be entering unless the original route is restored, and I can only hope you will receive similar messages from other members.

Kind regards, Ian Smart.

September West Kingsdown Club Night: Sunbeam Model 2

Dear Julie,

This is a photo from the 1973 VMCC Coventry to Brighton Run. It shows Ralph, my Dad's father, with a borrowed 1928 James 350, a young Dad with his 1926 Sunbeam and John Robarts with a special called the BJS (Bill Jackson Special). Originally a marriage of early 30's Ariel frame and forks with an Austin Seven engine, which suffered overheating problems as the radiator was behind the engine. Later a c1917 JAP V-Twin engine was fitted. Dad rode it a few times back then, said it was a delight to ride. Sold through Bonhams a few years back, now thought to be somewhere in Spain.

Regards, Rob Smith

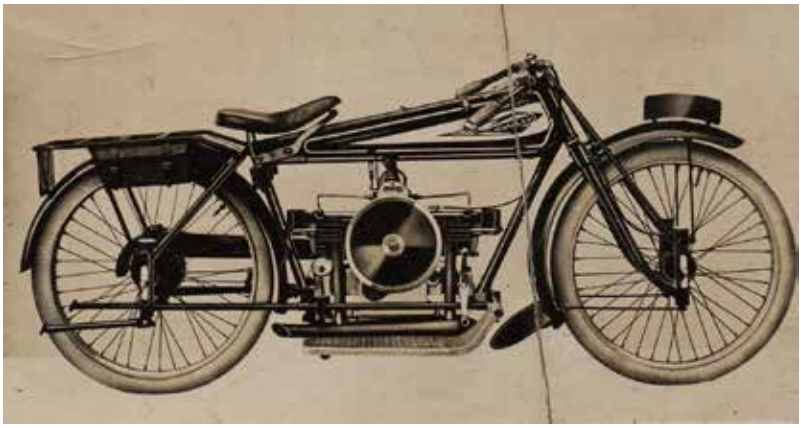


L-R Ralph Smith, George Smith and John Robarts

Wooler

Hi Julie

I don't know if the attached photo has already been used in the recent Wooler articles in the Club News. I have been going through my father's old paperwork just to see what I can dispose of now and came across the photo. My father worked for one of the Wooler brothers, Charles I believe, in the 40's doing war work in his engineering business in Wimbledon. They got on well and had a shared interest in early machine tools. I remember as a child going on the occasional visit to see him in the 50's and also meeting his nephew Bob Spreadbrow who was instrumental in getting an early Wooler motorcycle going again.



Hoping that the photo is of use. It looks to me like a works style publicity photo.

All the best

Jon Hodges

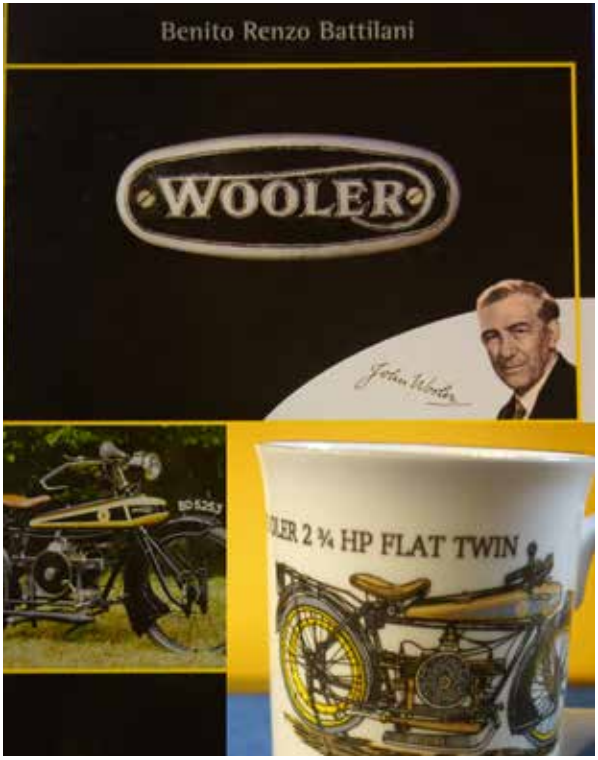
Editor's Note: Many thanks for the photo and letter, it's won you the last Sunbeam MCC machine badge.

Hello Julie,

Good to see the nice photo of the yellow Wooler in the October / November 2019 Club News. A regular visitor to our pre-31 Mountains of Mourne event here in Northern Ireland is Bill Dunlop of Fife. He has brought his Wooler to previous events and again this year. Just as well for his Wooler is featured on this year's souvenir mug!

Bill's Wooler also features in Benito Battilani's book on the Wooler. Benito is a Sunbeam club member (as is Bill) and rode my 1914 Humber in this year's Pioneer Run. He is a major force in the Italian Vintage and Veteran world and has written many books and features on old motorcycles. Unfortunately, his book is in Italian but has copies of many Wooler sales brochures which are of course in English. There are also many patent drawings and photographs of machines so of value to any Wooler owner.

Best wishes, John Kidd



Obituary

Len Perry: 29th October 1923 - 30th October 2019 Richard Mummery

Len died peacefully in his flat Trafalgar Quarters, Greenwich the day after his 96th birthday. On his birthday he had been playing on the floor with his great grandchildren.

Len had a family cremation at Hither Green followed by a memorial service at St Alfege Church Greenwich at 12 noon on the 20th November. I attended with several Sunbeam members and with many family and friends, it was a lovely service. During which both his sons gave their recollections of family life and their adventures and how Len looked after them, and Lens granddaughters gave a very emotional account of their happy memories and times spent with their grandfather. Motor bikes were often mentioned during their reminiscences. We also heard of the time Len spent in the navy during the WW2. At the age of 20 he served as a stoker on HMS Beagle, a destroyer first involved in escort duties on the arctic convoys and then very much involved with the D-day Normandy landings where he saw some terrible sights. He was very much involved in saving some American service men from their sinking landing craft off Omaha beach, whilst under heavy fire.

I knew Len over the past fifteen or so years, through seeing him on his 1913 Sunbeam combination at various motor cycle events both here and in Belgium and he always came over as a very happy and cheerful person who was always in control of any situation and ready for a laugh and a joke.

A memory of Len that will always stay with me was several years ago at the start of the Oude Klepper Parade in Belgium. The start area is on a main road outside the Town Hall in De Haan. You start on a very grand raised platform about four foot off the ground and are surrounded by hundreds of spectators. I was standing near the start when it was Len's turn. He began to ride up the steep board and as usual had a broad grin on his face. As he neared the top the bike slowed to a stop, I could see he was slipping the clutch, the broad grin was gone and a look of dismay took over. He slipped the clutch a little more and the outfit began to roll back. At this Len looked very frightened and the crowed gave out a gasp, but Len was able to keep the combination straight and got it back to ground level. He then opened the throttle a big smile returned and rode straight up onto the podium, to a huge round of applause.

That is how I will always remember Len, a very happy, loveable family man always in control of any situation. I'm sure many other members will have happy memories too.



Len Perry and his 1913 3½hp Sunbeam at the 2015 Pioneer Run®, where he was presented with the Lt. Col. "Tiny" Ayers Memorial Trophy for the rider with the Greatest Combined Age of Rider & Machine. Photo Richard Jones

Obituaries

Ken Boulter: 8th May 1933 – 13th October 2019

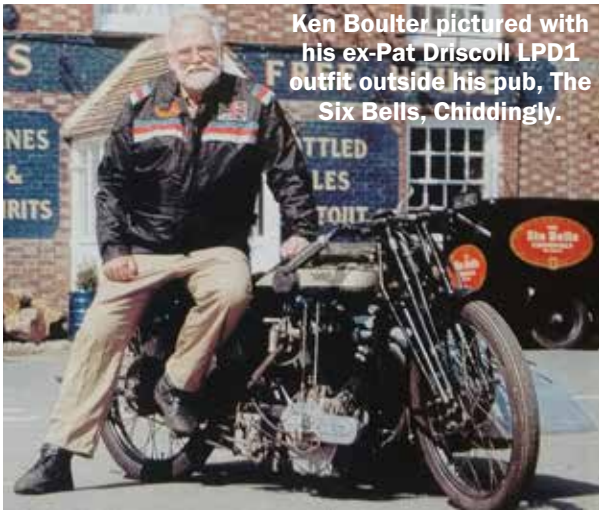
Frank Mace

Ken can only be described as a larger than life figure in all respects of the term. I first met him in the early 1990's as a fellow member of the SMCC whose meetings and Conyboro Run are held at the Six Bells Chiddingly, the pub he owned.

Two brothers married two sisters, the girls' father being Ralph Ricardo, cousin of Harry Ricardo, co-founders of the legendary Ricardo Engineering firm at Shoreham. Ken's father Alec along with his new wife Joyce took a job as manager of a large Demerara sugar plantation in British Guyana and Ken was born in Georgetown, the capital. He was the only white child at the local school and had a nanny who practised voodoo.

On his return to England after the war he went to Eastbourne College, wasn't happy and so joined the army aged fourteen. After basic training he became a marine engineer and was billeted in Othello's Tower in Famagusta, Cyprus. He was at times stationed in Egypt during the Suez Crisis and Malaya as part of the Army Air Corps, where he was fighting the insurgents along with the SAS who he had trained with, flying an Auster aeroplane throwing out leaflets. Ken was mentioned in dispatches twice. It was whilst in the Army that he rekindled his interest in motorcycles after first getting the bug as a youngster in Horam. Staff Sergeant Boulter often rode competitively for the Army Team, primarily in Cyprus on Matchless and BSA machines that he constantly improved. His passion for early motorcycles then grew and grew and whilst stationed in Wiltshire, he would put adverts in the local rags, and with his friend Charlie drive round the countryside pulling veteran bikes out of old sheds and barns. He then rebuilt and restored them at the Army's expense, in a hangar he had commandeered under the watchful eye of his commanding officer, a certain Lt Col 'Tiny' Ayres. He spent two years in the Antarctic with the Fuchs exploration mission, flying the two aircraft and looking after the dog teams.

During the Army he developed his entrepreneurial skills and whilst on leave was responsible for the design and decor of the Troubadour Coffee House, the in place to be seen in London where the famous pop groups of the day would play and hang out. Known for its cattle wash-stand in the toilets and intricately carved front door which came out of a skip, it is easily recognisable as the forerunner of The Bells.



Ken Boulter pictured with his ex-Pat Driscoll LPD1 outfit outside his pub, The Six Bells, Chiddingly.

Ken then, with two partners, built many houses in East Hoathly and surrounding district, all in the imitable Ken style using reclaimed materials - he was upcycling before the word had been invented.

The Bells was an unsuccessful pub when put up for sale by Beards in the early 1970's, but Ken decided to take it on. Funded by the sale of all of his 40 plus veteran motorcycles bar one, one - he kept only the Triumph, Ken renovated The Bells in his trademark style using unskilled labour to give an original vintage look. It became the motorcyclist's pub, visited by all from Hells Angels to the Vintage boys.

Christine Morris 1950 – 2019

Baz Staple

Christine Morris, club member and wife of Geoff, left this world on 6th September having suffered a long illness for which there was no cure. Despite several hospital stays, in between times, Geoff and Christine spent valuable time going places as if there was nothing amiss and she remained bright and cheerful to the end.

She told her children and grandchildren always smile, because it makes life brighter and people like that and she carried this principle throughout her life. Christine was always with Geoff on the Pioneer Run, either in the sidecar or driving the car and trailer to Brighton. Welsh Week was another favourite for many years, where she also helped transport non-riders round the route.

Christine was ever young in appearance and enjoyed life, supporting Geoff with his collecting enthusiasm for anything old. She threatened Geoff with dire consequences if he bought another old book into the home but never fulfilled these threats.

Those who know Geoff will appreciate the void that her passing means and we also offer our condolences to their extended family to whom she was such a great joy.



Christine and Geoff Morris leaving Tattenham Corner on the 1976 Pioneer Run.

Ken Boulter: 8th May 1933 – 13th October 2019

Frank Mace

Continued. Ken developed the menu and had bands of the day play there with customers like Keith Emerson (of ELP) and Bob Hoskins of movie fame. At one time he also owned The Lamb at Ripe.

When in 1981 a customer enjoying a pint with Ken announced he was going to sail across the Atlantic, Ken decided to go along too. He found Paul to run The Bells in his absence, and duly had an eventful journey across remaining on Nevis, a small island near Saint Kitts for six months.

On his return he immersed himself in the vintage motorcycle scene, running a grass track Ariel, a bike he prepared, which was very successful.

He competed in most of the vintage motorcycle runs of the day both here and abroad, including the End to End on a pre-war Ariel Red Hunter and a trip to Cyprus and back on an AJS. He completed around forty Pioneer Runs and competed in the International Six Days Trial. Amongst several flat-tank Nortons he owned was the famous Pat Driscoll LPD1 outfit which had broken fourteen World Speed Records in May 1925.

He had an interest in veteran and vintage cars owning several, including a 1903 Peugeot and an early Renault, also property, technology, cookery, nature and travelling - notably taking his mother when in her seventies by train from Lewes to Hong Kong both equipped with only a rucksack, his mother's on wheels. He was extremely knowledgeable on a wide range of subjects including antiques, at one time owning an antique shop in Rotherfield and having a stall at Camden Lock.

Women were a large part of Ken's life, he was married twice and had many other relationships. With his first wife Doreen, he had a son Brett, a daughter-in-law Liz and two grandsons. Our condolences and thoughts go to them. I shall miss him as his like is unlikely ever to be seen again.

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:
December 5th; January 2nd

Club Meetings at London Colney, Herts

Richard Tann

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

Next Dates at London Colney:
December 17th - **Xmas Club night, one week later than usual, then January 14th**

Club Meetings at The Vine, Essex

Frank Mace

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

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

Next Dates at The Vine:
Saturday 7th December at noon
Saturday January 4th

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.

Note: Due to flood repairs to West Kingsdown Village Hall, for three months only for our meetings on Mondays January 20th, February 17th and March 16th will be held at The Old School, School Lane, West Kingsdown, TN15 6JN. School Lane is ¼ mile from the Village Hall opposite The Portobello Inn pub on the A20 towards Wrotham/M20.

Tea or coffee and biscuits provided, for more details contact George Smith on 01474 852960 / 07929 883665 or **t110george47 # gmail.com**

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

October

Club Member Robin Vince gave another of his excellent talks with photos; entitled 'The Great Escape – Shackleton and The Endurance Expedition', detailing the extraordinary life of Sir Ernest Shackleton (1874-1922) who led three expeditions to the Antarctic, a story of hardship, determination and suffering crossing a uninhabited, permanently frozen continent larger than either Europe or the USA.

Born in Kilkea, County Kildare, Ernest Shackleton's family moved to Sydenham, South London when he was aged 10. Having attended Dulwich College and served in the Merchant Marine he was on Captain Robert Falcon Scott's 'Discovery' Expedition 1901-04 from which he was sent home early for health reasons after he, Scott and Edward Adrian Wilson had set a new record by marching to latitude 82 degrees south. During his second expedition, this time on board the Nimrod in 1907-09, Shackleton and his three companions established a new record for farthest south latitude 88 degrees south, only 97 miles from the South Pole.

After Ronald Amundsen had reached the South Pole in 1911 Shackleton attempted to cross the Antarctic from sea to sea via the South Pole in the Imperial Trans-Antarctic Expedition 1914-17. Disaster struck when the expedition ship Endurance became trapped in pack ice which slowly crushed the hull and sank it. Shackleton and his men survived by camping on the ice until that began to break up then they launched Endurance's lifeboats to reach Elephant Island; then a courageous 720 nautical-mile voyage in the lifeboat 'James Caird' to South Georgia Island for Shackleton and some of his men which made his reputation as all of his crew survived. Remarkably several excellent photographs were taken of the expedition on cameras manufactured by John Alfred Prestwich, Mr. J.A.P.

Shackleton's health was permanently affected by this time but he returned to South Georgia in 1921 for the Shackleton-Rowett Expedition. While moored there he passed away from a heart attack and he was buried on South Georgia at the request of his widow. The 'James Caird' was preserved on South Georgia for many years before being returned to the UK for restoration and is now on permanent display at Dulwich College. Our grateful thanks to Robin for another superb talk.

November

We had originally hoped to have a speaker from Bikerdown to give a presentation on what to do in the event of a rider falling off a motorcycle. However, he was unable to attend so a Photo Night was held instead with members invited to look out their printed photos of their past and present machines and events. This brought a good response with many interesting albums to look through, especially John Waghorn, who brought a collection of photos of several of the machines that have been enrolled on the Pioneer Register® over the decades. Thank you John and everyone else who brought items.

December

We're pleased to announce for our meeting on the 16th December we have Terry Herbert returning to perform some more magic. For any of you that weren't able to come along two years ago when we featured him, Terry is an old friend of ours and a retired professional magician with over 50 years membership of the Magic Circle and many TV appearances with Paul Daniels and several other variety shows to his credit. There will be some mince pies and nibbles on the table, please bring your wives and partners for what should be a great evening.

Next Dates at West Kingsdown:

December 16th Christmas Party Night

January 20th Note: Due to flood repairs to West Kingsdown Village Hall, for three months only our meetings will be held at The Old School, School Lane, West Kingsdown, TN15 6JN. School Lane is ¼ mile from the Village Hall opposite The Portobello Inn pub on the A20 towards Wrotham/M20.

Out and About

Shropshire Mid-Week Break May 2019

Judith Coote

Based at the Valley Hotel in Ironbridge for four nights, the Shropshire Mid-Week run provides three days of riding through beautiful unspoilt countryside, up (and down) some very steep hills. This year the scenery was amazing, the food was excellent and the weather was unbelievable!

We had 12 or 13 motorbikes, depending on which day it was, as a new member joined us on day three. Luckily we had membership secretary Brian Empsall with us so he was able to recruit Jim to the club!

Paul Morley's 1914 James was the oldest machine on the run; Chris Pile rode his trusty 1928 Sunbeam, while Pat and Brian Empsall brought their 1928 Triumph sidecar outfit. The remaining bikes on the run all dated from the 1930's.

This year we enjoyed some new routes and different refreshment stops, although favourite venues like The Bog visitor centre are always popular.

The first day we stayed within the county of Shropshire, climbing the road to the Stiperstones in the morning then crossing the Long Mynd, via the Burway to Church Stretton after lunch.

Day two took us through Ludlow and into Wales, with a new lunch stop at the Offa's Dyke visitor centre in Knighton. We then crossed back into Shropshire via a steep descent into Clun, then a tea stop by the River Teme at Leintwardine. Back to hotel through Craven Arms and Much Wenlock.

Our final riding day (and it was still warm and sunny!), saw us heading for the Severn Valley Railway line and a coffee stop by the River Severn. Later we rode to Burford and Tenbury Wells before tackling Clee Hill, the highest peak in Shropshire.

There were eighteen of us in total enjoying the beautiful scenery, relatively quiet roads and of course, great company.

The next Shropshire Run will be in May 2021, so keep a look out for it in the magazine and on the website and hopefully I will meet you there.



Bob and Linda Jarvis enjoying the sun on their 1937 500cc Triumph Tiger 90.

Shropshire Mid-Week Break May 2019

Judith Coote



John and Wenda Sillett, 1937 350cc Ariel

Tony Page, Ariel

Coffee stop at The Clive, Bromfield, near Ludlow

Coffee stop at The Ship Inn, Highley.

September Challenge Rally 2019

Alec Thompson

Here we are again looking forward to meeting all of our entrants who really should be called our friends. In this our eleventh event we are staging two routes.

The great day arrives, the clouds are clearing and the outlook looks good. Our starting venue this year is Beadlam Grange farm shop and tea room. A short run of 60 plus miles is planned for low-power veterans with a longer run of 75 miles over the moors taking in some of the finest wild scenery we have to offer in North Yorkshire.

A bit of a problem was encountered as some of the road signs were obscured by overgrown hedges. Not a problem as out came the loppers and the offending greenery was removed.

The short route wound around the low areas of Harome, Salton and Ryton and the market town of Malton, finally taking in the magnificent Castle Howard estate before leaving with a truly magnificent view of the Vale of Pickering.

We then travel on to the edge of the North Yorkshire moors and head north over the moor roads, being aware of the local sheep just wandering loose and having a death wish regarding motorcycles. On to Appleton le Moors, with an optional route stop at The Moors Inn.

Heading further north we pass through Lastingham before finally arriving at another jewel in the moors, Hutton le Hole. Leaving Hutton it is just a casual run returning to Beadlam Grange.

The longer route covers the same early route as the veterans, before leaving at the outskirts of Malton and heading north for Kirbymoorside and the start of the moors and dale section. From Kirbymoorside to Gillamoor and down, with a surprise view then turning left for Farndale. Absolutely breath-taking scenery.

Heading west along the valley side we reach Low Mill and head up and along the other valley side to meet up with the Castleton road. We finally reach The Lion Inn at Blakey for an optional stop and to turn over the route map.

Leaving Blakey we head further north to the Rosedale turn off. Looking down the valley we see the majority The Vale of Pickering and in the distance the power stations of Ferrybridge and Edgburgh. Truly an amazing view. Along the moor roads and down into Rosedale we head south to meet up with the veteran's route and back to Pickering.

Returning to Beadlam Grange, Joy and the catering department have arranged a sit-down meal of large Yorkshire puddings, stew and vegetables. Just what you want after a day's motorcycling.

I would like to thank Joy, Beadlam Grange staff who arranged our start and finish brilliantly, our travelling marshals and back up crew john, Yvonne and Rod. Most importantly to all our entrants, without whom the event would not be possible.



1912 Humber belonging to Eric Alderson.

September Challenge Rally 2019

Alec Thompson





Brian Empsall attempting to coax life into his Triumph



Joy under pressure at the sign on. Note bacon butties and hot drinks.

12th Constable Run: 8th September

Martin Staple and Marian Johnson

Riding along the picturesque Suffolk roads with the sun beaming down we were told it was still a most enjoyable ride by those who took part. A total of 54 miles was ridden, leaving from and returning to Monks Eleigh where Corncraft Tea Rooms excelled once again with their excellent hospitality of good food. Those that did not ride could browse round the gift shop, garden centre, clothes outlets and also have a cup of tea which Corncraft offered whilst waiting for their rider to return.

Our thanks go to Corncraft for the excellent lunches, our members and friends who helped on the day and most of all to those of you who took part. – a great time was had by all!

The Chris Stiles Trophy for "The Most Desirable Original Unrestored Machine" was awarded to Rob Kitchen on his 1926 Sunbeam and the machine which was voted "The Machine I Most Want to Own" was awarded to Peter Bennett on his 1928 AJS.

A note for your diary - next year's Constable Run; where we do it all again is on Sunday 6th September 2020. Our numbers are increasing every year so if you haven't ridden in this event before we will warmly welcome you. There are plenty of bed and breakfast places in the vicinity if needed, whether for a long weekend or a week. Do please come along you won't be disappointed at the beautiful countryside.





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Kop Hill Climb –September 2019

Baz Staple

Some twenty-five club members turned up to run the hill, most doing both days. Kop Hill is a festival of fun and is not competitive but we do see some spirited performances on the closed for the weekend tarmac road. It consists of a two-thirds of a mile climb, starting fairly flat but increasing to one in five and then one in four. It commenced as a motorcycle only event in 1910 but nowadays sports both bikes and cars, from veteran to post war, classic, plus exotica. It is a truly eclectic mix of motoring with a huge spectator attendance.

This year the programme listed seventy vintage bikes, 48 post vintage and 44 classics. The club stand was there as usual with some ten bikes in front, most of which went up the hill twice each day. All the many and friendly marshals give their time free and all proceeds going to the chosen charities, and to date the events since 2015 have raised over half a million pounds.

Whether you are riding or spectating it provides a close view of the most interesting motorcycles and cars of the past taking part in a festival atmosphere.

The Sunbeam MCC for years has been asked to do the motorcycle judging for cups provided by the Classic Motor Cycle magazine. Barry Brown, Ian Loveridge and Baz Staple were in charge of this judging for the most interesting pre-1939 machine and the most interesting special. The winners were the ex-Ralph Seymour MK V111 KTT Velocette, now owned by Andy Barrett, Ralph's grandson and the RCF/Buell/Harley Cyclone, engineered entirely by Nick Botting. Club member Sammy Miller made the presentations.

Do enter next year, and remember to state your club as Sunbeam MCC!



Pictured right are the Buckingham family getting to grips with John's latest restoration. (Picture Julie Diplock)



Sunbeam MCC club stand on Saturday prior o the Sunday deluge! Picture Baz Staple.

Trondhjemsridtet 1919 Norway

Jon Hodges



"Trondhjemsridtet 1919 is an historic based touring rally run on public and private roads and seeks to re-create Trondhjemsridtet as it was organized between 1919-1924, thus increasing the interest for the oldest motorcycles in our cultural history. The rally is a touring rally without any competitive elements, based on a road-book and maps. Speed or timing will not create base for any prizes awarded."

This is the opening paragraph on the entry form for this fantastic event. This year the route covered 1200km (750 miles) from Oslo to Trondheim and back over four days and using 20% gravel roads. My navigator, Gill, and I have done two of these events before and enjoyed every one but they surpassed themselves with the route this year. Each event we have entered they have been increasing the amount of rural roads used taking the riders further into the wilderness between the two cities. The entry fee covers all food, accommodation and backup during the event and gives good value especially considering the high cost of living in Norway. The only trouble is paying for your beers at the end of the day, just tell yourself you deserve it after such a ride. For a British entrant the major downside is that there are no longer direct ferries crossing to Scandinavia at all. The first event we did, there was still the ferry to Esberg in Denmark which was only a short road trip to the ferry across to Norway.



Gill with the 1927 three-speed Super Scott

Trondhjemsridtet 1919 Norway Continued **Jon Hodges**

However, after much debate we decided to go again this year as it was the centenary of the first Trondhjemsridtet and we expected that they would make an extra effort for it. Our previous runs had been with our modernised 1930 Scott but this special occasion called for my earlier 1927 three-speed Super Scott to have an outing. A comprehensive Tulip route sheet is supplied online before the event plus maps although the accompanying words are in Norwegian. However, my Google translations worked perfectly and we didn't miss a turn the whole four days. We were given the dubious honour of being No 1 for some reason which eludes us but it meant that we didn't have a lot of time in the mornings to savour the wonderful breakfasts available especially with the second day's 7.00am start.

We were lucky with the weather for most of the rally apart from the start of the third day on the way out of Trondheim. It was cold and wet with the clouds hanging on the hill tops. This didn't bode well for the highlight of that day's trip which was a gravel road mountain pass over a 1200 metre summit. However, by the time of our mid-morning coffee stop things were clearing up very quickly and the mountain run was in sunshine with brilliant views. The only hiccup with the bike was on the last day when a flooding float chamber caused by a bit of muck under the valve required the tool box to be opened. It was easily cured with a quick drain and we were back on our way.

This event has been run every two years since 2012 but with a three-year break so that the 2019 event coincided with the centenary. There was talk of another in 2021 although the organisers are saying that they are getting a bit long in the tooth to carry on much longer and are looking for some younger enthusiasts to step up to the plate and continue the tradition. All I can say is that should it be held again in 2021 it is quite a challenging but a very rewarding run to enter although my navigator has definitely said never again and I am getting a bit ancient as well.

So, we need someone to continue flying the flag for British vintage motorcycles. I thoroughly recommend it to any intrepid pre-war motorcycle rider to enter at least once to savour the scenery and roads that these Norwegian pioneer motorcyclists encountered.

You will be welcomed with open arms as this is a truly international event. The entry forms and regs are all in both Norwegian and English so there is no excuse of a language barrier. If you care to look there is a website dedicated to the event on

www.trondhjemsridtet.com



Jon at the finish.

Features and Articles

Obscure Makes: The Arno

John Hodson

There has been much speculation as to who was behind the Arno Motor Company Limited. In a long account in the Historic Coventry Articles series it is suggested that Arno Sthamer was the man behind the company. Since Jon Dudley and Colin Jenner's talk on Arno motor-cycles and Rob Smith's account of their talk, published in the Club News issue 898 June / July 2019, more information has come to light.

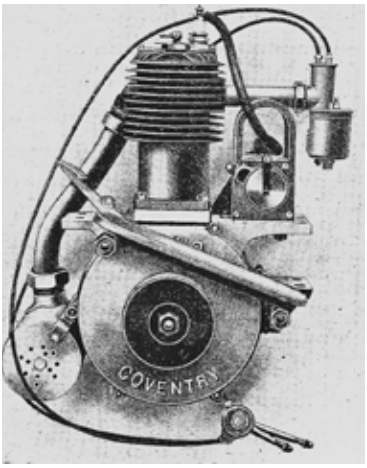
In the 1891 and 1901 census returns Mr Sthamer is described as a clerk in a cycle works. In 1911 he is described as a commercial clerk and foreign correspondent in the cycle and motor trade. In all three census returns he is described as a worker. In a search of Coventry Newspapers of the period I have only found three references to him. In 1905 he applied for a position with the Meriden Board of Guardians, in 1908 he is in court accused of involvement in illegal betting and in 1914 he attends a funeral representing the Little Heath Ward Conservative Association. There is nothing in the census returns or newspapers to indicate that he was ever associated with the Arno Company or with any other motor company as a manager, engineer or motor cycle designer.

In a report of the Arno exhibit at the Stanley Show in The Motor Cycle of November 1908 it is stated that " Mr Hammon, who is responsible for the design and production of this Arno machine, was also the maker of Clarendon motor bicycles, a number of which are still running and giving every satisfaction to their owners". Bearing in mind this account of Arno at the Stanley Show, the fact that George William Hammon is described as a motor works manager living in Earlsdon in the 1911 census and his experience with the design and pro-duction of Clarendon motor cycles, there can be little doubt that George Hammon was the man behind the Arno Motor Company, Limited and not Arno Sthamer.



Colin Jenner's 1912 Arno at Brighton 2019

Obscure Makes: The Arno Continued **John Hodson**



The first reference I can find to an Arno is the single-cylinder motor bicycle exhibited at the Stanley Show of 1908. The bike had an especially low frame, it was fitted with pedals but these could be removed is so wished. Arno's own engine was fitted and this had a bore of 90mm and a stroke of 85mm. A Bosch chain driven magneto was fitted behind the engine and an AMAC carburettor was used. The silencer was quite a complicated affair terminating in an iron ribbed casting drilled with a number of fine holes for realise of the exhaust gases.

1908 saw William Hammon have another attempt at producing a car. Powered by a White and Poppe engine it had shaft drive, it is doubtful if more than one Arno car was made. The car was shown at the 1908 Stanley show and was described as simple and easy to control so that: "the Arno should be a suitable car for a lady"!

At the 1909 Stanley Show two models were shown, the Speed model and the Modéle de Luxe. Both were fitted with the 3½hp Arno engine, Simms magneto, Brown and Barlow carburettor, Continental tyres and rubber V-belt transmission. The lighter of the two models, the Speed model, had rigid forks, shorter wheelbase and no pedals. The Modéle de Luxe had spring forks, and was sold complete with luggage carrier, stand and number plate.

Both models had a belt rim brake and a Bowden band brake, optional aluminium sloping foot plates and a conveniently placed hand operated oil pump. A lady's model was also available.

In 1910 much the same range of machines was offered as in the previous year. There was some modification to the design of the petrol tank but the models were still single speed belt drive and spring forks and footboards remained optional extras.

The Arno company did not attend the Stanley or Olympia shows in 1911 as they were too busy attending to the very considerable number of orders they had received. A new 1911 model with stamped steel flywheels was being developed; the company was also working on a two speed gear with engine free and a hub clutch.

For 1912 a new 3½ hp TT model was available. It employed the well known Arno engine which, together with the carburettor, magneto and footrests, could be removed from the frame after undoing three bolts and uncoupling the petrol line! However the main changes to this model were to the frame which was strengthened and altered to give a lower saddle position. The standard tourist model continued to be offered; this had a slightly longer frame and was fitted with pedals as standard. The medium weight machine continued for 1912. A lightweight 2½ hp bike was expected to be available later in the year; this machine was considered to be a neat looking and practical. It was to be equipped with stand, luggage rack, Druid spring forks and other refinements. Bikes could also be fitted with a three-speed Sturmey-Archer gear.

History appeared to be repeating itself when William Hammon's business was forced into liquidation, as reported in The London Gazette of September 1913. Despite the winding up of the company a new 500cc model "along the well know Arno lines" was announced in October 1913, these machines were finished in red and sold with a complete set of tools "at an attractively low figure". Red TT Tourist models of 3½ hp and 4½ hp were still being sold in 1915 but that was the last of the Arno motorcycle.

William Hammon died in Coventry in July 1917.

Sources of Information: The Motor Cycle, The London Gazette, Coventry Evening Telegraph, 1891, 1901 and 1911 census returns and The London Gazette.

My 2019 BHR Racing Season on my 1938 Rudge Sports Special



David Dale with his AJS at Brands Hatch.

Before getting on with this report I must provide some background information. In 1983 I made my vintage racing debut on a 500cc AJS at Brands Hatch. It was great fun, but the patter of tiny feet meant I had to stop racing after just this one meeting. Whilst the feet are now much bigger, the patter of tiny feet returned to my house nine years ago with the arrival of my grandson.

Over the intervening years I still yearned to race. It was unfinished business for me. Having sold the AJS in the early 1990s, when I bought my Vincent Rapide, I was either going to have to build a race bike, convert one of my bikes, or buy a ready-built one. Eventually I was lucky to be in a position to buy Tony Perkin's 1938 Rudge 500 race bike in February 2017 and raced it as a Novice in the Girder Fork class. I did not do a full season, but had enough signatures on my licence to upgrade to a Clubman's licence after the first race meeting of the following season.

Now to this 2019 season from my perspective. Please note that individual event classes, for different age/type of machines, run concurrently with each other to make up a full grid in each race.

Mallory Park 13th and 14th April 2019: Event 1 Girder Fork Class (6 riders made the grid in Race 2, 5 in Race 11, 7 in Race 20 and 7 in Race 31) I finished third, then a DNS* followed by two fifth place finishes. I was sitting further back on the bike compared to previous years and thought I had tamed the handling issues in my first race, that I have previously experienced around Gerrards, but that proved to be a false dawn. The wobbles had returned around Gerrards in later races, but not on every lap. In my last race I did have a good dice with a Yamaha XS500 towards the end of the race, but my bike suddenly lost power on the uphill approach to the hairpin. I was expecting the worse and with my hand hovering over the clutch we just managed to limp over the line. The contact breaker housing was making a bid for freedom on the KD1 BTH magneto, two of the three fixing screws had been successful in their own individual bids for escape.

Darley Moor 18th and 19th May 2019. I decided not to enter this one to replenish my funds, ensure the bike was ready for Lydden Hill and also because it is a long way to go when it is a track that is not one of your favourites.


David Dale on the hairpin at Mallory Park.
Photo Lee Hollick

Lydden Hill 22nd 23rd June 2019. Because of the disappointment of only getting three rides in at Mallory I entered two events at Lydden. Mervyn Stratford was unfortunately not racing his 250cc Rudge, due to a broken leg, so it was up to me to fly the Rudge flag. This however meant he saw the handling issues I was having with my bike and advised me of some adjustments to make. This not only made the bike much more rideable, but also enjoyable. His wife's descriptive comment about it looked as though I was riding a pogo stick cajoled me into following Mervyn's helpful advice. I thank them both

for taking time with me.

Event 31 Unlimited Solos to 1948 Class (4 riders made the grid in Race 1, 3 in Race 8, 3 in Race 19 and 2 in Race 29). Although there was a 1949 (in an up to 1948 class??) 1000 Vincent Rapide and a 500 Egli Vincent Comet (a very modern looking up to 1948 bike!!!) I won all four races. The Vincent Rapide retired in Race 1 and never took to the grid in this class again. The Velocette retired in Race 1 and was a DNS in Race 29. I was beginning to have a dice with the XS500 Yamaha from another class, as was Tony Hazledine on the Egli. Although the Yamaha remained in front, I felt he was holding us up overall. Before Race 29 Tony Hazledine told me that it was his last chance to beat me over the weekend, so I expected him to go for it. Try he did, but crashed, so that one was a hollow 'victory' for me being first and last at the same time. Tony was fine afterwards, as was the Egli. The crash was more of a ride into a gravel trap and a topple over.

Event 1 Girder Fork Class (5 riders made the grid in Race 4, 3 in Race 12, 4 in Race 23 and 3 in Race 33). I won three races and came second in the last because it seems it was my turn to make a mistake. I went grass tracking at Chesson's Drift (appropriately named it seems) which let Sam Page through on the Velocette to win. I did claw the lost time back, but ran out of laps to make a pass.

Pembrey 27th and 28th July 2019. This was my first time at Pembrey, so gearing was a guess. Again, I entered two event classes.

Event 1 Girder Fork Class (3 riders made the grid in Race 4, 3 in Race 13, 3 in Race 23 and 2 in Race 32). Mervyn took four comfortable wins. I came second each time except for the last race when I did not make the grid. Tony Green finished all four races on his Velocette.

Event 31 Unlimited Solos to 1948 Class (2 riders made the grid in Race 7, 3 in Race 17, 3 in Race 27 and 2 in Race 36). I had two wins and a DNF** (terminal magneto failure). Tony Hazledine on the Egli Comet had two second place finishes, a DNF and a win. Tony Green on the Velocette had a DNS, a third place finish, a win and a second place finish. In the two races I won I not only had the satisfaction of beating the XS500 Yamaha four-stroke twin, that in some ways has been a thorn in my side, but also a T500 Suzuki two-stroke twin.

Once home the magneto was returned under warranty as it had a broken trigger arm and I found broken magneto chain rollers.

Three Sisters 10th and 11th August 2019. It was touch and go whether I would have the bike ready in time, so I decided not to enter and save some money.

Cadwell Park 28th and 29th September 2019. This Cadwell meeting can adequately be described by the name of a 1980s Scottish soft rock band: Wet, wet, wet.

Event 31 Unlimited Solos to 1948 Class (4 riders made the grid in Race 2, 2 in Race 12 and 4 in Race 23). Whilst I was waiting for my race to be called the rain was very light and intermittent. I thought "Great, just what I need, variable conditions in my first race". I need not have worried. When I got to the holding area it was proper rain. Whilst stationary the rain that was falling on the back of my neck was running down the inside of my leathers. I then became quickly aware that my crotch was soaking wet due to the stretchy cloth material used in that area as well as the inner thighs. The inner arms also have the same material with exactly the same results. It did not take much longer for the leather to become sodden along with my gloves and boots. I sat there, trying to remember to keep the engine running whilst thinking "Why am I doing this?".

On the sighting lap (warm up lap would be a misnomer) it was evident there was a river running across the beginning of the start finish straight.

I made a good start with excellent drive off the line, but was struggling with very poor visibility and had to keep raising, or lowering, my visor, whilst there was little I could do for my glasses. It was now raining 'stair rods' and the river was no longer visible, due to the whole track now appearing like a silver ribbon, that was covered with fast moving spikes caused by the deluge of rain.

With the additional complication of misty spray coming off of the bikes and riders ahead, I was worried about the possibility of crashing into any fallers there might in my path. There would have been no

time to react. I felt a little easier once those in front had gapped me, when Tony Green, on a 350 Velocette, came past me on a corner. I have always beaten Tony, so I am clearly not as good as him in the wet, but it was enjoyable to be at least in a battle.

However, all these efforts of derring-do were in vain because the race was red flagged, due to the excessive amount of water on the track. Whilst I was not overly sorry that the race was stopped, it was however very disappointing that I missed out on some championship points, but it was the right decision to stop the race. I finished second out of two in Race 12 and third out of four in Race 23. Event 1 Girder Fork Class (6 riders made the grid in Race 7 and 5 in Race 17). I finished third out of six in Race 7 and third out of five in Race 17. The race meeting was abandoned after Sunday lunch, due to the weather conditions.

Whilst I have not necessarily improved my wet weather riding skills, it has at least increased my experience. Having chatted with other riders, including Tony Green, who had fitted new tyres for this meeting, I now know my tyres should have been replaced ages ago. They are at least three seasons old. I had many rear wheel slides, but the worse was when the front let go exiting the hairpin. I managed to stay on by quickly putting my foot down on the track. This understandably detuned me somewhat. Despite the weather it was an enjoyable extended weekend and the really good bit is I did nothing to the bike all weekend, other than top up the petrol.

Summary

I finished fifth out of nine in the final standings of the ACU Girder Fork Championship for Solo Girder Fork Motorcycles and third out of five in the Tuer's Garage Championship for Solo Motorcycles Unlimited To 1948. The season has been a lot of fun and I am looking forward to racing the Rudge again next year. I would like to think there will be a few Sunbeam Club members in the crowd who may perhaps come and say hello.

*DNS: Did Not Start, **DNF: Did Not Finish

Thanks to Lee Hollick photography: **https://leehollickphotography.zenfolio.com/f1010273017**



David Dale in Race 2 in the wet at Cadwell Park.
Photo Lee Hollick

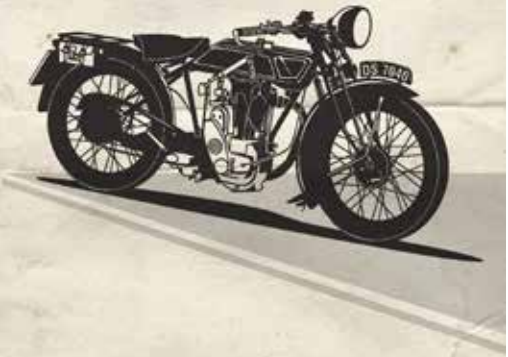
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Obscure Makes: The Witall Motor Cycle

Ivor V. Twinn

Beckenham, Kent, 1971. A typical Saturday morning would start when the smell of burnt toast wafted through my window. It was my neighbour two floors down, dear Percy Alcock, burning his breakfast, again.

On those Saturday mornings I would pop in and do his shopping from the local Sainsbury's. '*Good morning, Percy.*' '*Come in, my boy. What time is it?*' '*Half past nine, Percy, and your toast has just gone out of the window!'*

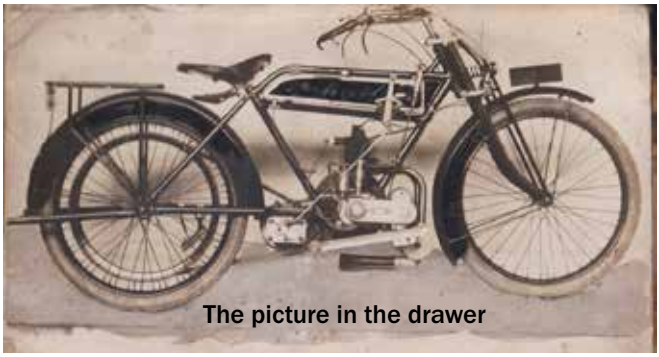
'Bloody hell, not again, go and see what shopping I need whilst I pour us both a drink'.

'But it's still the morning, Percy!' I said. '*Yes, I know'*, he replied, '*How time flies*!'

Now, Percy's gin and Dubonnets came in tumblers. I never did remember how I made it to the supermarket and then back with four bags of shopping! After loading his kitchen cabinets with new supplies for the week, I would make coffee, perchance I could sober up before lunch... Then, in deference to Percy's age, I would write out a cheque for the shopping, leave the receipt in the stubs and I'd put the cheque book back in his drawer full of jumbled papers.

On one of these mornings, I noticed an old photo of a motorcycle in the back of the drawer:

'*Percy*' I asked. '*Did you ride a motorbike when you were young?*' '*No, lad, but we made 'em! That picture is one we faked up for our brochure.*'



The picture in the drawer

Percy Alcock and his lifelong friend, John Withy, had been in the motor trade before the first world war. They specialised, he told me, in refurbishing broken half axles on cars and lorries.

Then, on the outbreak of war, they were conscripted as engineers and dispatched to Boulton & Paul, woodwork experts near Norwich, where they helped with the engineering metalwork needed for aircraft production. In their spare time, as part of a Music Hall troupe, the two of them would tour stately homes, fitted out as makeshift hospitals, to entertain the wounded soldiers.

In 1919, now one hundred years ago as I write this account, the two friends returned to their premises in Loampit Vale in Lewisham, to resume trade. It was then that John Withy saw a market in cheap motorcycles for the homecoming troops. In a matter of months, the 'Witall' motorcycle was born.



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The Witall sporting model, which has a T.D.C. engine and T.T. bars.

The Witall tourist machine employing an Arden two-stroke engine

The already established name of Witall was a concoction of Withy and Alcock. (Percy had a lot to say about his family name but we won't go there).

Sports and Touring models were offered, powered by TDC and Arden two-stroke engines and the orders soon came rolling in. Percy told me that most of them were dispatched to Wales and he recalled them being built up in the hay loft above the stable premises, winched out and lowered onto a waiting truck.



Percy and John ceased their assembly of motorcycles in about 1923 but continued with their motor trade, eventually selling Austin and Morris cars still under their combined name of Witall.

When he could no longer drive, I would occasionally take Percy to his Rotary Club dinners near Lewisham, driving his Austin 1100 Vanden Plas.

On one of these trips, he commented that his motorbikes were made down a side road on the left, as we were approaching SELTEC college.

As we turned into the road, the old stable building was being pulled down, by a Japanese Hitachi excavator.

With thanks to Nick Smith for additional research.



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MODEL B.

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The Premier 3¾ HP Twin Cylinder

Roel and Hennie van Maarseveen

In July 2015 we were able to buy a very rare V twin Premier, the year of manufacture was 1909, the frame number 5238-1 and engine number b40. For years I knew they made a V twin but had never seen one for real, only pictures in books. It is a 90-degree V twin, with bore x stroke 66 x 80 mm, 3¾ HP = 590cc, and it has an outside flywheel with the big ends placed offset. The engine fires evenly at 180 degrees so it is very well balanced and free from vibration.

The history of the Premier was with the bike in the form of Pioneer Certificate 683 dated 1 October 1976 under registration number: 1910 DG, but was virtually blank from his live before that period. There are also V5 documents with the bike with registration number ASJ 424 talking about the same bike with same frame number 5238 and same engine number B.40

I noticed in a letter from 1966 an address in Cardiff. I know Bill and Jean Phelps with their trusty Triumph from several rallies we do with our veteran bikes, like the Horsepower Run, Gees Rally and Anglo Dutch rallies. They are from that area, so I thought why not ask them if they know more of the history from before 1973. I hit the Jackpot! I had sent them some photos and got a reply very quickly. "Roel, that's the V twin Premier that was found in Canton in Cardiff in 1958 together with two more bikes, they were stored in a shed used to house chickens in a back garden" Bill replied. The bikes found were the 1909 Premier, a 1911 Indian and a 1919 BSA.

The BSA went to Norman Stark for spares, he already had a 1919 BSA with sidecar on the road and wanted this one for spares. The 1911 Indian went to Doug Bailey, who originally found the bikes. Around 1961 the Indian went to Bill Phelps and Bill sold it later to Erwin Tragatsch in Germany in 1966. It is now in a private collection in Bavaria. The Premier went to Terry Hopes. In 1959/1960 Terry started to restore the Premier but could not get it right, so Terry swapped the unumberestored Premier in 1962 for a Brough Superior Pendine and the Premier came into the hands of Cyril Palmer, who lived in Cheltenham and it was Cyril who restored the bike. Where it went after this Bill Phelps did not know, but my goodness what useful information, I could not believe it.



The Premier as found in 1958

But it became even better. Bill told me he had some pictures of the Premier and the Indian when they were found in 1958 in the chicken shed, and he also remembered they all had the same number plate BO 2079. Doug Bailey (who found the bikes and owned the Indian) tried to reclaim that number for the Indian but was refused by the local council, unless he could prove that it did not belong to one of the other bikes. What great information, we were so glad we contacted Bill. I understood they must have been standing in the chicken shed for years and years and were all very original when found in 1958.

In the paperwork that was with the bike I also found a V5 in the name of RT Hon Lord Strathcarron, Rutland Gate, London, he was the owner from the Premier from 1986 for some years. Lord Strathcarron was David William Anthony Blyth Macpherson, Second Baron Strathcarron and was best known as the motorcycling peer. He inherited the Barony on his father's death in 1937, but lost his automatic right to a seat in the House of Lords with the passage of the House of Lords Act in 1999. Lord Strathcarron's father was Ian Macpherson, a government minister in the cabinet of Lloyd George.

The Premier 3¾ HP Twin Cylinder Continued **Roel and Hennie van Maarseveen**

After the outbreak of the Second World War, Lord Strathcarron joined the RAF in 1941, before he graduated, and flew Wellingtons for Coastal Command on reconnaissance and search and rescue missions over the Atlantic Ocean during the Battle of the Atlantic. He then flew long range transport missions, and was demobbed in 1947. He continued to fly as a private pilot after the war, until the 1980s. His interest in motor vehicles began in his youth, when he learned to drive in his mother's 1932 Essex Terraplane. He was bought a Morgan Super Sports for his 16th birthday by his mother and quickly passed his motorcycle test. He raced motor vehicles after the war, competing against Stirling Moss in 500cc motor racing. He raced vintage cars from his own collection, including Alfa Romeos, Austin Healeys, Bentleys, Jensens and Rileys. He was the motoring correspondent of The Field magazine for 48 years from 1954 to 2002 and won the Lords versus Commons motor race at Brands Hatch in 2000. During his time in Parliament, Lord Strathcarron was involved in many motoring issues and was chairman of the All Party Parliamentary Motorcycling Group. He was involved in working with the Motor Cycle Industry Association to create the system of Compulsory Basic Training for learner motorcyclists, introduced in December 1990. He usually voted with the conservative Party, but rarely spoke. He died in 2006, seven weeks after a motorcycling accident involving a dustcart.

Lord Strathcarron also take part in the 50th Pioneer run in 1987 with the Premier as rider 114 and still with the old number 1910 DG, and also in the 51st Pioneer Run with rider number 71 under 1910 DG, but I have the V 5 with the papers were it came on his name 14/7/1986, so the year before his first Pioneer Run the registration number was ASJ 424. Was he very naughty then or what? We see further that in 1990 the bike also took part in the Pioneer Run under number 82 ridden by Ted Dodge from Southampton, still with registration number 1910 DG. How is this possible, what happened with ASJ 424? Does anybody know whether he really did ride the 50th and 51st Pioneer Runs, and if he made it to the finish? Further research in the Pioneer Programmes found many entries for the registration number 1910 DG: 1975 to 1984 ridden by J Daniels of Cheltenham; 1987 and 1988 ridden by Lord Strathcarron of London and 1990,1991 and 1993 ridden by Ted Dodge of Southampton.

I'm missing about ten programmes so maybe there are more the Premier entries, but they are all state the engine as 490cc but this is not right, the V twin engine being 3¾ HP = 590cc.

In July 1999 the Premier was sold at a Brooks auction and went to a Hampshire enthusiast who subsequently sold it untouched and un-ridden to another owner, also resident in Hampshire. Since than the machine has been proudly stored in his living room, again never ridden but now shod with new tyres and tubes. He sold it in 2015 to Yesterdays VOF in Nederweert were we got it from later that year. It came with the Sunbeam Club Pioneer Certificate, a V5 & V5c, current SORN literature, a 12-page illustrated handbook and an expired MOT Certificate dated February 1999. It was supposed to be fully restored but we really ride the bikes we have, and found out there was some work to be done before getting it on the road to the rallies.

We got help from Mark and Geert de Boer who are great engineers and changed a few things for the better, like timing of the engine, new belt, front fork was worn out etc , also the valve-lifter system broke all the time so we changed that as well. It has high compression so you need a working valve lifter to get it going. It is very light and very fast now and you can start it on the stand by turning the back wheel, because there are no pedals on it, or you can push start it. I did two VMC rallies in Holland with it and found out it needs a lot of oil in the crank case, otherwise it does not pick up the oil for use in the engine and the engine could break due to lack of oil. Two years ago, we were very lucky when we saw an advert for a 1909 V twin Premier engine. We were quick and able to buy this as well for spares for the bike.

We know of one more V twin Premier in the National Motorcycle Museum but we went there last year and noticed that the frame of that Premier is from a single cylinder type. We hope there are more around and it would be very nice to have contact with other owners, we can always help each other with past experiences or parts. ***See back cover for pictures of the Premier as it is now.***

The Premier V-Twin as New: Publicity Postcards

Phillip Tooth

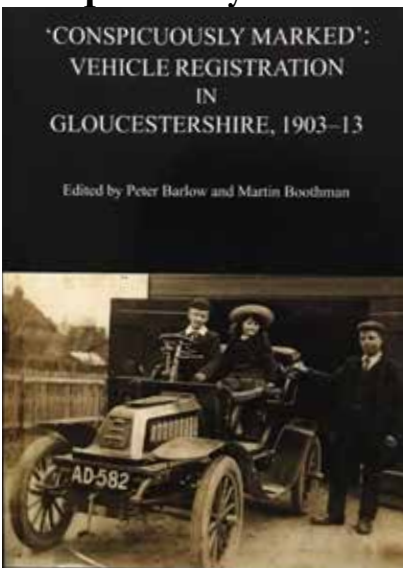






Book Review

Conspicuously Marked



Richard Bailey

Commissioned by the Bristol and Gloucestershire Archaeological Society, in reviewing this book my initial thoughts were that it is a top-quality publication but the subject matter is limited and on first impression unlikely to hold the attention for long. However, with around 20 pages introducing the subject I see how wrong I am, particularly the occupations of the owners is fascinating.

The body of the text deals with the registrations themselves, motorcycles are marked and so easy to identify. Dipping in, I find registration AD 3003 that I recognise from the Pioneer Run and learn that it was registered on the 20th March 1913 to John Albert Hills, cycle & ammunition dealer, of Market Place, Northleach as a 2½ hp Hazlewood, brown tank frame black; under 3cwt; private. The book is fully indexed, with indexes of places, names, occupations, cars and motorcycles with a # denoting the name of owner of self-built machines, an education in its own right. I've just noticed the Royal Cotswold AD440 let's see what it says about that, 7th Feb 1905 oh you will have to buy it to find the rest out or I will be here all night!

Put it on your Christmas list - it's cheaper than a bottle of Bolly and it won't give you a head ache!

Gloucestershire Record Series Volume 33. Conspicuously Marked: Vehicle Registrations in Gloucestershire, 1903-13. Edited by Peter Barlow & Martin Boothman.

ISBN 978 0 900197 970 413 pages, £30 plus £3 UK p&p, and the contact is **secretary # bgas.org.uk** or you can buy online from **www.bgas.org.uk**



Spotted at Brighton in 2015, the 1913 Hazlewood. Photo RJ Bailey

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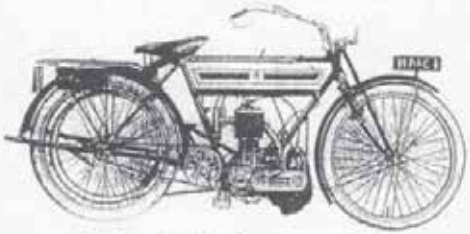
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Small Ads for Private Sales and Items Wanted are Free to Club Members.

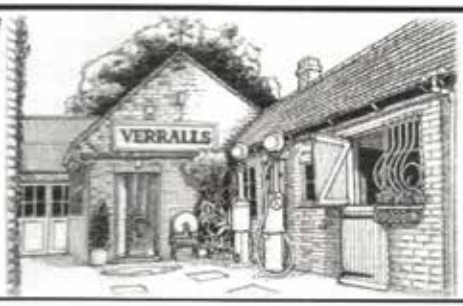
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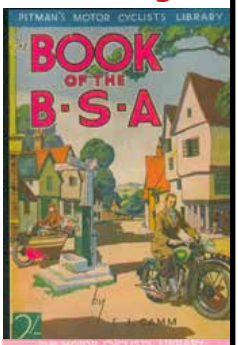


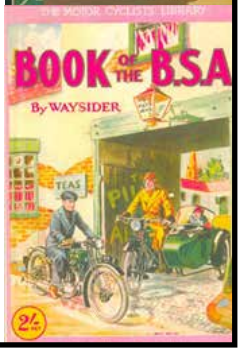


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Motorcycles, Sidecars & Cyclecars 1915 by Victor Page
Motorcycles in a Nutshell 1923 by Capt S Bramley Moore
BSA Parts Book 1924
Motorcycling for Women 1928 Nancy & Betty Debenham
Motorcycle Repair and Upkeep 1930 Volumes 1, 2, 3
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The Book of the BSA 1929 by Waysider
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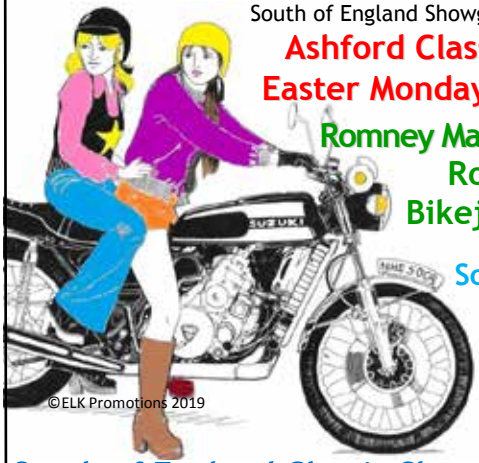




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2020 Classic Bike Events in Kent and Sussex

South of England Classic Show & 'Jumble : Sunday 29th March
South of England Showground, Ardingly, West Sussex RH17 6TL



Ashford Classic Motorcycle Show & 'Jumble
Easter Monday 13th April: Ashford Market, Kent TN24 0HB

Romney Marsh Bikejumble: 10am Sun 17th May
Romney Marsh Classic Show & Bikejumble: 10am Sunday 21st June
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Summer Classic Show
10am Sunday 12th July
Ardingly, West Sussex RH17 6TL

Romney Marsh Classic Bikejumble
10am Sunday 13th September
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Classic Show & 'Jumble : Sunday 25th October
South of England Showground, Ardingly, West Sussex RH17 6TL

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

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
Sunday 1st December	**78th Sunbeam Southern Experts Trial** Bowers Quarry, Portland, Dorset DT5 2EN	Bridport and Weymouth MCC Paul Rogers 07714 276 333 **tracks25 # btinternet.com**	Entries By ACU Online System **www.acu.org.uk**
7:30pm Thursday 5th December	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 7th December	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
8:00pm Monday 16th December	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome Magic Xmas Party Night!
8:00pm Tuesday 17th December	**Xmas Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome. One week later than usual
12:30pm Saturday 4th January	**Chairman's Lunch.** Shipley Bridge, Antlands Lane, Burstow, Surrey RH6 9TE	Arnold Marshall 01797 270209 **chairman # sunbeam-mcc.co.uk**	All welcome, details page 3
Sunday 9th February	**Gordon Jackson Trial** Frensham Vale, Surrey.	Contact to be advised.	ACU Star Group
Sunday 22nd March	**81st Pioneer Run ®** Epsom to Brighton City Airport Entries Close: 31/12/2019	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	Pre-1915
Sunday 3rd May	**10th Ixion Cavalcade** The Reid Hall Boreham Street, East Sussex BN27 4SD.	Ian Cockshull **Ixion # sunbeam-mcc.co.uk**	Pre-1940 New Venue
Friday 8th - Monday 11th May	**Warwickshire Weekend** **Kings Coughton, Warwickshire**	Jenny Staple 01892 535671 jennybaz.staple # gmail.com	Pre-1940
2:00 pm Saturday 17th Mayl	**AGM** The Shuttleworth Collection, Old Warden Biggleswade, BEDS SG18 9EP	Paul Bullock 01959 562716 **secretary # sunbeam-mcc.co.uk**	Closed to Club New Venue
Saturday 23rd May - 24th May	**Conyboro Run & Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1940

2019 / 2020

Date	Event Venue	Contact	
Sunday 7th June	**Rose of the Shires Run** Stoke Bruerne,Northants	Rob Bayman 07850 870094 **robertbayman # btinternet.com**	Pre-1940
Wednesday June TBA	**Steam and Cream Tea Ride** Bluebell Railway, East Sussex	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	All welcome.
Sunday 14th June	New Event **Silver Dollar Run**, Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Saturday 20th to 27th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Bev Kemp 01597 840308 / 07876 597697 **vsekemp # btconnect.com**	Pre-1940
Saturday 27th June	**The Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1940
Sunday 28th June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1915
Sunday 19th July	**Garden of England Run** Headcorn, Kent	Jo & Julian Swift 01233-756346 **julian # julianswift.com**	Pre-1940
Sunday 26th July	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson # jumbler.co.uk**	Pre-1940
Sunday 26th July	New Event **Suffolk Vintage Run.** Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Saturday 8th August	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 9th August	**Fourth Summer Pioneer Run®** Wings Museum, nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1915 New Venue
Sunday 16th August	**58th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
Sunday 6th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 marj_35 # btinternet.com	Pre-1940
Saturday 12th September	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 27th September	**Seventh Romney Marsh Run** Romney Marsh, Kent	Martin Hirst 01225 8111036 **gizmomrsduck # aol.com**	Pre-1931 Flat-tank only

The Premier 3¾ HP Twin Cylinder

Roel and Hennie van Maarseveen



The 1909 Premier 3¾ HP Twin Cylinder pictured today in The Netherlands. See article page 32.

