Sunbeam Motor Cycle CLUB NEWS

Issue 907 December 2020 - January 2021

Always Ahead!

George Smith Rides His Veteran Levis at The 2009 Garden of England Run. See *The Life of Pi*, page 26

Photo: Rob Smith



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,

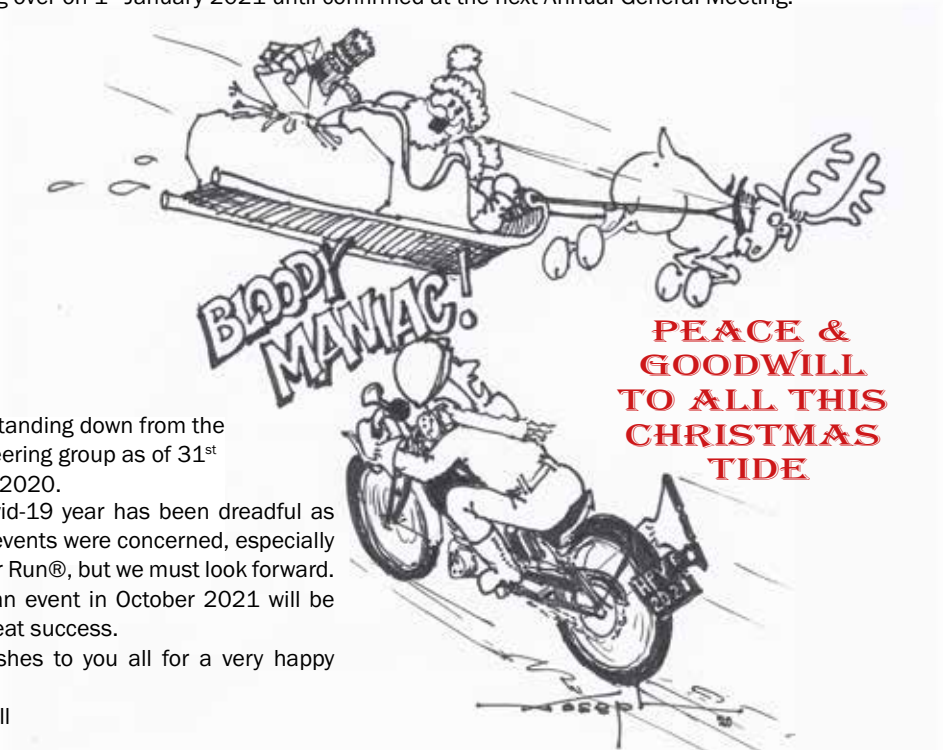
Well we're back in the throes of lockdown in England as I write, but looking to the future the Club is busy working on our 2021 events calendar. It hasn't been possible for our Events Secretary Nick Goodwin to get firm dates for all our events, but hopefully we'll have more news in the next club magazine. If you feel there should be an event in your area and would like to show others your neck of the woods then do get in touch with Nick, his details are printed on the left.

Have a Happy and Peaceful Christmas, and All the Best for 2021, Julie Diplock

Christmas Message from the President

Ian D McGill

It was a great honour to be proposed as Club President by Peter Donaldson in 2016, but time moves on and it is time for a change. I have therefore proposed that Baz Staple be the next President of our Club, taking over on 1st January 2021 until confirmed at the next Annual General Meeting.



I am also standing down from the Pioneer steering group as of 31st December 2020.

This Covid-19 year has been dreadful as far as our events were concerned, especially the Pioneer Run®, but we must look forward. Hopefully an event in October 2021 will be another great success.

Best wishes to you all for a very happy Christmas.

Ian D McGill

Deadline for February / March Issue: 15th January 2021

Club Matters

Arnold Marshall, Hon. Club Chairman

Missing The Pioneer Run®?

Riders of Pioneer machines who are suffering withdrawal symptoms at the thought of having to wait until the 3rd October for their event are reminded of our other specific Pioneer events.

The Third Northern Pioneer Road Test is going ahead on the 27th June. It is a wonderful run in and around Wensleydale. Approximately 50 miles of beautiful veteran friendly country roads with virtually no traffic and no traffic lights!

Why not try our 80 mile Second Four Dales Tour on 26th June and make a weekend of it while you are there? Many veteran bikes have successfully completed this more arduous route with hills. The Tour is open to all Sunbeam Club eligible machines, so if you consider the Four Dales too much for your veteran bring an alternative machine, we would love to see you.

There is a second opportunity specifically for Pioneer machines on our Fourth Summer Pioneer Run complete with full English breakfast planned for August 2020, date to be advised. It's a lot of fun, go for it!

The Club

This Club is the best multi-make old motorcycle club in the UK, only accepting machines manufactured up to 1939. Its activities have not been diluted or taken over by later, easier to ride bikes.

The Club has a long and successful pedigree so we, the current membership, must not let present restrictions drag us down. The word club means a group of like-minded people associating to pursue a common interest. That is exactly what we should be doing now by telephone, e-mail or the written word!

Yes, we cannot hold meetings and events right now but there is a light at the end of the tunnel. The powers that be are hopeful that there will be a vaccine available very soon allowing us all to come out and play. We intend to run our full programme of events in 2021, albeit with the Pioneer Run® rescheduled to the 3rd October to allow proper planning for this premier event.

In the meantime, why not get out on your bike when conditions allow? Why not let your mates know when and where you intend to go so they can ride along if they want?

Better still why not publicise your intentions on our new website section called "**MEMBERS FUTURE SOCIAL RIDES AND OTHER ACTIVITIES**" have a look, I think you will like it.

On this subject, I would like to ask members with Pioneer eligible machines, wherever you live, to exercise them locally on Pioneer Day 21st March 2021. Long or short run it doesn't matter just get out, be seen, and enjoy!

Having completed almost six years on the Club's Committee I am stepping down to allow a new Chairman with new ideas to take us on into 2021 and beyond. We do need new blood with new ideas to enable us to keep pace and grow in this fast-changing modern world. So why not volunteer to help the Club yourself? You will be most welcome and you will find it very satisfying.

Finally, thank you for your help and support during my time on the Committee. It has been a privilege. I look forward to seeing many of you at Club events in the future.

Merry Christmas and above all a Happy and Healthy New Year to all.

From The Membership Secretary

Brian Empsall

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

Jonathan Bewley	Co. Dublin	Nick Hooper	Kent
David King	Devon	Maureen Marrable	Kent
Brenda Pocklington	West Sussex	Kevin Sandford	Hampshire
Steve Tonkin	Lancashire	Susie Weekes	Yorkshire

From The Membership Secretary Continued **Brian Empsall**

2021 Subscriptions

The annual subscription for 2021 (due on 1st January 2021) will be the same as for 2020 i.e. £24 for Full UK members, £30 for Full Overseas members and £5 for Family Members. If we have received your renewal by mid November your membership card will be printed on the reverse of your Club News address label. Subsequent membership cards will be similarly sent with future editions.

For members paying after mid-November the amount which will be payable, on an individual basis, is shown on the reverse of the address label and membership cards will be sent with future editions of Club News.

Because the pandemic has caused the Pioneer Run® to be postponed it will not be possible this year to pay your subscription with your Pioneer entry, you can pay by any of the following means:-

Cheque

If paying by cheque please send your cheque payable to Sunbeam MCC to

SMCC (Membership), 31 Ashington Gardens, Peacehaven, Sussex, BN10 8UB.

Bank Transfer

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 your name and membership number as Payment Reference. For payments from abroad BIC is ABBYGB2LXXX and IBAN is GB52ABBY09015339197706.

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 your name and membership number as a note.

New Membership Secretary

Finally, please give a big welcome to Sue Wells who formally takes over from me on 1st January. Sue's contact details are on the inside front cover of this magazine. We will be working together either side of that date to make the transition as seamless as possible but please bear with us if there are any hiccups.

I have enjoyed my spell as Membership Secretary and it has certainly enabled me to get to know more Members than would have otherwise been the case. Thank you all for your support and for your forgiveness when my record keeping has gone astray! I do hope that we shall be able to take part in runs again next year and I look forward to seeing some of you then. Meanwhile I shall spend a bit more time in the workshop where, as well as keeping our Trusty Triumph running, I have resurrected a 45-year-old project to build a 5" gauge live steam loco.

Regalia News

Rob Smith

Listed below are what we have left of the old regalia pre-dating the 'For All Makes' banner being introduced. The clothing in most cases is down to one or two items except ties, Hi-Viz vests and the badges. I have only a few of each remaining so to avoid disappointment please do not delay.

Long Sleeve Rugby Shirt Black/Embroidered Badge (2XL ONLY)	£14.00 + P & P £3.50
Short Sleeve Polo Shirt Black/Embroidered Badge (2XL ONLY)	£9.50 + P&P £3.50
Long Sleeve Trials T-Shirt Black/Embroidered Badge (M, XL-2XL ONLY)	£6.00 + P&P £3.50
Sweatshirt Black/Embroidered Badge (2XL ONLY)	£12.00 + P&P £3.50
Hi-Viz Vest Zip-Fronted Yellow c/w Badge (2XL-3XL ONLY)	£7.00 + P&P £3.50
Club Tie	£5.00+ P&P £1.50
Embroidered Black/Gold Cloth Badge	£3.00 + P&P £1.50
Club Logo/Banner Sticker	£1.00 + P&P £1.50
Enamel Badge for Vehicle	£5.50 + P&P £1.50
Lapel Badge	£2.00 + P&P £1.50

Christmas Ideas

Julie Diplock

If you're looking for Christmas gifts here follow a few suggestions, all available online.

National Motorcycle Museum Winter Raffle

Sadly, the museum has recently been denied a Heritage Lottery Grant to help offset the impact of Covid-19 but you can support them by buying tickets for their latest raffle. I think these make a great gift slipped into a Christmas card for that 'hard-to-buy-for' person. Prizes are:

First Prize: Brand New/Old Stock 1979 Triumph T140D Bonneville Special 750cc motorcycle which has never been run or registered. Showing just 11"push" miles only!

Second Prize: Sealey MC680E Electro Hydraulic Motorcycle Lift. Recently launched, top of the range electric motorcycle lift with 680kg load capacity. RRP £1600.00

Third Prize: Luxury Hotel Break and Dinner for two, to include VIP museum tour.

The draw will take place on 25th April 2021 at The International Classic Motorcycle Show, Stafford.

Sloe Gin Chocolates

Club member Katharine Hook will be familiar to many as the friendly face in the signing-on cabin at The Pioneer Run®. When she's not riding her Norton, Katharine can be found making delicious Sloe Gin chocolates, ideal for after-dinner or as a boozy Christmas present for any chocolate lover. With the current dearth of Talks and Christmas Markets for her to sell at she has expanded her business and you can now buy online at **www.sloeseduction.co.uk** or e-mail **sales # sloeseduction.co.uk** or phone 01892-730709.

Club Magazine Magazine Binders

If you are interested in the Club placing an order for a batch of magazine binders for the Club News then let Rob Smith know. We need some firm interest to decide if it is viable and how many to order. Rob's contact details are inside the front cover.



Katharine Hook's Norton Dominator with a display of her Sloe Gin Chocolates

Bumper Christmas Quiz

Ian Young

1) What was the most expensive item in the 1926 AJS catalogue?
2) What was the nickname for the 1936 HRD Series A twin?
3) Who made the Gentleman's motorcycle?
4) Name three makes with outside flywheels ('bacon slicers')?
5) A 1936 Dream, what was the make?
6) What make was the peashooter?
7) What was known as the Poor Man's Brough?
8) Where was the thirties Crocker made?
9) What engine type was the 200cc Redrup?
10) What was the make and engine type of Super Nero?
11) What was the full name of the P&P Sleeve Valve engine?
12) Who made the Pineapple and Jimmy bikes?
13) What type of machines were nicknamed Wilfreds?
14) What was the Big Pussy?
15) Who made The Baby from 1915 to 1925?
16) What did NLG stand for, maker of the early veteran racer?
17) What was nicknamed a Riccy?
18) And the Lighthouse?
19) What marque was made in Exeter?
20) Which two makers made models called Sociable?
21) Dene was made where?
22) Who made The Screamer?
23) Which Glaswegian Shipbuilder made machines?
24) Name three manufacturers who made 'Oil boiler' engines?
25) Who was Albert Catt?
26) Where is Amulree and why was it famous?
27) Where was the Cotton made?
28) When was the first Pioneer Run and where was the start?
29) Where were Campion, Brough and Raleigh made?
30) Where id the Green Elephant hail from?
31) What was the main feature of the 1934 HRD model W?
32) Which companies used the Python engine in 1931?
33) What event took place in 1928 at High Beech, Essex?
34) Which motorcycle crossed the English Channel on a float in 1928?
35) What make was made at Woking?
36) What was the smallest sleeve valve engine in 1952?
37) Who died in 1923 after contracting pneumonia whilst potholing?
38) What cost £270,000 to build in 1906?
39) What was made at Cow Lane in Coventry?
40) Did Montgomery make forks for motorcycles and sidecars?
41) Name two makes with models named after birds.
42) Name two makes that feature propellors on their tanks.
43) What was George Meier famous for?
44) Why did the British team pull-out of the 1939 ISDT?
45) What else did Bradbury make?
46) Hawker, ABC and Martinsyde also made what?
47) Which famous racer's father worked at King's of Oxford?
48) Who was the famous Norton racer who had a shop in SE London?
49) What make was the acclaimed WWII G3?
50) What did ABC stand for?
51) Which manufacturer had the largest range of models in the thirties?
52) Whose famous Ariel trials bike had the registration GOV?
53) Who copied the Douglas engine design in the twenties?
54) Mandello in Italy is the home of which manufacturer?
55) What was the innovative feature of the Ascot Pullin?
56) What did DOT stand for?
57) Name an advanced feature of the 1916 Indian.
58) Why was Freddie Dixon imprisoned?
59) Who did Edward Turner work for prior to Triumph?
60) What was the smallest Scott sold?

No prizes, answers in the next issue!

Events Secretary: Events and Riding in 2021 — Nick Goodwin

At the time of writing we are still in lockdown and of course unnecessary travel is prohibited.

Looking past a wet and windy winter and towards Spring of 2021 our thoughts turn to events and the Pioneer Run in particular. The committee have taken the decision to shift the run to October in the hope that by summer '21 we would be on our way to defeating Covid-19 and recent poor weather at the beginning of the year and warmer weather at the end of the year would make this a better option.

When asking Secretary's of Meetings (SOM's) whether they could put on events for 2021, a number of replies were; 'Yes, but I can't give you an exact date because it depends on the venue saying they are able to open'. Please bear this in mind and keep an eye open for amended plans and dates. As we are all aware this is a fluid situation and we are subject to regulations intended to keep us safe.

If any individuals wish to go for a shared ride out could I suggest that they consider using the phone and any online resources such as email or the Sunbeam MCC Facebook page to make contact with others. It should be noted that any mini-runs that take place are not organised by the club and that the club is not responsible for them in any way.

Individuals should stay within the parameters of any regulations existing at the time and in particular should not gather in groups of more than 6. (I am not sure what distance any group of 6 should stay away from another group). Any host should limit the size of group, for instance, by inviting riders to request a route map by email.

Please take photos and let us know how your rides went... either on the Sunbeam Facebook page or by writing to the editor of the Sunbeam Club News.

Club Meets

Please Note: All further Club nights are cancelled until 2021.

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**

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 first Monday 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** .

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.***

Doug Cushing: A Likeable Extrovert and A Character Continued

Dear Julie

Ian Young's letter regarding Doug Cushing reminds me of an occasion during a very early Irish Rally, around the early 1970's.

Doug was riding his vintage model 18 TT Hughes outfit, when he suddenly realised that he had lost his complete steering damper and couldn't drive the outfit! I did no more than take the damper assembly off my vintage cammy Velo and fit it on his Norton. I told Felix Burke what I had done, and cleared off to make up time.

Next time I saw Doug, he threw his arms round my neck and burst into tears. He was so grateful and promised he would return all parts at our next meeting. Next time we met at a Collectors Club meeting he carefully gave me every part of my damper assembly, such was the trust between club members. I have still got that cammy Velo, and that steering damper is still fitted.

Regards, Mike Vangucci

One Hundred Pioneer Runs®

Dear Julie,

Pictured is Frank Dolman on sixty runs and myself on forty runs, at the finish of the last Pioneer Run to Brighton in 2019.

We can only hope for next year – keep your head down and keep taking the pills

All the very best,

Rob Kitchen.



Dayton AP 3266

Dear Julie

In response to David French's letter in the October-November Club News, I'm pleased to report that Dayton AP 3266 is alive and well, and currently residing in rural Bedfordshire.

I bought it in December 2017 from the well-known dealer Andy Tiernan, in Framlingham, Suffolk, specifically to do the Pioneer Run® again, having sold my trusty 1913 Triumph a few years earlier. Prior to being in Andy's dealership it had belonged to Ted Burtonshaw who, I believe, had refurbished it to its current good road-worthy condition, having had it since 2014. I know little of its history before that except that it had previously passed through the hands of owners in North Cheam and Brighton. When Ted got it, the logbook had the Taxation Class listed as "Not Licensed" which suggests it had been "off the road" for some time; it's Pioneer Certificate is dated 2001.

I couldn't bring myself to take it on the salted roads of the abbreviated 2018 Pioneer Run, so its first public airing was the 2018 VMCC Banbury Run, which it completed with ease, and trouble-free. I did, however, get to ride it in the 2019 Pioneer Run and, again, AP 3266 took it in its stride. The 2020 Pioneer Run, of course, was cancelled so I went for a local run that day instead and the photo below shows it against the backdrop of the Chiltern Hills near Sharpenhoe, scene of motorcycle speed hill-climbs in 1907-8.



Dayton AP 3266 was built in 1914 by the Charles Day Manufacturing Company Ltd., at 221-2 Shoreditch High Street. The building is still there, now known as Unicorn House, housing a pub at ground level and offices above (see picture opposite). The bike is powered by a Mark 1 Villiers 269cc two-stroke engine, fed by a Senspray Carburettor and driving through a two-speed Albion gearbox. I was told that there are only four known surviving examples of this model, only two of which are complete and, possibly, this is the only one in use – I stand to be corrected on that. It is a very easy starter, powers along quite nicely at up to 25-30mph, climbs hills well but, with the bicycle saddle currently fitted, is not the most comfortable of mounts.

I haven't covered a huge mileage on it but the only problems I have had are a leaking petrol tank,

Dayton AP 3266 Continued

yet to be properly sorted, and a perished rear brake block which, literally, fell to pieces. I have been struggling to produce a satisfactory replacement as the brake block material from the VMCC seems too good, too easily locking the back wheel of this very light machine. Any help in respect of the leaking tank and harsh brake would be appreciated.

Regards,

Bryan Marsh

More on The Dayton

The tie up between Stuart Turner and Chas Day cycle manufacturer began in 1913. The first machine produced was a "carrier cycle" motor cycle with almost a standard carrier cycle frame and rod brakes. The engine was clipped into the frame. We have one of these models, they were known as Populars. When we first ran our Dayton we discovered that it produced massive vibration. My first ride at 15mph made me have double vision and fingers that felt like sausages. We removed the engine and found the balance factor was 16%. Over a period of time we changed the full circle bob weights on the crankshaft for one's of an axe head shape with extra weight bolted on the inside face. These weights are just an interference on the oblong shape of the crank webs. This gave us a balance factor of 50% of the piston and connecting rod which is similar to our 211cc Levis. On trying it again a much more satisfactory level of vibration was the result.

My thoughts are that Stuart Turner were involved in making compound steam engines at the time and had not taken the weight of the piston into account but just balanced the big end. I visited Stuart Turner in the early seventies and they told me they made about 1000 engines in 1911. I believe they were experimenting with a two-stroke engine with an atmospheric inlet valve at that time, but the more conventional two stoke engine has 1913 patent applied for.

Dayton were still using the two-stroke engine after the war. They made an invalid carriage with this engine for disabled soldiers. The engine appeared on a little scooter mounted up high behind the seat this was not of Dayton manufacture. I don't think the 1911 ever went into serious production.

California-in-England is situated on Nine Mile Ride near Finchampstead. I remember my father telling me that he went to one of the first speedway meetings there in the mid-twenties.

George Smith.



Former Premises of The Charles Day Manufacturing Company Ltd



Stuart Turner Engine

Letters

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

The Kentish Wheel

Dear Julie,
I do not know the year of the photograph of the Pioneer® Run on the back of the Oct-Nov Club News , but think I can identify the van behind.

It's a Morris J4 van owned by Len Savage Motorcycles of Camp Road , Farnborough.
Their colours were dark orange and black, and their signwritten name was in a distinctive script, and below that I think it says they were stockists of Francis Barnett.

Len , Marjorie and Jill Savage used to ride their Rudge , B.S.A. and Douglas in the Pioneer , and there is still a cup in their name.

My family lived close to their shop. It is where I became hooked on old motorcycles as a young boy.
Happy days.
Best Wishes,
Paul Morley.

The Byron Hotel in Greenford

Dear Julie,
Are there any members who remember the Sunbeam MCC meetings held at the Byron Hotel in Greenford? One of the best speakers at the Byron was Geoff Smith.

I was a member from 1962 to 1965 and attended many events and was the course opener for the 1964 Pioneer Run® on my Ariel leader. Also I was a marshal at Motorcyclist of the Year at Brands, and kept scores at many trials as well as helping out on the Sunbeam stand at the motorcycle show in Earls Court.

BBC radio recorded a segment for 'Motoring and the Motorist' at the Byron, on the subject 'should crash helmets be compulsory?'. Although I always wore a helmet I spoke against compulsion, and was nearly late for my own wedding as it was broadcast on Saturday 4th April, 1964 and I didn't want to miss the programme.
Yours,
David Horn

Team Family FN and The Pioneer Run®

Dear Julie,
I have ridden in, I think, 30-plus Pioneer Runs and enjoyed them all greatly, having been introduced to them by Tiny Ayers. Each year I say I must join the Sunbeam club and each year have not got around to it.

My son Philip is a member and sometimes sends me a magazine. Having read your editorial in the August / September issue I realised I really ought to do something about joining!

I look forward to next year's Pioneer Run, let's hope it happens as we're hoping to have five Bewleys riding, all on FN machines. We have had three FN machines entered in the past, but now two of the grandchildren are old enough to ride. Let's hope we can all complete it!

Yours Sincerely,
Jonathan Bewley

Veteran Imperial JAP

Dear Julie,

Thank you for including my request for chain details for my 1912/13 veteran Royal Enfield. Ahem, I didn't make replacement cylinders for it, perhaps a misinterpretation. However, it does raise a worthy observation: the front and rear cylinders are interchangeable so this would simplify replacement.

Enclosed are pictures of another veteran I own, as found. Believed to be an Imperial JAP, circa 1903. It sports a circular copper petrol tank, battery / coil ignition and later Brown & Barlow carburettor. To complete the ensemble is the original and useable leather WATA-WATA drivebelt. The engine appears in good order and turns over freely, emitting purposeful 'rude noises' from its AOIV.

As far as I know, the Imp Jap was owned by Mr Benjamin Ledger at the turn of the last century. Ben Ledger was a champion cyclist in the mid-1900's way before my time and indeed my late fathers. Dad's eldest brother Reg knew him and kept in postal contact when Mr and Mrs Ledger moved to the outskirts of Blackpool.

It was only upon the demise of Mr Ledger in 1958 that the Imp JAP came to light. No doubt Uncle Reg informed Dad that Mrs Ledger wanted the garage clearing, for she was moving to live with her daughter.

So, when Dad and I visited one cold mid-November the inside of the garage revealed a comprehensive workshop, equipped with a large 6" treadle lathe, quite a large collection of early motor car and motor cycle books and three pre-1914 motorcycles: the c1903 Imperial JAP, a 1913 Chater Lea with the earliest of the 269cc two-stroke Villiers engines and a 1910 water-cooled Scott which I well remember. Dad was more interested in the collection of books, so our first visit was to collect them. Our new Standard 10 van was overloaded to capacity. On the second visit there was only room for the Imperial JAP and the Chater Lea Villiers plus some more books.

Finally, a lovely picture on last month's front cover of Paul Gander the incoming chairman and the 1908 3 ½ HP Triumph. There's always an attraction for the pre-1921 Triumphs, and Mr Ronalds' is very original and well-restored. Does anyone know when the German ownership of Triumph Motorcycle Co was handed over to us?

Regards, David H Frank.



Letters

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

Restore or Preserve?

Dear Julie,

I was recently approached by a vintage car enthusiast and non-member on behalf of a friend of his. The chap (not in the first flush of youth) owns his father's circa 1914 Triumph with hub gears, and it is apparently in original condition - paintwork et al. The owner was saying that he wanted to thoroughly restore it, presumably to look like new, as a tribute to his dad's hanging onto it all these years. Fortunately, the vintage car man, realising the historic value of originality, counselled his friend to hold fire, at which point he called me. After establishing what I could regarding the condition of the 'bike I recommended that it be left exactly as it is, save for the usual safety and mechanical checks which might include stripping the engine. There are plenty of shiny 'bikes (and cars for that matter) around, and I've noticed of late that the well-used original machine is the one that often draws most attention. 'It's only original once', as the saying goes.

If you are fortunate enough to stumble across the proverbial veteran or vintage basket case there is often no other way than to embark on a full and complete restoration, but if you find a complete machine 'dans son jus' as the French say, what would you do? Fortunately, in my opinion, the Triumph is to keep its originality and hopefully will appear at Club events one day...I have also encouraged the owner to join the SMCC.

Restoration or non-static preservation? That is the question.

Best wishes,

Jon Dudley

Get The Basics Sorted First!

Dear Julie,

Regarding the short article on the Royal Enfield 'carburettor tuning' on page 34 in the last issue, a similarly basic effort hugely improved the workings of the Lucas Magdyno system, which doesn't have the best reputation among motorcyclists - possibly unfairly.

The body of the dynamo is made up of many thin iron laminates, and does provide an earth for the charging system. On the Enfield, it sits on an alloy 'saddle' on top of the crankcase (with the dissimilar metals eagerly forming a film of corrosion where they touch), held in place by a clip which either had rust or paint on the contact surfaces, neither of which excels at conducting electricity.

A couple of minutes' work with an abrasive pad on the mating surface between the dynamo and the cases made a huge improvement - the ammeter pilot light which previously barely had the energy to make the filament glow provided a strong, white light, and the ammeter showed a strong charge from modest revs upwards.

So, before overthinking matters and deciding that time-served equipment has failed or is useless at its job, make sure you have the basics sorted!

Yours,

Nick Smith

Visit our website: www.sunbeam-mcc.co.uk
Sunbeam Motor Cycle Club
The Club for all Pre War Motorcycles

Barr & Stroud Sleeve Engines Part One

John Ferguson

Introduction

Warren Hicks was a lifelong motorcyclist and founder of and a founder of both the Victorian (Australia) Vintage and the Classic Motorcycle clubs.

In the mid-sixties Warren built "Ever Onward" as a vehicle for a 500cc Barr & Stroud single sleeve engine he'd acquired. It was built with early twenties parts, Coventry Eagle wheels and 8" brakes to be practical as a commuter bike because he rode it to work, too.

I first encountered Ever Onward around 1980, when the then custodian gave a talk about it at a Club night. Thirty plus years later and Ever Onward is my care. You could fairly call it a "bitzer", but I prefer to view it as a period reconstruction, after all, motorcycle manufacture pre-1930 was substantially a cottage industry assembling bought-in components.

With the machine came the usual sheaf of papers, and some original sales brochures, but not much else. Curious to know more about production, engine number codes etc, I went to the VMCC library, only to find that all they had was a sheaf of papers, some original sales brochures, and correspondence between Wal Maynard (Ever Onward's owner in 1980) and the late Ted Beckham in the UK, who had owned three Barr & Stroud engined bikes. Not much at all, really. So, I thought I would do something about it. These engines are so interesting that their history and record needs to be preserved in the public domain.

Background.

Barr & Stroud were Glasgow-based precision optical engineers whose business was rangefinders, periscopes, and binoculars. With the armistice of 1918, this business dried up. Demand was high for proprietary engines, with JAP, Precision, Villiers, Sturmey-Archer and others all booming, so Barr & Stroud sought a share of that market.

The single sleeve valve design is a concept with strong Glasgow roots. Paul Burt, the original patentee was a Glaswegian. Argyll cars were the world's biggest single sleeve valve engine builders in their huge new factory just out of Glasgow in the Vale of Leven and Barr & Stroud were located in Anniesland, suburban Glasgow. William Beardmore Engineering, builders of ships, trains, bridges etc, and financiers to FE Baker's Precision Works, and never far from this story though not having an identifiable link, were on the Clyde in Glasgow.

Barr & Stroud became part of Pilkington Glass in the late 1970's, after a hundred years as an independent precision optics company. This means that the entire company archive survived, and survives still at Glasgow University. And "entire archive" means just that; the index alone is 188 pages, the archive proper occupies 124 metres of shelf space, and includes everything down to the cash book for the Barr & Stroud orchestra, and the records of the 1st Barr & Stroud (89th Glasgow) Boy Scout Troop. Sadly, there is no single, separate, record of engine production, leaving the total company sales order records as the prime source.

Single versus Knight Double Sleeves.

Elsewhere there are articles about the operation of the single sleeve valve engine, so there is no need to repeat that in detail here. Briefly, the piston operates within a cylindrical sleeve which operates within the cylinder bore. A peg at the bottom of the sleeve engages in a conventional half time pinion via an eyeball type joint, such that the sleeve moves in an almost circular, but actually elliptical, path at half crankshaft speed. Ports in the sleeve align with inlet and exhaust ports in turn to allow a four-stroke cycle.

Advantages are mechanical silence (no tappets, cams, followers etc; the only reciprocating part is the piston), cleanliness (all the oil is inside), perfect combustion chamber shape, long service intervals,

and enormous volumetric efficiency that is comparable with a modern Japanese four-valve head.

Disadvantages are difficulty in cooling the head because it is deep down inside the sleeve, and poor response to rapid throttle openings. To be fair, this last issue is a reflection that the carburettors of the day cannot cope with the deep breathing that sleeve valves bring. Contrary to folklore, they're not smoky per se. Barr & Stroud's engines were nearly all total loss, and properly set up were no more or less given to smoking than any other total loss engine. The elliptical action of the sleeve spreads both lubricant and wear perfectly evenly over the entire surface. That said, I deliberately over-oil Ever Onward as I dare not risk underoiling it. It belches blue clouds, particularly at idle after a run, due to excess oil accumulating in the sump.

The other sleeve valve design is the Knight double sleeve, used in several cars of the 1920's. This has two concentric sleeves, each driven by its own little crankshaft, so the sleeves reciprocate. These don't spread lubricant and they do concentrate wear, so that when well-worn they do smoke, and that is where the folklore originates.

Critical Dates.

November 1919 Trial. A 290cc engine, fitted into a New Imperial rolling frame, was favourably tested by The Motor Cycle. With vertically split crankcases, the sleeve ran direct in an aluminium bore. Clearly not a success, because the production engines featured a horizontally split crankcase and iron bore.
8 October 1921. Public debut of 350cc engine at an unspecified event in Ayr. Of the five events entered it obtained four firsts and one second placing.
December 1921 350cc engine introduced at the Olympia Show.
December 1922 500cc and 1,000cc twin introduced at the Olympia Show.
October 1926 Last recorded engine sale

What Engines Were Built.

Four quite different motorcycle engines were built: 350cc, 500cc, 1000cc, and the 350cc "Octopus" race motor. Where a conventional motorcycle engine of the period had vertically split crankcases with the cylinder bolted to it, Barr & Stroud used a horizontally split crankcase. Main bearings were in the upper half, so the bottom "half" is just a cover.

350cc. Three variants, at least, of the 350cc engine were built. Both the WA6 and WA6A 350cc engines had the cylinder and crankcase cast in iron as a single piece, used external flywheels, and had the ports from the cylinder shaped to a single round inlet and a single round exhaust port. Exhaust adapters were fitted to the straight-ahead exhaust port for left or right exit where single downtube frames were used. The precise difference between WA6 and WA6A is not apparent. In addition, they were designated Mk I, Mk II, or not designated at all. Given that Mk I is usually a retrospective designation only applied after the Mk II appeared, this is odd. The answer to this riddle is that the engine was designed with a Best and Lloyd oil pump, at a time when automatic oiling was regarded with some suspicion. No designation means a standard, 500ml per hour, Best and Lloyd pump was fitted, and the B&S logo on the timing case was in line with the magneto shaft. Mk I means no pump fitted, for use with the motorcycle builder's hand pump. This timing case had the B&S logo in line with the centre of the sleeve drive gear. Mk II had the later, 200cc per hour, Mk II Best and Lloyd fitted.

Just to add some further serious confusion, B&S drawings show a Mark I which has the magneto behind the cylinder, and a Mark II, in which the circular timing case is rotated forward by two bolt holes, one third of a turn, such that the magneto is upside-down in front of the cylinder. Sales records never refer to Mark, only Mk, and every photo of a 350 has the magneto behind the cylinder. Did they sell them that way? I don't know, but doubt it.

WA6B, which first appeared in late 1924, used clamped together manifolds which gave twin exhaust ports. There were a conventional six cylinder ports (five in the sleeve) but the port section of the cylinder was machined round externally. The manifolds bolted to each other and clamped the cylinder, necessitating some fine-tolerance machining. WA6B also had oil retaining grooves machined into the

cylinder bore at the top, middle and lower parts. Blanking bolts filled what would otherwise have been oil feeds to each in a vertical line at the front of the engine.

Although dry sump lubrication is mentioned in relation to later models, and to the Octopus, the one WA6B that I have seen was a total loss lubricated engine, with a Best and Lloyd pump. It seems that the WA6B could be supplied as total loss or dry sump. As a dry sump operation, a Barr & Stroud gear oil pump was used.

The drive sprocket could be inboard or outboard of the flywheel, and engines were shipped without the flywheel fitted. The engine number is stamped into the drive side crankcase, obscured by the flywheel and not visible at all if the flywheel is inboard of the sprocket. All of the 350cc engines had the sleeve gear driven directly from a gear on the mainshaft. This means that the sleeve drive rotated in the reverse direction to the crankcase. It also required that the sleeve had a long extension cast into it to hold the drive peg. A train of gears drove the magneto, with the middle gear being made of fibre.

The 500cc engines were designated WA7, and structurally were completely different to the 350cc engines. They had alloy crankcases with iron cylinders bolted to them, and internal flywheels. For primary balance, the mainshafts were set off-centre in the full circle flywheels, which run eccentrically. Both inlet and exhaust ports in the cylinder flowed to a comparatively large rectangular aperture in the external wall, so used manifold adapter castings which bolted to the cylinder to allow carburettor and exhaust mounting. These were set at 45 degrees to the square cylinder mounting flange. An idler gear, the same size as the mainshaft gear, but made from fibre, sat directly above the mainshaft gear. Consequently, the sleeve drive is in the same rotation as the crankshaft, and higher up in the engine, so the drive peg is at the base of the sleeve. The drive peg is on a steel ring that is riveted, and possibly bronze welded, to the sleeve casting.

The 1000cc, WA9, engines were not simply two 500s on a common crankcase, as might first be thought. The front cylinder is as per the 500, but the rear cylinder is rotated 90 degrees, allowing the inlet tracts to align when the inlet manifold is inverted, with the exhaust manifold adapters then being front and rear. This demanded a sleeve for the rear cylinder with the drive peg at 90 degrees relative to the port position of the front sleeve. A single idler pinion is used. Fibre idler pinions were standard, but steel pinions often specified. Cast flywheels were standard, but steel often specified in the larger engines, and often polished on all models.

"Octopus" was the race motor, so named because it had eight ports alternating around the cylinder. The sleeve had four. Initially, in October 1924, three exhaust pipes were fitted, from both sides and in front, the rear most exhaust port being blanked off. The 1925 TT Grindlay – Peerless used only two ports, with a conventional looking two pipes from the front of the cylinder. Manifolds on either side carried mixture from the single carburettor in the conventional location behind the cylinder to two ports on either side, straddling the side exhaust ports. Although 350cc, it was a completely different engine to the road-going 350. All were dry sump, with a constant oil feed to the top of the sleeve, and internal flywheels. From the available photographs they looked far more like a product of the experimental shop than a production item, and none are known to have survived.

Dry sump lubrication was introduced in late 1924, with a double gear pump providing feed from the smaller and scavenge from the larger pair of gears. Following Octopus practice, a constant feed to the sleeve was incorporated. Few customers, if any, took this option.

In addition to the motorcycle engines, the sales records show that there were about 150 number of 44cc WA1 and WB1 engines built to drive wireless generators for Marconi and Siemens, and 310 160cc watercooled WB2 engines for "AustinLite" remote area generating plants. These are not considered here.

To be continued.

Our Members : John Buckingham Part III

Jane Anderson

The couple moved to Upper Beeding, West Sussex where John was involved in the Brighton and District Motorcycle Club. At that time, he started working for Wade Engineering, a company in Brighton specialising in the development of superchargers, notably the reverse thrust turbines of the BAC 111 which were famous for their piercing noise.

The Club had use of the motocross circuit at Piddingworth near Ditchling where John was part of a twelve strong team marking out the course after a working day.

He was successful riding his Zundapp, winning first class and best novice in the Bognor Trials on the Goodwood Estate.

After advertising parts in Motorcycle News, John met Jack Woodhouse from Cissbury. They hit it off, and John visited Jack to see four flat-tank side valve AJS machines which Jack was restoring and wanted to convert to overhead valve. Jack had already four cylinders cast for the job, and John offered to carry out the required machining.



The James pictured at Banbury in 1976

He also gave John a 1929 350cc overhead valve James in bits to restore, and offered him the use of a 1925 AJS in the Banbury Run. John joined the VMCC in 1967.

In order to stay at events in some sort of comfort, John converted a VW Transporter into a motorhome, which he used initially for the Graham Walker and Banbury runs where he rode the James, restored over a period of 18 months.

In 1969, the family which now included Graham and Lisa, moved back to the South Coast to Lancing.

Jack lent John a 1914 Sun Precision for the 1972 Pioneer Run®, but sadly after that, Jack died and the machine was sold. During the garage clearance, John procured enough components from Jack's widow to make a 1929 James 500cc Vee Twin which he still has.

In 1973, John was lent an FN for the Pioneer Run by Arthur Lunsden, a dealer in bankrupt stock and motorcycle enthusiast. The run was not successful after various parts became detached and rendered the machine unserviceable. However, undeterred, John restored it and kept the machine for subsequent Pioneer Runs.

John rode his 1929 overhead valve 350cc James in the Graham Walker and Banbury Runs. In those days, there existed The International Assembly Run, which was held at Cheltenham the week after the Banbury Run, and was a popular venue for overseas riders who had pre-1930 machines. Veterans rode in the morning and vintage in the afternoon.

In the late 1970s, John sold his overhead valve 350cc James and continued to ride the KSS. The International Assembly moved to Harrogate and remained a popular run with John and his friends. It became a weekend getaway, with signing on Friday, the run on Saturday, and prize giving on Sunday, ending with a buffet.

Back in West Sussex, the lack of a VMCC section meant that John and his group rode to Westbourne to join the South Hampshire section, but after a while, they broke away to form the Goodwood section. It is still very active today.

The trading connection between Wade Engineering and Ricardo at Shoreham resulted in John going to work for the latter designing and developing superchargers.

Meanwhile Arthur Lunsden produced a single cylinder FN, this time from his loft, and gave it to John in exchange for restoration work. John also rode Arthur's 1910 Triumph TT machine in Pioneer Runs.

Our Members : John Buckingham Part III continued **Jane Anderson**

After the VMCC introduced their 25-year rule, John felt disappointed that the later motorcycle dominated runs had lost the vintage feel, and so he joined the Sunbeam Club.

At a local rights of way talk, John met John Penfold, who ran the Trail Riders Fellowship, a group who chiefly rode on green lanes. Interested, John bought a trail bike, a Suzuki SP 370cc which he used for 'Green Laning'. The group would often meet with the Hassocks section, and on occasions local celebrities rode along, Derek Bell, Martin Christie from Trials and Motocross News and Dave Purley from LEC Engineering and Formula 5000 champion, amongst them. The countrywide network of 'Green Laners' organised rides in the Lake District, Exmoor and Derbyshire, and John would take his motorhome to these events.

In the 1990s, he used his trail bike to mark routes for Riding for the Disabled and the British Horse Society; the latter an unlikely, but successful alliance. He brushed with more celebrities during these marking operations; sports commentator Jimmy Hill, and TV personality Hugh Scully, horseman and naturalist respectively to name two. John remarked “it's funny who you would bump into on a hillside”. The Trail Riders Fellowship is still supported today. John continued to ride his bikes at shows such as the Dorset Steam Rally and various County shows, and was a regular entrant at the Sunbeam Club events, joined sometimes by Graham and Lisa, both motorcyclists.

In 2000, the Sunbeam and Vintage Motorcycle Clubs were invited to demonstrate motorcycles through the ages at the Goodwood Festival of Speed. This was masterminded by Tony Donnithorne, and included Murray Walker on Graham Walker's Rudge, Ken and Shirley Blake, John on his FN, Graham on John Cole's 1914 Sunbeam, and John Taylor on his veteran Ariel. They rode each day of the event round Goodwood House, and up the hill climb to Birdless Grove.

After retirement in 2000 and for many years, John spent much of his time with the Sunbeam Club stand representing the Club and encouraging membership at events such as Banbury, Brands Hatch, Kop Hill and Founders Day.

These days, he spends any spare time in his workshop on his various machines which include cars. He remains passionate about rebuilds and engineering. For me, his cheery presence at Sunbeam events is essential.



1981 Yorkshire International Assembly. John and Graham on the Velocette KSS

John O'Groats to Land's End on an 1896 Leon Bollee Part 4

From The Photo Album: Day 2 Slochd Summit **Charlie Jenner and Dave Pittuck**



Charlie's cap flew off at optimum speed/wind conditions, thereby avoiding the need for speedometers and other such modern contraptions. The Bollee looks small against the backdrop of the Grampians.

The summit was reached without difficulty, the Bollee having been in top gear since the lunch stop. Doubtless, the gradients found on the roads in 1910 would have been much more severe.



John O'Groats to Land's End on an 1896 Leon Bollee Part 4

From The Photo Album: Day 2 Pitlochery **Charlie Jenner and Dave Pittuck**



Not sure if this stop was for the benefit of the Bollee or Charlie. Note the wooden wedge carried in anticipation of inadequate brakes on more than adequate hills.

After B&B at Pitlochry on the second night, Charlie uncovers the Bollee to carry out the daily ritual of mechanical checks, greasing, oiling, etc.



John O'Groats to Land's End on an 1896 Leon Bollee Part 4

From The Photo Album: Day 3 Dunkeld

Charlie Jenner and Dave Pittuck



On day 3 we turned off the A9 at Dunkeld and enjoyed quieter motoring on the A822



Ladies (Machines) First!

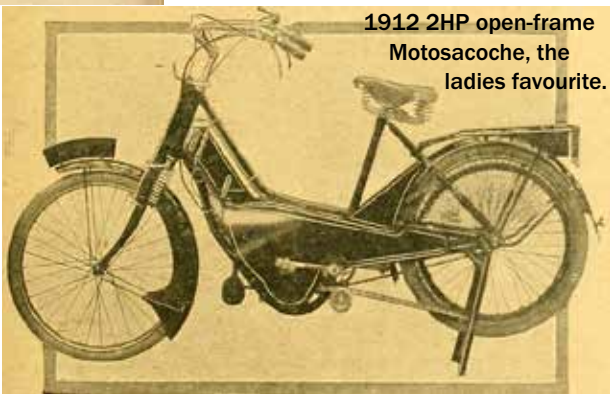
Mantissa



Mrs Kirkpatrick aboard her 2½ HP Handy Hobart

Reading Richard Rosenthal's enjoyable and informative account of the family's Hobart ladies' model machine reminded me of a nice review of similar machines around the time of the 1911 Olympia Show.

While it's mildly tempting to think that various manufacturers had ideals of equality in mind, the travails that the author (a Mrs M C Cooke) recounts in her opening paragraph in relation to getting manufacturers interested in producing such machines over the previous six or seven years suggests not: maybe the prospect of 'money in the till' provided the impetus, or this was another of the various 'fads and fancies' that constituted that year's Show-time 'bandwagon'.

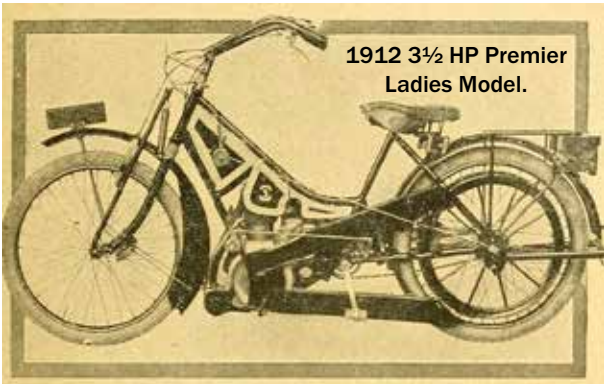


1912 2HP open-frame Motosacoche, the ladies favourite.

Mrs Cooke noted that a 'dozen or so' makes exhibited examples, from the Motosacoche at the small end of the range, up to the Scott ('too powerful') - although I'm not sure the distinctive design was intended as a ladies' open frame!

Many of the machines carried varying designs of side-covers and panels, a point which met the approval of the author: she observed that the corded dress-guard was a magnet for grime on a pushbike, the problem only being more pronounced on a motorcycle. It's interesting to note that Mrs Cooke did not advocate full enclosure of the works - she liked to see the workings of her machine.

Simplicity of control was praised - reliable magnetos (Bosch's offerings would be fully-enclosed from 1912), and the advent of the popular Best and Lloyd 'semi-automatic' drip-feed pump led her to conclude that: "Really, we shall soon have nothing to do, but sit on the machine and steer!"



1912 3½ HP Premier Ladies Model.

She gave mini-reviews of the available offerings, and the absence of a Premier machine was noted (the manufacturers had been unable to complete it in time for the Show) although an image appeared in a subsequent issue.

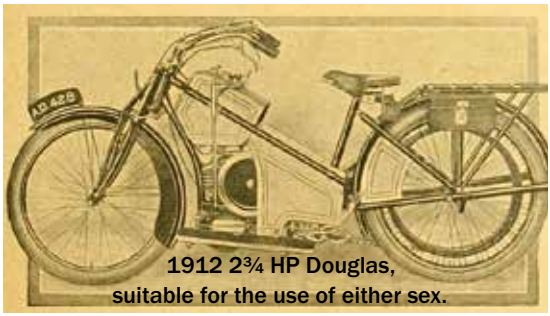
Matchless: indicated to be 'rather a favourite in the colonies'

Motosacoche: 'the' lightweight as it was low, with 24" wheels, although the number of control levers might be bewildering for a novice (!)

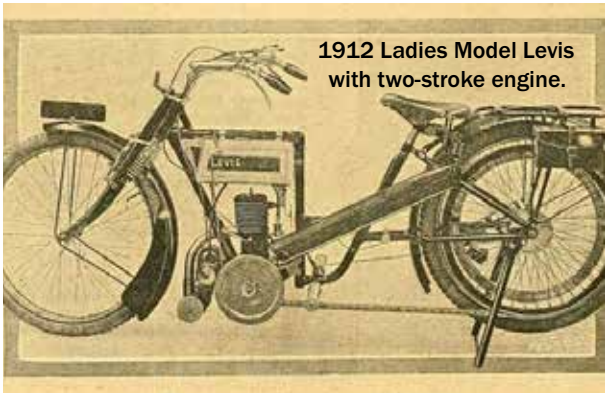
Douglas: the machine with the largest number of patronesses on the road. Praise for the dress-guard and lubrication, disappointment that the new foot-starter is on the left of the machine.

Humber/Centaur: identical in design, were pronounced excellent machines for beginners.

Levis: unique in design, being the only two-stroke offering - if we discount the Scott!



1912 2¾ HP Douglas, suitable for the use of either sex.



1912 Ladies Model Levis with two-stroke engine.

Hobart: 'needs no introduction'

Quadrant, Singer: workmanlike machines and excellently turned out.

Forward: Fully enclosed twin engine apart from access to the spark-plug terminals. This latter machine caused Mrs Cooke to observe that, while open access to the plug terminals was useful in maintenance terms, she had, on her ladies' model Triumph (more on this anon), had cause to rue the design, following a run in wet weather, during which her long mackintosh proved its superlative electrical conductivity from the exposed plug terminal!

Mrs Cooke went on to praise the advent of dedicated ladies' clothing from the Service Co (the divided skirt finding particular favour), but rued the continued absence of a saddle designed for ladies.


1912 2HP Quadrant

She summarised the Show thus:

"*From a lady's point of view, the Show was most interesting and instructive, and attracted crowds of the fair sex each day, many utter novices, who examined with beating hearts the different models, and blushed as they accepted the invitation to try the riding position. ... manufacturers are to be congratulated on turning out such an excellent display of machines. There was never such a fine selection appealing to ladies, and the only difficulty now is to make a choice.*"





motor cycling last May, and enjoy it immensely. I have ridden many miles, but have never seen another lady motor cyclist, though I have no doubt many more will join the ranks before another season. If only they knew how simple it was!
Sutton Bridge, Lincs. (Miss) AGNES S. HOBSON.

Mrs A Hobson with her Moto Reve.

It's pleasing to note that correspondence following the article included examples of ladies already riding writing in to say so. A Mrs Agnes Hobson wrote in from the Lincolnshire Fens noting that she was the only lady rider in her district, and enclosing a nice image of herself in riding attire with her Moto Reve machine. A Mrs S Davis wrote in noting the exploits of herself and two fellow ladies, each on a (W.G.) Brough ladies' model.

Mrs Cooke wrote in herself, again referencing a ladies' model Triumph. She noted that the frame design provided a weak point at the junction between the dropped top tube and the saddle tube, and observed that she had had to have a repair effected. Her ladies' model Triumph is noted to be 'the only one in existence' in a partial view showing the rear of the machine. A full side-view of a ladies' Triumph emerged a few months ago, bearing a Hertfordshire registration. Maybe it's the same bike, although the tank panelling and lining looks different.

I wonder if this was a heavily modified standard machine, or a factory special. Does anyone know?



Mrs Davies and Friends on their Broughs.



The Only Ladies Model Triumph? Repaired top tube pictured right



The new down tube on the writer's 2¼ h.p. open frame Triumph—the only one in existence—strengthening the frame at the point at which it broke some time ago. Mrs. Cooke characterises this portion of the frame as a weak point in many 1912 models.

Life of Pi - The Second Levis

Rob Smith

To conclude what has grown into a trilogy of my late Grandfather Ralph Smith's machines that launched us into the Veteran & Vintage scene, here is the story of the other one – 'PI 524'.

Not long after sister machine 'LE' had successfully completed its first Pioneer Run® Ralph was offered the main components of another Veteran Levis which he quickly snapped up, initially thinking it worth having for the spare engine. Over the next few years the various missing parts – magneto, carburettor and levers etc were all acquired at autojumbles or 'Bring & Buy' nights to the point that in 1981 he began to build a second machine up which was to become 'PI'. Ralph finished the tank in a light blue colour for no other reason than he had a large tin of the stuff for another project, so it became the 'house colour' for a while. She was completed and accepted onto the Pioneer Register® just in time to take part in the 45th Pioneer Run® in 1982, ridden by my Father George alongside 'LE' ridden by his brother-in-law the late Vince Cottingham. Brighton was reached with no problems apart from some belt slip in the wet weather. Over the next 24 or so years 'PI' took part in every Pioneer ridden either by George, Nick or your scribe and she always got to Brighton.



PI at the start of the 1983 Pioneer Run® with Your Scribe.

In the 1980's Vince had purchased an early lightweight ROC gearbox from George Yeoman's emporium intending it to be used on another project, but, when it was dismantled only the selector fork, dog clutch, mainshaft and one mainshaft gear and the layshaft without the layshaft gear were still present. There was no belt pulley, nor drive sprocket either so the gearbox went onto a shelf in Ralph's shed until 2002 when we cleared the house and garage before it had to be sold. The gearbox came home, then George with my younger brother Nick thought about possibly fitting it to 'PI'. They began researching the motorcycle magazines of the era and discovered the ROC gearbox was offered as an aftermarket fitment. It is similar to the Albion product fitted by numerous manufacturers, such as New Imperial and Wolf, usually driven by the 293cc J.A.P. side-valve engine. The project took a major step forward when Nick found a period article on the gearbox including a section drawing of the internals. This made it possible to work out the missing components from that (it could be scaled up to match the 5/8" diameter of the mainshaft) and the parts that were there. The tooth-form for the gears was worked out from a 'family heirloom' copy of the Engineers Handbook.

The Life of PI continued

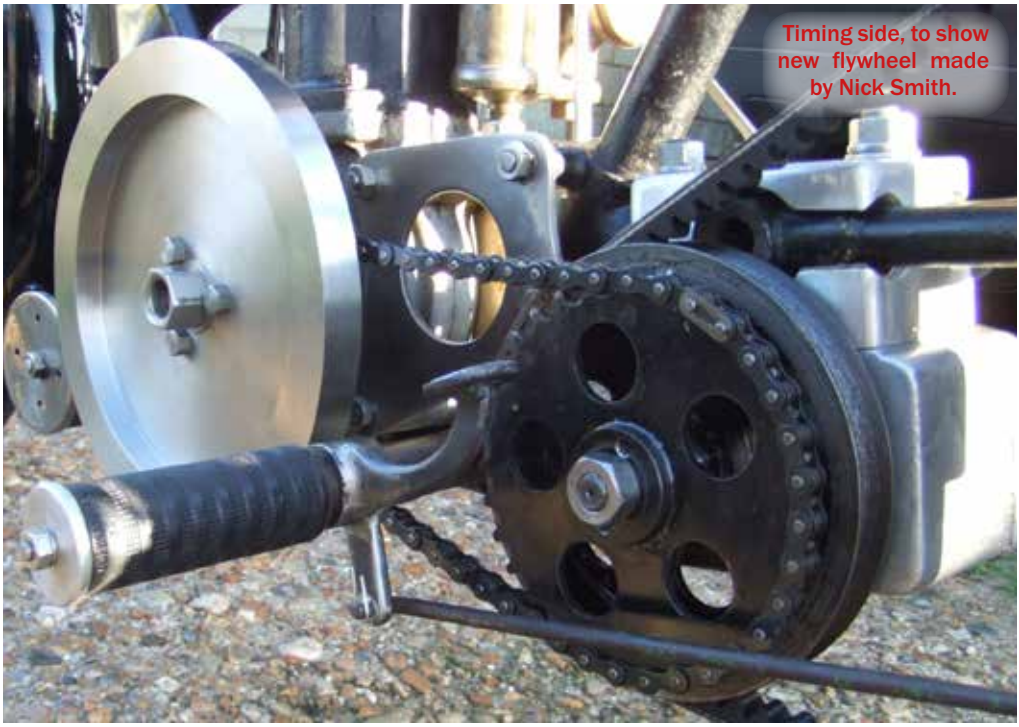
Rob Smith

The parts were made and hardened by an engineering firm close to where George used to work that would take them on in between their regular clients, they did a fantastic job, but sadly are long-gone now. 'PI's original flywheel was removed to safe storage and Nick manufactured a new one with modifications to take a sprocket behind it plus a belt pulley for the gearbox. The sprockets were modified from blanks supplied by one of the chain specialists. Nick also made the gearchange mechanism, gate and 'tram-handle' lever but an advert placed in 'Old Bike Mart' found, to our surprise, someone with an original, complete mechanism, which, after plating and repainting the Bakelite surround on the lever, was duly fitted. All the newly made parts were, fittingly, created on what had been Ralph's Colchester Student lathe.

Since 2007 'PI' has run as a 'two-speeder' and the low gear is especially useful for paddling off to start and in places such as Handcross and when the 'Pioneer' used to go through Brighton city centre. It received a second restoration after the gearbox had proved itself over several miles in a few events that year and remains one of our favourite machines to this day.



With ROC gearbox and 'Tram Handle'.



Timing side, to show new flywheel made by Nick Smith.

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

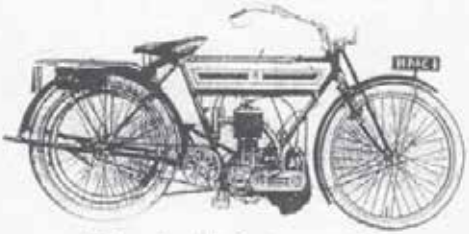
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Sunbeam Club Stand at Shoreham Airshow, Sussex.



Lisa Buckingham at Kop Hill Climb on her father John Buckingham's Velocette KSS.

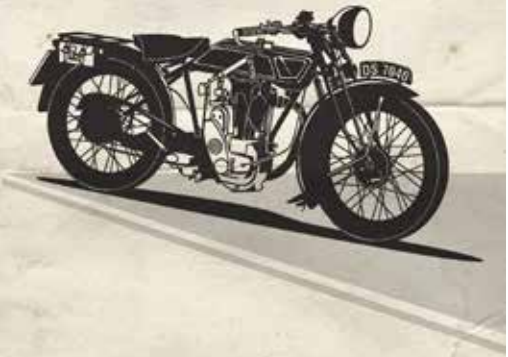
CLASSIC BIKE INSURANCE?

THE HARD WAY

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- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic bike insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your bike's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

THE EASY WAY

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- ☐ Go for a relaxing ride.



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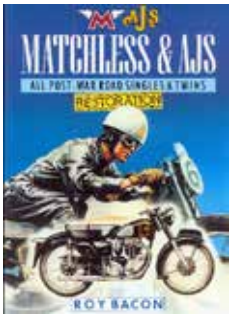
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Founded 1924

Always Ahead

Member of the FBHVC

Affiliated to the SE Centre of the ACU

A club welcoming members with any make of motorcycle and catering for Veteran (pre 1915), Vintage (1915 -1930) and Post Vintage (1931-1939) machines. Also Sporting Trials (pre '65 and modern machines)

Annual Subscriptions (with effect from 1st October 2019)

Full Membership for UK residents (see note 1 below)	£24
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a) Full Members who join the Club after 30th June shall be entitled to a 50% reduction for the first renewal only.

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Notes:

1. UK Members are those living in the UK postal area. That is England, Scotland, Wales, Northern Ireland, Isle of Man, Scilly Isles and the Channel Islands. All other countries incur higher postal charges and are classed as "Non UK".
2. Any member of the family of a Full Member may apply to become a Family Member, provided they live at the same address and share one magazine. Some Sunbeam MCC events have a two tier entry rate for members and non-members. If Family Members below the age of nineteen wish to enter as drivers they may enter as a Full Member but after that age they must either become a Full Member and pay the lower entry rate or remain a Family Member and pay the higher entry rate.
3. We ask for the date of birth of members only so that we can track the average age of the Club membership and the average age of new members
4. Our membership records are kept on a digital database but are not distributed or made available to any third party and are used only by Sunbeam MCC officers for Club purposes.

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CLUB EVENTS CALENDAR

Note that all Club events are subject to any Coronavirus restrictions in force.
Club Nights will resume in the new year, dates to be confirmed.
Always check www.sunbeam-mcc.co.uk before travelling.

Date	Event Venue	Contact	
Date TBC	**10 +1 Ixion Cavalcade**	Dave Masters 01424 211873 **maggirose # hotmail.com**	Pre-1940
Sunday 16th May	**AGM** Venue TBC	Paul Bullock 01959 562716 **secretary # sunbeam-mcc.co.uk**	Closed to Club
Date TBC Saturday 29th May - Sunday 30th May	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1940
Date TBC Sunday June	**Rose of the Shires Run** Great Brington,Northants NN7 4JN	Rob Bayman 07850 870094 **robertbayman # btinternet.com**	Pre-1940 New Venue
Date TBC	New Event **Silver Dollar Run**, Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Saturday 19th to 26th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office # radnorrevivals.com**	Pre-1940
Saturday 26th June	**The Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1940
Sunday 27th June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1915

Visit our website: www.sunbeam-mcc.co.uk
Sunbeam Motor Cycle Club
The Club for all Pre War Motorcycles

2021

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Date	Event Venue	Contact	
Date TBC	**Garden of England Run** Headcorn, Kent	Volunteers needed Jo and Julian Swift 01233-756346 **julian # julianswift.com**	Pre-1940
Date TBC	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson # jumbler.co.uk**	Pre-1940
Date TBC	New Event **Suffolk Vintage Run.** Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Date TBC	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Date TBC	**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 15th August	**58th Graham Walker Run** Beaulieu, Hampshire	Volunteer needed Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
Sunday 5th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35 # btinternet.com**	Pre-1940
Date TBC **11th** September	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 26th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 8111036 **gizmomrsduck # aol.com**	Pre-1931 Flat-tank only New Venue
Note revised date. Sunday 3rd October 2021	**81st + 1 Pioneer Run®** Epsom to Brighton City Airport	Volunteer needed Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	New Finish Venue Pre-1915



Early Motorcycling in North Derbyshire

John Hodson



Chesterfield and District Motor Cycle Club Hill Climb at Amber Hill, Kelstedge, Derbyshire. John's Aunt Florrie is glimpsed centre rear.

