Sunbeam Motor Cycle CLUB NEWS

Issue 896 February - March 2019

Always Ahead!



Sunnier Days: The First Northern Pioneer Road Test at Lunch, Bainbridge July 2018. Photo: Raymond Hudson

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd

Founded 1924

President Ian D McGill	01293 771446	pioneerorganiser # gmail.com
Acting Chairman Arnold Marshall	01797 270209	chairman # sunbeam-mcc.co.uk
Club Archivist Julian Swift	01233 756346	julian # julianswift.com
Committee Member 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
Quartermaster / Post-Vintage Rep Chris Pile	01435 864043	christopher.pile # sky.com
Regalia Officer Rob Smith	01474 854239 20 The Briars, West Kingsdown Sevenoaks, Kent TN15 6EZ	rob_sv650 # btinternet.com
Secretary Paul Bullock	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 692423	perlrose # waitrose.com

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

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Editorial and News

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Hello Everyone,
The new year brings a proposed new group in the Dorset / Hampshire area, more details on page 16. A new club book is available, 'The Gatwick Speed Trials 1931 – 1939' is about the event formerly run by the SMCC. Finally, your Club News is posted to you in a new bio-degradable bag. Once finished with, the bag can be placed on your compost heap or in your rubbish, where it will rot down over time rather than adding to the plastic problem. All the best for 2019, Julie

John Russell: An Appreciation from the President

Ian McGill

Through the Sunbeam Club News I feel that some sincere thanks should go to John Russell for his work and contributions to the club over many years.

John wrote to me at Christmas to say that time was catching up with him, and he felt it was about time to retire as Club Steward at the Graham Walker Memorial Run. Looking back over past programmes I find that John had been assisting at this event for the past 28 years.

I must admit that I was very grateful of his assistance when I took over the event in 1991, added to that he was also the Club treasurer at the time.

John was also Steward at the start of the Pioneer Run® for many years. So thank you John, it was a pleasure to work with you

From The Chairman

Arnold Marshall

I am pleased to announce that club member Jane Anderson has volunteered to take on the role of Club Quartermaster (subject to approval at the AGM) upon the retirement of Chris Pile who is standing down after many years in the job.

On behalf of the Club I wish to express our grateful thanks to Chris and a warm welcome to Jane.

Pioneer Run® Marshalls Needed!

Pioneer Run Steering Committee

The 80th Pioneer Run will be held on Sunday 24th March and as in previous years marshalls stationed at certain junctions on the route pointing the way are vital to the success of the event. This is particularly the case this year with the changes to the last part of the route to make the run safer for all entrants. If you are able to help please contact Rob Smith: 01474 854239 or **rob_sv650 # btinternet.com**

Shropshire Mid Week Break: 13th - 17th May 2019

Judith Coote

The Shropshire residential break runs from Monday 13th May to Friday 17th May, with accommodation at The Valley Hotel, Ironbridge. All details are on the club website calendar and the closing date for entries is 28th February.

There are still some spaces available so get booked in now, contact me on 01926 497475 or by email **jacoote58 # gmail.com**

Deadline for April / May Issue: 15th March 2019

Secretary's Scribblings

Paul Bullock

The Club has recently been given a splendid vintage 1928 silver cup by Steve Elston for which the Club is extremely grateful. Many thanks Steve!

It was decided to call this Cup 'The Charlie Jenner Cup' in memory of the late Charlie Jenner. During a lifetime of Veteran and Vintage motorcycling Charlie Jenner built up a wealth of practical and technical motorcycling expertise. If your 1912 Douglas bent a valve on the road, the 1909 Triumph ran a big end, a family's Hobart was short of a luggage carrier……., Charlie always helped friends and fellow old motorcycle enthusiasts, no matter how long it took or the effort involved. In his honour the Charlie Jenner trophy will be presented to the Club Member who you, the members, think has pulled out all the stops to get you out of the proverbial black hole, whether on the road, over the phone or in the workshop. Now is your chance for you to nominate that member who has made a supreme effort to assist a fellow member when they most needed help.

Please send your nominations for this award, which it is hoped will be awarded annually, to the Secretary at: **secretary # sunbeam-mcc.co.uk** by the 15th March 2019.

Notice of the Annual General Meeting Saturday 27th April 2019

Paul Bullock

The Annual General Meeting of the Sunbeam Motor Cycle Club Ltd will be held on Saturday, 27th April 2019 commencing at 2.00 pm sharp at the Llama Park, Wych Cross, Forest Row, East Sussex RH18 5JN (on the A22). Food and refreshments are available to purchase, there will be tea, coffee and cake as usual prior to any general discussion after the meeting.

Any member may propose a resolution for consideration at the AGM but any proposal must be in writing, duly signed by the Proposer and Seconder and sent to the Hon Secretary by 15th March. Please note that any member who proposes a resolution for consideration must attend the AGM in person.

Proposers and Seconders are required for all existing members that wish to stand for election to the Committee, plus nominations for any of these posts. The nominated person will need to submit, in writing, their willingness to stand.

All the above to the Hon Secretary in writing by the 15th March, 2019 please. The minutes of the 2018 AGM will be enclosed with your April Club News.

Members are advised that postal votes on proposals can now be registered with the Secretary, (contact details inside the front cover of the Club News).

New Book: The Gatwick Speed Trials 1931 – 1939

Baz Staple

This book was compiled and edited in 2016 by Billl Haylor and was distributed free to local libraries and the Sunbeam MCC, in all about five copies were produced.

Since then, a number of people being fascinated by the subject have suggested that the Club should publish a quantity for sale. This move had the approval and co-operation of Bill Haylor, and a limited edition of 50 copies are now available. It is printed in A4 size with 74 pages with numerous pictures of past speed men, principally on specially tuned bikes, although there are also illustrations of Prince Bira in his ERA and an Austin Seven Sports Ulster.

These books will be available at our Club nights at Chiddingly and West Kingsdown, the Pioneer Run and the AGM.

The cost is £19.40, plus p&p: UK £4.00 EU £8.50. If anyone would like a copy, please send a cheque made out to the Sunbeam Motor Cycle Club Ltd. to me, Baz Staple, 18 Chieveley Drive, Tunbridge Wells Kent TN2 5HQ

If anyone who is coming to the Pioneer wishes to pay in advance, your book could be bagged up with your name for collection at the Brighton finish.

From the Membership Secretary

Brian Empsall

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

Alastair Alexander	Edinburgh	Petri Hitches	Hampshire
Antony Arnold	Hampshire	Ben Jackson	Leicestershire
David Barnes	London	Robert Jackson	Hampshire
Benito Battilani	Italy	Erik Klinger	Germany
Clive Boothman	London	Brian Marris	Surrey
Peter Bovenizer	Dorset.	Colin McWhirr	Aberdeenshire
David Brooks	Middlesex	Keith Mills	Kent
Johnathan Chitty	East Sussex	Richard Norris	Hertfordshire
Bart Delgardo	Sussex.	James Palmer	Cumbria
Stephen Dixon	Leicestershire	Sergio Perner	Devon
Tony Donnithorne	West Sussex	Mike Robinson	Surrey
Tom Duffin	Leicestershire	Nick Roud	Kent
Claudio Femiano	Italy	Adrian Scott	Derbyshire
Ross Fuller	Surrey	Fred Smith	Gloucestershire
Giles Greenaway	Oxfordshire	Jon Smith	Warwichshire
Malcolm Herbert	Powys	Jon Urry	Rutland

2019 Subscriptions.

Thank you to all those members who have paid their subscription for 2019. If we received your payment by 20th January (or 29th December for payments received as part of a Pioneer Run entry) your membership card will be enclosed with this magazine. If received later it will be sent with the next edition. The subscriptions for 2019 are; Full UK Member £22, Full Overseas Member £28 and Family Members (UK or Overseas) £5. Individual notification of outstanding subscriptions will found on the reverse of the address label with this edition of Club News (February - March). I know that in the Christmas period it is all too easy to overlook the payment for club subscriptions but if you have not yet paid can you please do so without delay. Postage is a significant part of the Club's budget and we simply can't afford to send magazines to members who have not paid. Payment can be made by cheque, PayPal or internet banking. Full details are on the reverse of the address label with this magazine and on page 5 of the December / January magazine.

Finally, can I say thank you to all who sent Christmas cards and notes with seasonal greetings and wish you all a most enjoyable 2019.

Miniature Motorcycle Engines

Baz Staple

Many visitors to shows up and down the country will have marvelled at the half size working motorcycle engines that were produced by that amazing model engineer, Bill Connor.

Bill regrettably died a month or so back, but his engines, including racing AJS, Matchless and Velocette will be sold at auction on 12th March at Dreweatts, Donnington Priory, Newbury, Berks RG14 2JE **info # dreweatts.com.** We know many motorcyclists who drooled over these remarkable engines would appreciate knowing about the auction. Apart from these motorcycle engines, there will also be his rotary and radial aircraft engines, as well as his 5 inch gauge Britannia steam engine.

Club Questionnaire

Baz Staple

An interesting point was made by some respondents to the Questionnaire who considered their riding days were over, nevertheless would appreciate being able to show their machines at our one-day events, provided the start and finish were at the same place.

This information has been passed to all our Secretaries of Meetings who welcome this idea, provided there is enough space. Therefore I suggest that those interested in displaying their machines get in touch with the respective Secretary of Meeting to arrange matters and trust that the machine owner will be available to answer any questions and ensure the safety of their machine and the public.

Pinhard Trophy 2018 Winner Ryan Vickers

Tony Lloyd

The Sunbeam MCC is delighted to announce that 19-year-old Road Racer Ryan Vickers has been adjudged the winner of The Pinhard Trophy for 2018.

This is one of the UK's most prestigious sporting awards, the giant three-gallon cup having been presented since 1950 to the best Under-21-year-old sporting motorcyclist competing under ACU or SACU jurisdiction.

2018 has been an outstandingly successful year for Ryan taking the British 600 Superstock Title by winning 10 out of 12 races, of the other two he scratched from one to take a wild card in World Supersport and fell in the other whilst leading. Ryan was a British Youth Motocross Champion and moved over to the tarmac in 2016 finishing second in the Thundersport series on a Honda CB500. He moved to Superstock in 2017 and took most of the year to adjust, gaining third, second and first in the last three races.

On hearing of his win Ryan said "I am so happy to have won this prestigious trophy, this has been running for many, many years and lots of very famous people have also won this trophy, so I am blessed to now be a part of that list! I would like to thank all the judges and people that put my name forward for this, also thankyou to all the organisers for their hard work of presenting this award every year!".

Ryan faced stiff competition and voting was extremely close. Presentation of the Trophy will be at the ACU Awards Dinner on 26th January at The National Motorcycle Museum.

Previous winners are a list of motorcycling greats over the last 68 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Bill Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names. Last year's winner was grass Track and Speedway rider Luke Harris.



Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

Judges were editors of leading motorcycle periodicals, General Secretary of the ACU, President of Sunbeam MCC and two other officials appointed by Sunbeam MCC.

The Club Stand at Motorcycle Shows

Baz Staple

The club stands that we've organised over the past years have been extremely successful in explaining what the Sunbeam Club is all about and encouraging new members to join.

John Buckingham, aided by others, has to retire from active service, although he still has the contacts for booking and tickets, as well as for those wishing to show their bikes. Our Secretary Paul Bullock is willing to handle the twice yearly Ardingly shows. Other inside show possibilities are Kempton where a volunteer is required and Richard Duffin is prepared to continue running our Stafford stand. The outside events are Banbury, Founders Day, near Lutterworth, Kop Hill at Princes Risborough and West Kent International and for these we need someone to take charge with either the club trailer and large 6x3 metre club marquee or a smaller more easily managed marquee which we can purchase. It is essential the Club continues to wave the flag at these popular events and perhaps we could share the venues between several volunteers. Please consider seriously if you could help at one or more of these interesting venues, with the benefit of free entry.

The Ixion Cavalcade 5th May 2019

Ian Cockshull

A run dedicated to the memory of the well-known motorcycling correspondent Ixion, who was also known as Canon Basil Henry Davies BA, the vicar at St Barnabas Church in Bexhill-on-Sea from 1926 until 1940. He was a journalist who wrote for The Motor Cycle magazine from 1903 to 1961.

The Ixion Cavalcade departs from the St Barnabas Churchyard, the route is 35 miles with an intermediate coffee stop after 24 miles, using roads that are mainly level so are ideal for our lower powered machines. Route sheets in A4 format and a token memento for all participants will be provided, a club member has also volunteered to provide a backup rescue facility. Lunch after the event will be available to purchase at The Oasis Coffee Shop and Cafe situated diagonally opposite St Barnabas Church in Sea Road, Bexhill-on-Sea.

All pre-1940 machines are eligible, download an entry form from **www.sunbeam-mcc.co.uk** or contact Ian Cockshull for more details by email on **Ixion # sunbeam-mcc.co.uk**

Sunbeam Welsh Week - 22nd to 29th June 2019

Baz Staple

This year the event is being opened to all motorcyclists from any club, riding pre-1940 machines. Those who are interested need to get their entries in smartly as organiser Bev Kemp has received nine entries already. The usual site is Radnor Revivals, Brynwyddog, Llanbister, Llandrindod Wells LD1 6TL. The team of Bev, Tim and Jack Kemp arrange everything, provide riding in beautiful countryside of approximately 90 miles per day with coffee, lunch and tea stops. Accommodation is in well-equipped comfortable lodges with two or four people sharing. Radnor Revivals also provide camping, caravan and motorhome facilities with an adjacent well-equipped wash block, good home-cooked food, breakfast, packed lunches and two course evening meals in the separate dining lodge giving a good communal atmosphere. Costs are £260 per person four sharing, £300 per person two sharing, £230 for campervans etc. Entry fee extra.Please contact Bev Kemp by email on **vsekemp # btconnect.com** or telephone 07876 597697. The closing date is 1st May.

2019 Anglo-Dutch Reliability Trial

Roel Van Maarseveen

The 18th edition of the Anglo-Dutch Reliability Trial will take place from the 5th to the 10th of August 2019 in the southern part of the Netherlands, the base is Berckt Castle near the village of Barrlo. Both rooms and camping pitches will be available at this location.

The event is restricted to just 25 Dutch and 25 British riders and for motorcycles build before 1915. We already have more than 15 Dutch riders booked in, we hope to get lot of English riders booked in so send in your entry form now!

Information is available from **anglo-dutch # vmcmotor.com** or visit our website **www.vmcmotor.com**

Sunbeam Club News Index Issues 890 to 895

John Hodson

This index covers issue numbers 890 to 895, February 2018 to January 2019. With the exception of new events and some Pioneer® Runs, reports of events that occur annually are often not included as these reports can usually be found in the issue of the News immediately following the event.
A cumulative index covering issue numbers 890 to 895 is also available.

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Marjorie Ayers in Good Health

Baz Staple

So pleased to report that our past President Marjorie was in good form when Jenny and I visited her towards the end of January. In her previous care home, she didn't like the food and consequently lost weight and awareness. The current home is clearly looking after her much better and despite her lack of sight her other senses are acute considering her 94 years. We had a nice chat and found her sense of humour had not deserted her.

Since Marjorie cannot read the Club News she was interested to know how the club is progressing and how many entries we have for the Pioneer! As many know, Tiny and Marjorie ran the Pioneer so well for many years and helped to save it and the club from disaster in the early 1980s.



SOUR GRAPES

First Scorcher. "Call *that* exercise?" *Second Scorcher.* "No. *I* call it sitting in a draught!"

Letters

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

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



British Trials Bike Night: West Kingsdown July 15th

Hi Julie,

I am planning to have a British Trials Bike Night at our July 15th Club Night at West Kingsdown. I have already had promises for a competition Douglas and a Panther Stroud plus a genuine BSA Bantam trials with a plunger frame. Anybody with a British Trials bike two or four-stroke, the rarer the better, would be very welcome. Bikes may be started and ridden, but not up and down the banks around our Village Hall.

Anyone interested please give me a call :- 07929 883665 or an email:- **t110george47 # gmail.com**

There are no prizes and the only cups will have tea or coffee in them.

George Smith

Wooler : Information Wanted



Dear Editor

My uncle was Robert Spreadbrow, a friend of Laurie Fenton. I found an article in your magazine from February and April 2014 written by Dennis Brown. My Uncle was John Wooler's nephew and in the eighties he rebuilt a Wooler that he had in parts for many years. I've attached a photo of Bob with this machine.

He finished this just before he died and I lost track of the bike. I've checked on DVLA and the machine is classified as SORN.

Would anyone have any information as to the whereabouts of ME 1095?

Kind regards

Graham Leake

Editor's Note: Please contact me with any information, details inside front cover.

Letters

Southern Experts Trial

Dear Editor,
Our Club was honoured to put on the 2018 Southern Experts Trial last month, and were very grateful for the donation Mr Neil Sinclair gave us.
I observed on one of the sections on the day, and it was a great pleasure to see the skill and expertise of the top riders. It was certainly a very testing course, but all of the riders I spoke to really enjoyed it.
Thank you again for the honour of organizing the event.
Yours sincerely,

Charlie Pattinson
Treasurer, Somerton and District Motorcycle and Light Car Club

New Runs in the South-West

Hello everybody,
I have two runs proposed in Devon, both around the 30 to 50-mile type following the same format as Rogers King's Arthur King Memorial (AKM) run. Due to the distance I thought two runs would be appropriate, both have already been trialled last year, with folk saying they were very good. I can find accommodation for any intended visitors and there is plenty to choose from in the area, or my farm field or yard can accommodate campers and caravans etc. for free.

The Oil and Steam Run starts and finishes at the Launceston Steam Railway, more information here **www.launcestonsr.co.uk** . The second ride starts and finishes at Bradworthy Village square and travels around the North West corner peninsular dipping in and out of Devon into Cornwall. Very historic with a couple of interesting walking treasure hunts. So, two stops for treasure and a third for sustenance at another historic location which is also very interesting.

The date for the Oil and Steam Run is Sunday 28th July, and the Hartland Run could be held on the Friday or Saturday before, thus extending it into a short holiday to include a rest day with the possibility of a social dinner between runs. The format will include all-day train rides and food during both rides, cost will be about £25 to £35.

So, all the above to be considered by Sunbeam members and hopefully a few might contact me and offer some guarantee of serious interest. I will be happy to organise the runs even with only a few folks.

Please get in contact with me if you are interested, my details are email **pdyson # jumbler.co.uk** and my telephone number is 07974 230840.
Regards, Paul Dyson



Testing out the new run at Launceston Steam Railway.

1903 Pebok : Information Wanted

Dear Friends,

I hope someone in the Sunbeam MCC may have some suggestions so that I can find out where my 1903 Pebok was in the period from 1903 until 1953. We know that the Pebok belonged to G. Wright from Egham in Surrey, and that he obtained a Pioneer certificate number 190 dated 22-1-1953, and that he restored the bike and sold it in 1975 to Eddy Renham, also of Egham. According to a letter from Bob Currie that is with the papers that came with the bike, Eddy Renham had more old bikes and was maybe a member of the Sunbeam MCC? After Eddy Renham, the bike belonged to Peter Manester in 1979, who also lived in Surrey. Peter Manester took part in four Pioneer Runs with the Pebok from 1981 to 1984, as I have the programmes from those years here in my archive. He then met a Dutch rider on a 1903 Griffon and sold the bike after the 1984 Pioneer run to Ginus Sloots, and we bought it from him.

Is there a local historian in Surrey who can find out more about the bike from the period before 1953? I would be very interested to find out if this is possible.

We did find out that the Pebok Motorcycle Company manufactured the Pebok in London, and the owners were George Petry and John Robie Bowick, (PE BO K). The engine was possibly bought from Belgium, (C.C.M.) which stands for Company Construction Mechanique who were based in Antwerpen.

The Pebok looks similar to the Brown equivalent model of 1902/1903 and the engine looks similar to an Ascot engine. The Brown factory was close to the Pebok factory, so maybe this explains some similarities.

I found large advertisements for Pebok in the 1903 magazines Motor and Motorcycling and also Peboks came up for sale or parts were wanted, etc in the small advertisements in 1903/04/05/06/07. There are also a few books from those days where the Pebok is mentioned, sometimes with a drawing, so there must have been quite a few. We have a new spare crankcase with the bike and we know that the brothers Haanen from Holland once found an engine at the Netley March autojumble, but that is all.



If you know any more information please let me know. The old logbook is stamped 1973 and is called Duplicate and only has the two names in, Eddy Renham and Peter Manester.

There is also a letter, dated 9-5-1979, with the papers from Christie's, South Kensington addressed to Eddy Renham, *"I have received a report from our cataloguer concerning your 1903 PEBOK. We have assumed from the photograph that the machine is in good condition and, as such, we would recommend a reserve in the direction of £1,500 to £2,000. For purposes of cataloguing, we will require a professional photograph. I look very much forward in hearing from you. Mr R.M. Brooks"* Eddy Renham did not auction the Pebok, and instead sold it to his friend Peter Manester, as they were both carpenters.

I hope members can help me with any further ideas?

Greetings, Roel Van Maarseveen
roelpebok # gmail.com
Editor's Note: Many thanks for your letter, it's won you a Sunbeam MCC machine badge.

1903 Pebok : Information Wanted





Jessie Ennis at Brands Hatch

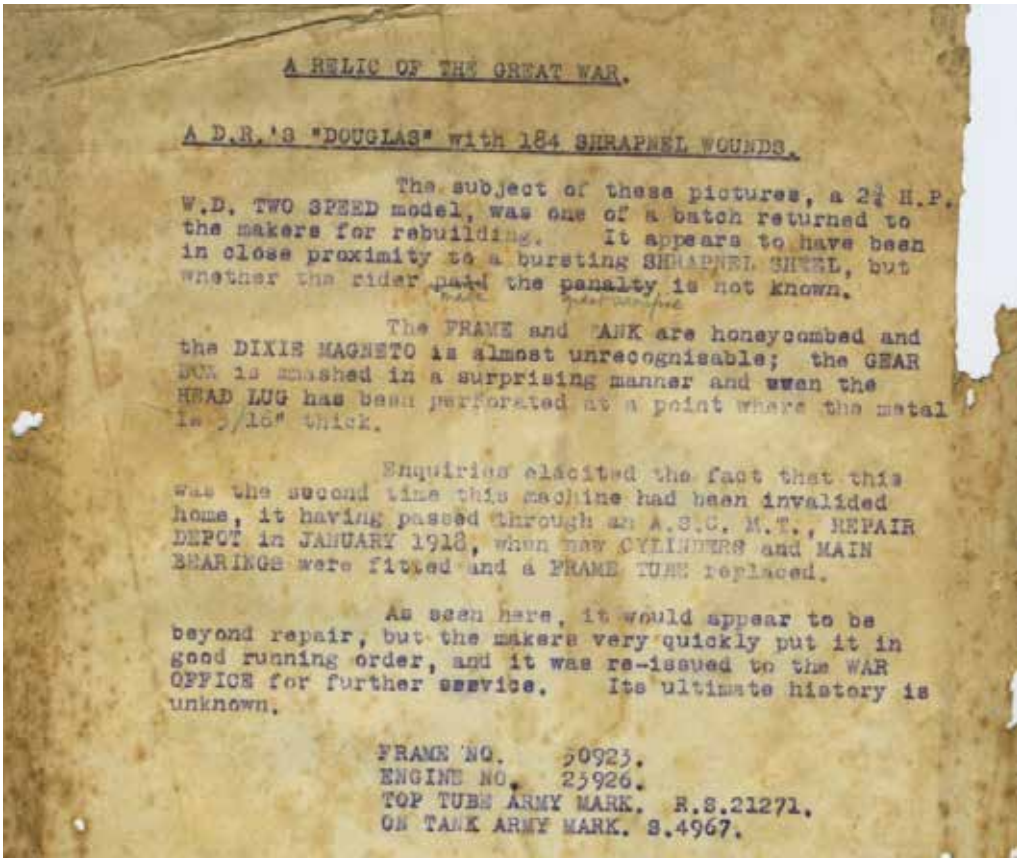
Dear Julie
I too was at Brooklands in 1990 when Jessie Ennis paid her first visit to the track since she competed there. Jessie showed me her trophies which she brought along in the boot of her car. I put her in touch with Dr Joe Bayley whom she did not know of at the time. I received a lovely letter from this charming lady thanking me for putting her in touch with him.
What I would like to know is this: is our esteemed Olympian Jessica Ennis any relation to 'our' Jessie? She certainly seems to carry that same personality.

Regards, Eddie Keightley

A Relic Of The Great War

G'day Julie,
Whilst doing a bit of light reading tonight I came across this in one of my bound volumes of Motorcycling, all of which were originally owned by Les Bailey, the Douglas Works Manager and Designer.
I wonder if this Douglas survived at all? At least it gives some idea of what the poor old Don R's had to contend with.
All the best

Howard Burrows.



A RELIC OF THE GREAT WAR.

A D.R.'S "DOUGLAS" with 184 SHRAPNEL WOUNDS.

The subject of these pictures, a 2¾ H.P. W.D. TWO SPEED model, was one of a batch returned to the makers for rebuilding. It appears to have been in close proximity to a bursting SHRAPNEL SHELL, but whether the rider paid the penalty is not known.

The FRAME and TANK are honeycombed and the DIXIE MAGNETO is almost unrecognisable; the GEAR BOX is smashed in a surprising manner and even the HEAD LUG has been perforated at a point where the metal is 5/16" thick.

Enquiries elicited the fact that this was the second time this machine had been invalided home, it having passed through an A.S.C. M.T., REPAIR DEPOT in JANUARY 1918, when new CYLINDERS and MAIN BEARINGS were fitted and a FRAME TUBE replaced.

As seen here, it would appear to be beyond repair, but the makers very quickly put it in good running order, and it was re-issued to the WAR OFFICE for further service. Its ultimate history is unknown.

FRAME NO. 50923.
ENGINE NO. 23926.
TOP TUBE ARMY MARK. R.S.21271.
ON TANK ARMY MARK. S.4967.

Obituary

Roger King

Glyn Chambers



I knew Roger from his teenage years as his father Arthur was my first contact with the Scott Owners Club & the VMCC. A carpentry student, his main interest was fishing, but he rode a new Ariel Arrow.

Roger went on to work as a carpenter and joiner eventually having his own business, doing such varied work as shop fitting or making the wood trim for Rolls Royce cars. By now he was married and riding his father's Scotts. When Arthur gave up riding Roger rode his veteran Premier and 1914 Scott and sidecar in such events as the Sunbeam Clubs Pioneer Run Rose of the Shires Run and the Welsh Week, and went to Belgium for the Ould Klepper Parade as well as building up his own BSA B31, a post-vintage Scott and in latter years a Bantam.

When his father died, Roger Started up the VMCC Bedford Section Arthur King Memorial Run. This has gone on to become a premier event, latterly taken over by his daughter Gemma, which is going to be renamed The Roger and Arthur King Memorial Run.

Unfortunately, Roger contracted an industrial related disease some years ago. He became increasingly unwell but riding when he could, and with the help of his wife Julie he bore his illness with great fortitude, until he passed away just before Christmas.

Editor's Note: Roger is pictured above receiving the Ixion Cup from Stuart Wood, the then Mayor of Bexhill, for his superb 1914 Premier.

Letters Continued

A Sparkbrook at Shuttleworth

Dear Julie,

Information is being sought about Barr & Stroude Sparkbrook motorcycles by The Shuttleworth collection. Born in 1909, Richard Ormonde Shuttleworth excelled at Eton's college of mechanics and, after Sandhurst, he joined the 16th/5th Lancers on a short commission.

Turned down for the RAF, and receiving a large inheritance he managed the family's estates. He enjoyed riding a Barr & Stroude Sparkbrook motorcycle around the farms, collecting and filling the barns with veteran cars and aircraft. He also purchased and flew a Tiger Moth and set up Old Warden Airfield in 1932. With Bugatti and Alfa Romeo race cars he won the Donington Grand Prix in 1935, but was badly injured in the South African Grand Prix in January 1936.

With war looming, he joined the RAF Volunteer Reserve and after training was sent to join the Aircraft Crash Investigation Branch. Sadly, the Fairey Battle in which he was flying crashed near RAF Benson, killing Richard instantly. The Shuttleworth Trust was later set up in his memory.

Fellow Sunbeam club member John Waghorn has provided useful information but any further details, display items or a Barr & Stroude Sparkbrook (!) would be gratefully received. If you can help please contact Matthew Studdert-Kennedy at **learning # shuttleworth.org** or phone 01767 627934.

Regards,Richard Martin

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 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**

November

Dr John Hodson gave an excellent talk with photos about Colonel Sir Vivian Dering Majendie KCB, CB, RA and his pioneering work on explosive accident investigation, bomb disposal and early forensic investigation. John also demonstrated to us the difference between physical and chemical types of explosions using balloons and party poppers!

Vivian Dering Majendie was the son of Major John Routledge Majendie and his wife Harriet Mary Dering and was born on 18th July 1836. He attended Leamington College and school in Woolwich before joining the Royal Artillery in 1854 and he was promoted to Second Lieutenant that same year. He served during the Crimean War and the Indian Mutiny. Majendie later served as Captain Instructor and Assistant Superintendent at the Royal Arsenal, Woolwich. In 1879 he was appointed Chief Inspector of Explosives, a position he held for the rest of his life. He was also President of the Association of Mining Engineers and one of the first bomb disposal experts. Majendie investigated the explosion of the barge 'Tilbury' on 2nd October 1874 in Regents Canal which was carrying petroleum and gunpowder that killed the crew and destroyed Macclesfield Bridge and nearby animal cages at London Zoo. As a result of this and many other similar tragedies he framed 'The Explosives Bill, 1875' which greatly reduced the number of accidents that occurred for which he was made a Companion of the Bath (CB) and a Knight Commander (KCB) in 1895. His work during the Fenian Dynamite campaign of 1881-85 was officially recognised for contributing towards saving lives; when Victoria station was the victim of a bombing on 26th February 1884, Majendie defused the device fitted with a clockwork timer which could have exploded at any time. His early work on bomb disposal has paved the way for the modern Improvised Explosive Device Disposal (IEDD) squads always ready to be deployed anywhere in Britain and around the world. Such was his expertise in his field Majendie visited the United States to observe their petroleum industry and examine their regulations on storage and distribution of the product.

Majendie was the author of many publications, many on his expertise on explosives, munitions and weapons. He married Adelaide Frances Grylls and they had two children, a daughter and a son; Captain Henry Grylls Majendie who was killed in the Boer War in 1900. Colonel Sir Vivian Dering Majendie passed away on 24th April 1898 while in Oxford visiting his sister.

Our grateful thanks to John for another superb talk and for bringing his projector along.

Club Meets

December at West Kingsdown

Our Christmas Party Night was held at our December meeting. Thanks to all of you who came and brought food contributions and interesting motorcycle parts and documentation for everyone to see. We would like to take this opportunity to thank everybody that has supported us in 2018, especially our speakers!

The dates for this year are starting to be filled but, as always, if any of you have any suggestions, offers to bring machines or recommendations of talks etc. for the future please contact George Smith (details above) to keep the Club Nights rolling along.

Next Dates at West Kingsdown:
February 18th
Robin Vince to give a talk entitled 'Riley – 2, 3 & 4 wheels
March 18th
Advance Notice: July 15th British Trials Bike Night. Anybody with a British Trials bike, two or four-stroke, the rarer the better, is very welcome. Bikes may be started and ridden, but not up and down the banks round our Village Hall. Anyone interested please contact George Smith, details above.

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, please get in touch with any of the committee if you're interested.

Next Dates at Chiddingly:
February 7th
March 7th

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:
February 12th
March 12th

Club Meetings at The Vine, Essex — Frank Mace

The Essex meet takes place at noon on the first Saturday of the month at 'The Vine', Vine St, Great Bardfield, Braintree, Essex CM7 4SR, 'phone: 01371 811822, www.vine-greatbardfield.co.uk - all welcome. Next meeting at The Vine is 1st December at noon, then again on the 15th of January. For more information contact **frankmace # ymail.com** or on 07497 000981.

Next Dates at The Vine
February 2nd
March 2nd

Book Reviews

Dispatch Rider on the Western Front 1915-1918

The Diary of Sergeant Albert Simpkin MM (Edited by David Venner)

Review by Raymond Albeson

As an addict of the history of WW1 DR's lives, I was intrigued when Dispatch Rider on the Western Front dropped through my letter box.

Albert Simpkin was born in Salford in 1885 and on leaving school went to work for Crossley Brothers as an engineer. Already the owner of a 1911 Douglas at the outbreak of war, he used the bike for both pleasure and business, travelling hundreds of miles across the country in preference to taking the train.

An aversion to walking determined him to avoid being a 'footslogging soldier' so when a letter arrived from the ACU calling for experienced riders to sign up as dispatch riders his fate was sealed. He bought a new Douglas to replace his 1911 mount and by December 1914 he was in the army.

Ending up at training camp in Buxton, he shows a low opinion of the skills of many of his fellow DRs. This is probably due to the fact he is a little older and more experienced than them, which led him to be quickly promoted to the rank of Sergeant.

Training over, his front-line experience begins in July 1915 when his unit is posted to Le Havre. There he tells of the constant shelling, and the unending mud that swallows up the unsuspecting soldier This is interspersed with humorous incidents like tins of sausages exploding whilst being cooked over an open fire or billets so crowded a soldier says he ended up shaving someone else's face instead of his own.

The book focuses on the day-to-day existence behind the lines. Apart from marvelling at how the bikes stand up to bad treatment over the shell hole filled roads, and backfiring Triumphs frightening the horses, there is little description of the motorcycles themselves. Rather, the diary describes the night time trips to the trenches, delivering orders for the next day's advance and the danger of riding through convoys of horses and lorries, where a fall in the traffic would be fatal.

Awarded the Military Medal for Bravery in the Field at Arras, Simpkin makes very little of it, commenting simply that he ended up having to pay out 60 Francs for champagne for his chums to celebrate.

As the end of the war comes in sight, he carries the dispatches confirming the Armistice to units in the front line. War over, he has had enough of the excitement of riding his motorcycle through the shells and the mud and wants nothing more than the peace of the countryside and to lay in the heather listening to the wind.

David Venner has done a magnificent job of editing down his great uncle's diaries from nearly 500 pages to a manageable one shy of 200. It is formatted as series of diary entries, broken up by seven blocks of narrative covering the major battles or incidents, so it is easy to track the ebb and flow of the campaigns as the war progresses.

This is a matter of fact memoir giving real insight into one man's experience of living through the conflict. Simpkin was not given to glorifying the ordeal of war, so it is a contrast to the gung-ho writing of Austin Patrick Corcoran's biography 'Daredevil of the Army', which like Dispatch Rider by WHL Watson follows young Oxbridge graduates from naive idealism to confronting the reality of action. Coming from a slightly older generation and from a different class and with the experience of the whole conflict behind him, this is a very measured and insightful book on the futility of war.

Published 2015, reissued November 2018, 204 pages. ISBN: 9781526748454

Available for £12.99 from the publisher www.pen-and-sword.co.uk

Editor's Note: This book was originally reviewd by John Hodson in the December 2015 Club News.

Car Number Classics by Nicholas Young. **Reviewed by Julie Diplock**

Don't be misled by the title, there's just tons of interest for the veteran motor cycle enthusiast in this tome as it covers every single (i.e. one letter, one digit) UK registration from A1 up until 1st January 1904 and a large number of the double-letter numbers. Wherever possible, each registration number is accompanied by a photo of the original vehicle, and also the current vehicle. In most authorities some 35% of the vehicles registered were motor bicycles, tricycles or quadricycles so there is plenty of motorcycle content in this book.

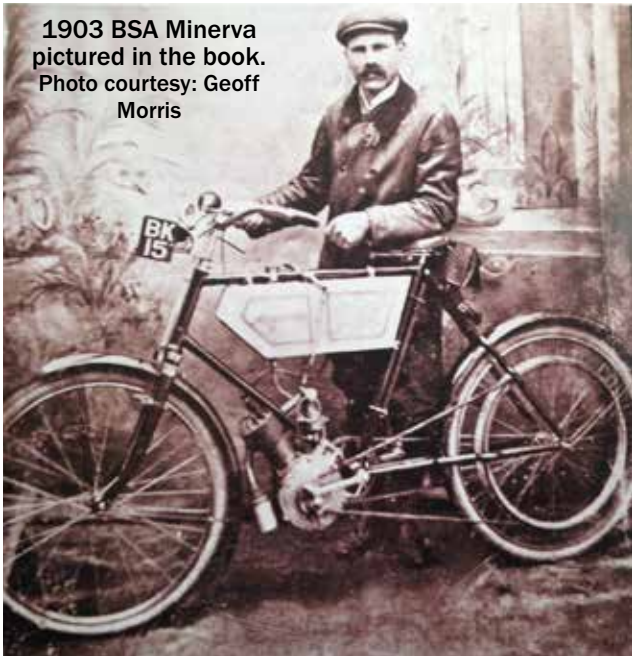
There's a strong emphasis on social history, and many motorcycling names stand out, including Frank Applebee (Scott), Olive Berners (latterly Mrs Walker), Cannon Basil Davies ('Ixion') and Muriel Hind.

The book gives fascinating insights into how the early registration system worked. In the early days of registration, you could register your vehicle anywhere in the UK no matter where you lived. Many motorcyclists registered their bikes in remote parts of the Kingdom (mostly Scotland and Ireland) in order to secure a fashionably short plate.

When a vehicle changed hands, the new owner could retain the number that was already on the vehicle or they could re-register it if so wished. If the latter course was chosen, the number became void and could be re-issued. The former owner had no right to retain the number so there was often a collusive arrangement with the new owner if the original owner wished to retain a distinctive number. Once "voided" the original owner could then apply for the number to be re-issued to their new vehicle.

After the Roads Act 1920 came into effect, a number remained on its original vehicle until it was scrapped or permanently exported. There was no provision for a transfer so, after much lobbying, the government agreed to an "extra statutory concession" which allowed for transfers on payment of £5. I was talking to Don Rickman of Rickman Metisse, and he recounted the tale of the 1902 Ariel motor cycle he bought in 1957 which came with documentation relating to an AA reg number. However, the original owner had moved to London and the machine was re-issued with a London 'LC' registration number, and Don was disappointed at being unable to regain the original AA registration number.

This book is really entertaining, at well over 1000 pages I certainly don't profess to having read the whole book but it kept me entertained over the Christmas break. My only criticism would be that although there is an index of people, there is no index of vehicles by make.



1903 BSA Minerva pictured in the book. Photo courtesy: Geoff Morris

Written by a car number enthusiast, actor Nicholas Young has spent over four years compiling the book, which was initiated by Noel Woodall. It's a lavishly illustrated hardback printed on quality paper, and having studied the book it's well worth every penny. The author is currently working on the follow-up volumes, so watch this space.

Published November 2018, 1312 page hardback. at £50 plus p&p £8.50. To order a copy, contact the publisher www.carnumberclassics.com or email ny # nicholasyoung.com or call 020 8998 0007

Out and About

The Chairman's Lunch

Arnold Marshall

Twenty-six members attended the Chairman's Lunch at the Shipley Arms, a good time was had by all.



Triumph Model Q

Rick Parkington

I found this photo of the Editor's Triumph Model Q taken at The VMCC Festival of 1000 Bikes at Brands Hatch in the mid-nineties.



Features and Articles

Elizabeth Sturt and The London Ladies MC

John Kidd

I have been following the articles referring to the London Ladies MC in this journal and other places in recent months. It's interesting stuff in terms of social history and the emancipation of women, but for me also because of my ownership of Miss Elizabeth Sturt's 1930 Sprint Special Scott, on which she won a Silver Medal that year at the Scottish Six Days Trial.

I have only managed to glean a small amount of information about this lady, for unlike the names mentioned in the copy of the Brooklands 1928 race meeting in Club News 895, a number about whom biographical details have been recorded, Liz Sturt remains a mystery to me.

Here's what I do know: she rode a Scott two-speeder in the Thomson Cup at Camberley in 1926 as reported in Motorcycling December 1 1926 with photograph. There is a photograph in the Getty Images Collection dated November 12th, 1929 entitled "Testing New Matchless in Hyde Park". We know she had the Sprint Special in 1930 and the SSDT is well reported in the press.

There are not many Sturts around and George Sturt, a hero of mine and the author of "The Wheelwrights Shop" hailed from Farnham, Sussex so maybe some relation.

Miss Sturt's Sprint Special Scott was a "Toolroom Job" and was built to order. They cost £100.00 new when a CS1 Norton cost £77-10s-0d so she had to be well-heeled to buy such a motorcycle. Also, it was expensive to get to Scotland for what must have been a minimum of nine days, unless getting support from works or tyre companies etc. The machine still retains its original engine and Leeds registration number WX 4053.

Most people think of Sprint Specials as having the "hatbox" petrol tank and that is how most replicas are presented but in fact most genuine Sprints were fitted with the long tank like this one which is now exceedingly rare. The only other one I know of is in the Ulster Folk and Transport Museum. (Scott of course fitted "long" tanks to all of the three-speeders but not this particularly shapely one. Of course, you could have pretty well anything you liked: tanks, handlebars, forks, gear ratios etc. All this lasted but a short time with only about 40 genuine Sprint specials being made. Trading conditions were bad and Scott's finances were precarious. The SS morphed into the Flying Squirrel Tourer and Flying Squirrel Sports, the latter being effectively a Sprint Special. This move allowed them to reduce the range and possibly save a bit by using the single downtube frame of the SS. 1931/2 were the worst years of the depression with mass unemployment and poor sales. Vincent, a very small firm (perhaps saved by this fact) produced just 36 motorcycles in 1932 and this was across a wide range of models. Scott managed to get a big order from the Argentinian police which helped but their situation must have been dire as I have two of these models both with original engine numbers but both having had an original number over stamped. This I believe was done at the works who were using reconditioned engines to save money.

I assume Miss Sturt and her friends in the London Ladies MC were unaffected by the depression and would love to know more of them and their lives. Given that the most terrible war was only a few years past I wonder what influence that had on them. Certainly, a lot of interest is being created at present so perhaps there will be more of the story to come. I would love to know more of her so please write to the editor if you know anything of her background.

Editor's Note: See photos on back cover.



Dart JAP History

Martin Hirst



After completing a successful first outing with my 1924 Dart JAP at the Autumn Romney March run in September, and to my surprise being awarded the 'Most Admired Vintage' trophy on the day, I thought members may be interested to have a little more of the history of my three owners from new mount. There is still some uncertainty on its exact origin but I have a letter from Michael Worthington-Williams supporting the theory that it may be a one-off factory prototype built from a company going out of business with the intent of increasing their model range. However, it could easily also be just a collection of parts put together by an enthusiast, you can decide but the story is quite interesting and I get considerable pleasure from riding it whatever it is and that is all that matters to me.

Having now owned the bike for around 18 months whilst finishing off the last few repairs and modifications for road use, I researched and collected the usual documentation to gain DVLA registration. Coventry transport museum provided me invaluable information on the Dart Engineering company of 314a Stoney Stanton Road and a motorcycle design by A.A. Sidney (previously of William Beardmore). An interesting reference to Brooklands unearthed four races entered by W.H. Sinnett in 1923 by a Dart and a picture of the bike (sadly not mine) but wishing to discover more I contacted the previous owner Peter for any further information.

In addition to the paperwork he had provided to me, Peter explained that he had owned the bike for a considerable time partially restoring it over the last 20 years after the family had left home but he mentioned he had known the previous owner Arthur who had married an aunt of his in 1950. Peter was about 13 at the time and when visiting had explored the many outbuilding in Arthur's rambling thatched cottage in Tadley Hampshire but was particularly drawn to a rusty old bike in one of the many outbuildings with Dart JAP in white letters on the tank. It had already been stored for some time along with a number of others there and was in quite poor condition, but Peter always admired it and liked sitting on it and pretending to be a 1920's racer.

It would seem Arthur had served an engineering apprenticeship from 1903 and over the ensuing years had accumulated many motorcycles and was the first point of contact for local lads when they needed running repairs to their own machines. Peter spent many hours listening to Arthur's stories and sometimes even riding some of the other machines he owned.

Dart JAP History Continued **Martin Hirst**

When the time finally came for Arthur to sell up and down-size to a new house Arthur told Peter he could have the pick of any of the old machines and he chose a 1929 Cotton with a Blackburne engine and the Dart JAP. Later Peter sold the Cotton but always kept the Dart JAP with the intention of a full restoration at some point in time. Some 45 years later when Peter finally started the restoration, he completely stripped the engine finding it extremely worn out and gummed up with castor oil. NOS pistons were eventually located and with reground main and big-end journals and new bearings the engine was put back together. The gearbox was also stripped with all bearing replaced. The original bike was fitted with a stirrup front brake but the addition of a front drum was considered necessary to provide a slightly improved stopping power. Equally the foot-operated clutch was changed to a hand lever for ease of operation. New spindles were made for the existing front forks and the frame was professionally realigned. Repainted with Dart JAP on the tank in white as it had been when Peter first saw the bike, she is a usable vintage mount.

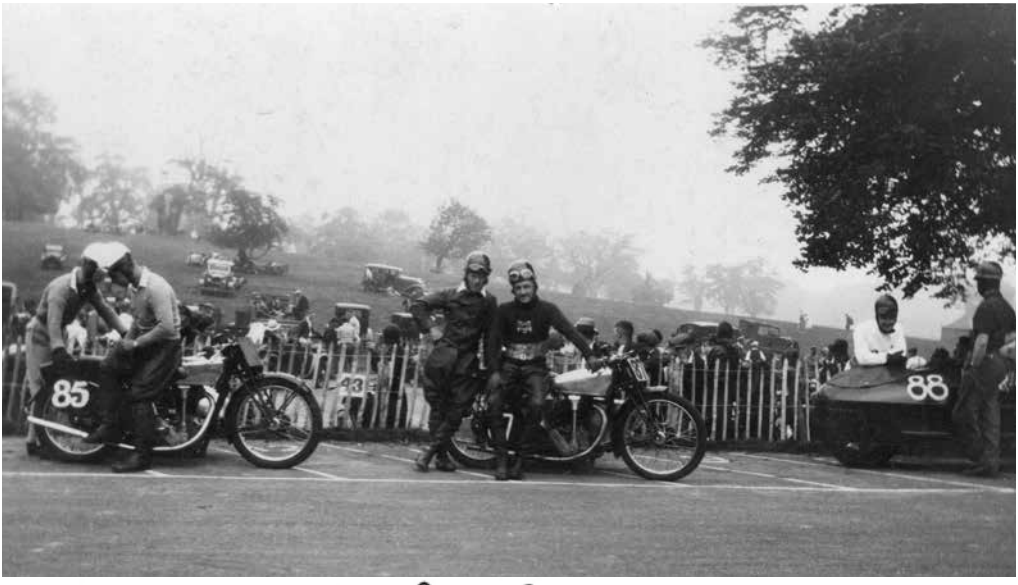
I have since discovered that engine dates from 1918 but with a mysterious 'EX' prefix and the original B&B carb has been replaced with an AMAC needle-less carburettor which provides excellent running. I have added more suitable foot rests, period gas lights and a rack to mount the number plate on but the bike is very much in a restored condition from how Peter first saw it in 1950 and I look forward to many more SMCC runs in the future.

If anyone has any further information on this machine I'd be only too pleased, please forward to the Editor, contact details inside front cover.

Norton Inters at Donington

Rick Bailey

I unearthed this great photo at an autojumble, and it would be great to see if anyone recognises the people or the bikes. On the reverse is written 'Castle Donington Track' and the card appears to be addressed to a Kim Collett, address undecipherable!





Pioneer Dating Meeting - 6th December 2018

Geoff Morris

Our last Pioneer dating Meeting was held on 6th December 2018 whereby John Waghorn, our Pioneer Registrar, brought along the new applications received since our last gathering. All to be vetted and considered for enrolment on the Pioneer Register.



1) First off was a 1913 Terrot fitted with an engine of 317cc. This machine emanated from Germany and was a good example of restoration. It is pictured left.

2) A good, original condition 1914 Douglas was next to be examined. These 350cc twins are tried and tested and this one was originally AH 2090, but now has registration number BS 9321. Its frame number of 17485 and engine number 17902 came well within the accepted veteran Douglas parameters.

3) A 1913 Dayton found dismantled in a garden shed in 1989 was next to be considered. Its engine size of 162 cc should be mostly sufficient for a run to Brighton with a bit of minimal pedal assistance up the gradients. With registration number KT 6572 and engine number 459/3 this seemed a good little contender.

4) One of the ever popular (and plentiful) 'entry-level' veterans came next – the ubiquitous Wall Auto Wheel. Of 118 cc and engine number 7152 this seemed well up to scratch. The registration number was BF 8644 and this 1914 example hailed from Stoke on Trent.

5) Another 1914 Wall Auto Wheel, but unusually attached to a 'tradesman's' tricycle. Most unusual and worth a look. The engine number is 77461.

6) A neat two-speed 1914 Levis of 211cc followed, with a seemingly long engine number 1314-659/12. This little veteran passed muster.

7) 1904 Quadrants are relatively thin on the ground and this one submitted was in excellent condition and came from Essex. Of 250cc with frame number 62125 (with spring forks) the owner is a well-known 'veteran man'. The engine number is 997.



8) A neat 1912 Royal Enfield came next belonging to a South Coast enthusiast, with an admirable stable of machines. With registration number AJ 4612 this is a good 'mature' condition example of these well put together 344cc twins.

9) Rudge Multis are well regarded veterans with an excellent standard of build and more than adequate power from its 500cc engine. The 1912

example presented was unusual, as it was basically a single speed example fitted with a proprietary veteran 'Mabon' variable gear and was a good example all round. Frame number 647208 coupled with engine number 2753. Registration number is FJ 3651 and it comes from the Stamford area.

10) Pictured below is a 1912 499cc Triumph with the correct foot-operated advance and retard control for the 'sparks'. These were but tricky to manipulate and thus so many were converted to handlebar control. This machine had frame number 19431 and was direct drive. A good restoration with registration number T 1382.



11) A rare 1900 Clement trike of 269cc. Frame number 117 and engine number 12497. This very rare vehicle comes from a well-known private collection and has direct drive with registration number yet to obtain. A lovely machine, pictured right.



12) Another rare tricycle! This time an 1898 Renaux of 514cc with direct drive. It is water-cooled with a horizontal cylinder. A very early frame number of 17 and engine number 503. This most unusual trike comes from Essex.

Lastly, a claimed 1910 P &M was examined but has been 'put aside' for further investigation and research by our Registrar.

Trials

Gordon Jackson Trial: 10th February

Neil Sinclair

The Club will be running the Gordon Jackson Trial at Frensham Vale, Gardeners Hill Road, Rowledge GU10 3HZ on Sunday the 10th February 2019.

The action starts at 10.30am - any club members who would be prepared to observe a section should contact Neil Sinclair on 07885 660939. Spectators welcome.

Southern Experts Trial: 2nd December

Tony Lloyd

The Sunbeam Southern Experts Trial has a rich history. Over recent years we have been indebted to Jim Connor from the Hookwood Trials Club who, using his extensive contacts, has been able to move the event around the South with other trials clubs taking on the organisation.

This year's event was held in a dis-used rock quarry near Shepton Mallett. Bags of stone blocks and steps plus steep slippery shale climbs and loops, not helped by the damp drizzly conditions.

There were no sidecars competing this year, but on that terrain it's difficult to imagine them coping anyhow.

The trial was smoothly organised by Somerton and District Club with Ian Gill being Secretary of Meeting. Their programme cover was titled in large letters "77th Sunbeam Southern Experts".

The winner was Tom Minta so at last we have a new name on our trophy after Sam Haslam has won it for the last three years. Sam was second this year and Tom's sister Alice was Best Lady at 15 years of age.

Jim Connor has arranged for this year's event to be at Portland Bill and in 2020 Southend MCC will be organising the Southern Experts.



Winner Tom Minta and Best Lady Alice Minta
Photo Tony Lloyd

Southern Experts Trial: 2nd December

Photos: Andy Withers



Best Lady: Alice Minta
Photo Andy Withers



Winner Tom Minta
Photo Andy Withers

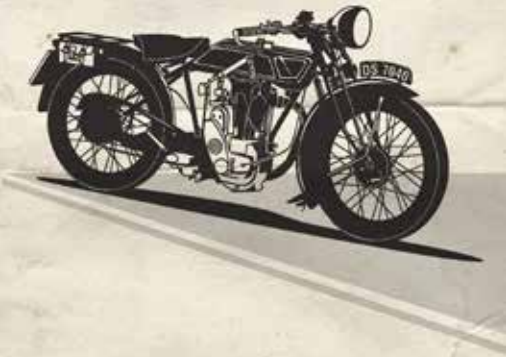
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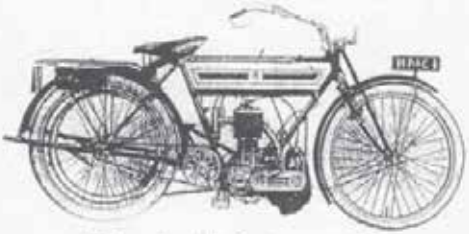
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to discuss your needs
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Email : hintonmotorcycles # gmail.com

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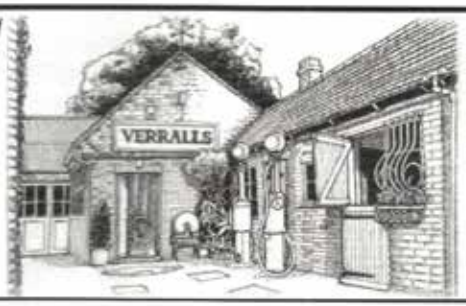


FOR COMPETITIVE RATES CONTACT:
NUTT TRAVEL on 0044 28 7035 1199
OR VISIT OUR WEBSITE:
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VERRALLS

(Handcross) Ltd.

Specialists in
VETERAN - VINTAGE - CLASSIC
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WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

We always have on display a range of machines at our showrooms below:

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SPECIAL FARES FOR
SUNBEAM MEMBERS





Members Advertisements

Wanted

WANTED Ariel / AKD 1920 V- twin information and or photos of missing parts. Various bits also wanted, still sorting through. Any help much appreciated. P

Urgently Wanted: Carburettor to suit Villiers engine. 1" to 1¼" stub fitting, I can sleeve if necessary. **Also wanted: Burman gearbox type O,** either complete or spares. I need a new case.

Caution

People claiming to be from abroad have been responding to wanted adverts in the club news with the intention of accepting payment for items and then not supplying the goods. If you don't know the seller try a Google search of the telephone number or e-mail address, and proceed with caution. If you are concerned then discuss with a friend, or contact the editor, details inside front cover.

Members Advertisements

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

To place an advert contact the Editor, contact details can be found inside the front cover. Please include your membership number with your advertisement and note that free advertising does not include business advertising. Do mention where you saw the advert when contacting advertisers.

Sammy Miller Motorcycle Museum

WANTED

Unfinished Projects and Rare Motorcycles for our Museum

You can be sure your pride and joy will stay within the Museum and not be shipped around the world!

Also Affordable, Rideable, Show Winning Restorations.

Estimates Given

01425 616644

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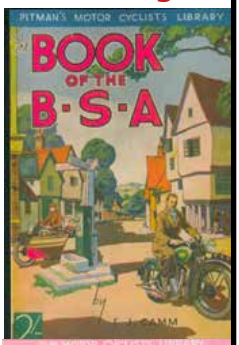
New Milton, BH25 5SZ

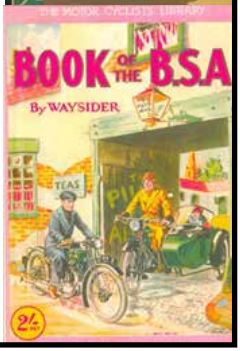
museum # sammymiller.co.uk

Motorcycle Books & Manuals: Bought, Sold & Exchanged

Just Some of Our Reprint Titles in Stock:

Motor Bicycle Building 1906 by Paul Hasluck
Ransome's Motorcycling 1908
The Motorcyclist's Handbook 1911 by Phoenix
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
BSA Parts Book 1931
The Book of the BSA 1929 by Waysider
The Book of the BSA 1937 by F J Camm
The JAP Story 1895-1951
Ariel Arrow Workshop Manual





Contact: Steve Brown
steve # bsamanuals.com
0191 435 4122 text 07908 616 818
5 Quarry Lane South Shields NE34 7NJ
www.classicmotorcyclemanuals.com
www.bsamanuals.com

2019 Classic Bike Events in Kent and Sussex

South of England Classic Show & 'Jumble : Sunday 31st March
South of England Showground, Ardingly, West Sussex RH17 6TL

Ashford Classic Motorcycle Show & 'Jumble
Easter Monday 22nd April: Ashford Market, Kent TN24 0HB

Romney Marsh Bikejumble: 10am Sun 19th May

Romney Marsh Classic Show & Bikejumble: 10am Sunday 23rd June
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Summer Classic Show
10am Sunday 14th July
Ardingly, West Sussex RH17 6TL

Romney Marsh Classic Bikejumble
10am Sunday 15th September
at Hamstreet, Near Ashford, Kent TN26 2JD

South of England Classic Show & 'Jumble : Sunday 27th October
South of England Showground, Ardingly, West Sussex RH17 6TL



Contact Us: ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 **www.elk-promotions.co.uk**

Sunbeam MCC Ltd.
New Group
Dorset/Hampshire Area

A new group is planned with club activities for members in the Dorset / Hampshire area, at 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.
Suggestions welcomed.
Those interested please contact me, Martin Goodman.
Email mr.goodman # btinternet.com or
phone 07973 436268 between 7pm and 9pm.

Sunbeam MCC Ltd:
80th Pioneer Run®
Sunday 24th March 2019
Epsom to Brighton - **New Route**
Entries are closed ~ Spectators Welcome
www.sunbeam-mcc.co.uk
Secretary of the Meeting:
Ian D McGill 01293-771446
pioneerorganiser # gmail.com
Route Marshalls Needed!



22-29 JUNE 2019

SUNBEAM MOTORCYCLE CLUB

WELSH WEEK

If you're returning this year or new to the Welsh week, come and join in the fun. Routes will be updated again this year. We provide a route leader and back up support for anyone who needs it along the way.

Tim, Bev and Jack hope to make your week as enjoyable and relaxed as possible.

Costs £260.00 per person for four sharing a lodge including all meals, £300.00 per person for two sharing a lodge including all meals, £230.00 for camper vans etc. including all meals. These prices DO NOT include entry fee and insurance .

Accomodation with full board (full breakfast, packed lunch and 2 course evening meal)

Scenic routes with tea and coffee stops

On and off-site support

Campsite available

Great motorcycling, great company and good food

RADNOR REVIVALS

Brynwyddog,Llanbister ,Llandrindod wells,Powys
LD1 6TL

07876597697

vsekemp@btconnect.com



THE INFERENCE.—*Giles* (*who has been rendering "first aid" to wrecked motor-cyclist*). "Naw, marm, I doan't think as 'e be a married man, 'cos 'e says *this* be the worst thing wot 'as ever 'appened to un!"

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
Noon Saturday 2nd February	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
7:30pm Thursday 7th February	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	**Volunteer Organiser Needed!**	All welcome
Sunday 10th February	**Gordon Jackson Trial** Frensham Vale, Surrey GU10 3HZ	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	Star Group **Observers Needed!**
8:00pm Tuesday 12th February	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
8:00pm 18th Februaryr	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
Noon Saturday 2nd March	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
7:30pm Thursday 7th March	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	**Volunteer Organiser Needed!**	All welcome
Sunday 24th March	**80th Pioneer Run ®** Epsom to Brighton Entries Closed	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	Pre-1915
2:00 pm Saturday 27th April	**AGM** The Llama Park Wych Cross, Forest Row East Sussex RH18 5JN	Paul Bullock 01959 562716 **secretary # sunbeam-mcc.co.uk**	Closed to Club
Sunday 5th May	**Ixion Cavalcade** Bexhill on Sea, East Sussex	Ian Cockshull **Ixion # sunbeam-mcc.co.uk**	Pre-1940
Monday 13th - Thursday 16th May	**Shropshire Mid-Week Break** The Valley Hotel, Ironbridge, Shropshire, TF8 7DW	Judith Coote 01926 497475 **jacoote58 # gmail.com**	Closed to Club. Entries Close: **28th February**
Saturday 25th May - 26th May	**Conyboro Run and Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1940

2019

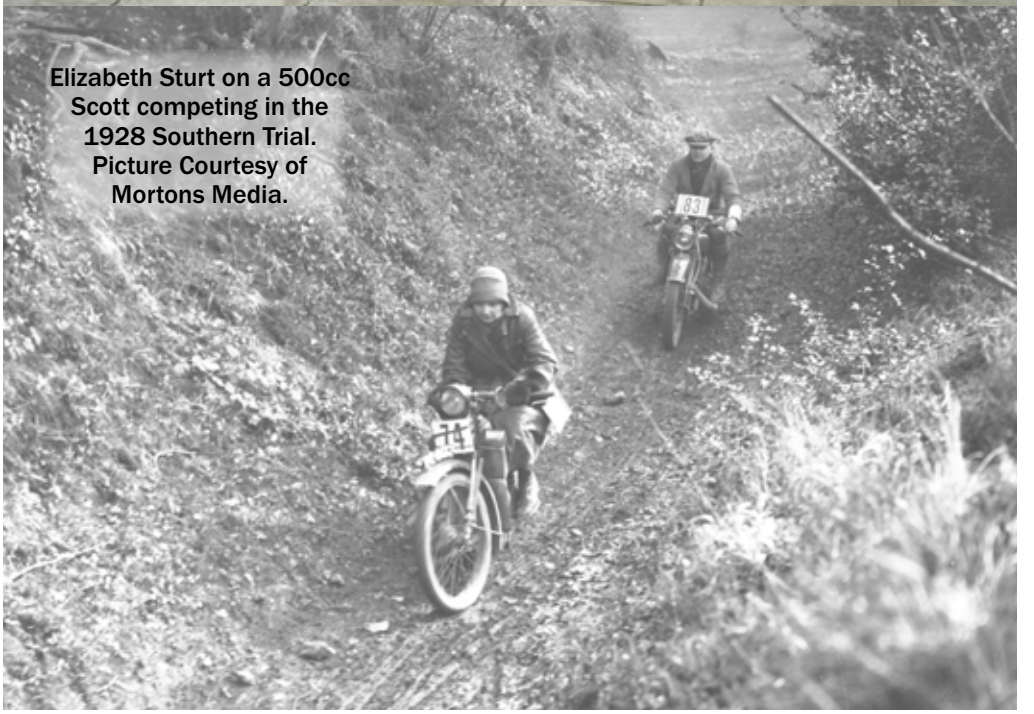
Date	Event Venue	Contact	
Sunday 9th June	**Rose of the Shires Run** Stoke Bruerne,Northants	Rob Bayman 07850 870094 **robertbayman # btinternet.com**	Pre-1940
Saturday 22nd to 29th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Bev Kemp 01597 840308 / 07876 597697 **vsekemp # btconnect.com**	Pre-1940 **Entries Close: 1st May**
Saturday 29th June	**New Event** **The Three Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1940
Sunday 30th June	**Second Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1915
Sunday 14th July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 **julian # julianswift.com**	Pre-1940
Sunday 11th August	**57th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
Saturday 24th August	**Second Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 25th August	**Third Summer Pioneer Run®** Handcross, West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1915
Saturday 31st August / Sunday 1st September	**Gingerbeards Trial** **Greybeards Trial** Jackson Woods, Horsmonden Kent	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	Any Bike/ British Bike Riders over 40 years old
Sunday 8th September	**Twelth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 marj_35 # btinternet.com	Pre-1940
Saturday 14th September	**11th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 29th September	**Sixth Romney Marsh Run** St. Mary in the Marsh, Kent	**Volunteer Organiser Needed!**	Pre-1931 Flat-tank only
Sunday 20th October	**New Event** **Have-A-Go Day :** Practice Trial TBC East Sussex	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	All welcome

Elizabeth Sturt and The London Ladies MC

John Kidd



John Kidd's 1930 Scott Sprint Special, previously owned by Elizabeth Sturt.
See feature page 21.



Elizabeth Sturt on a 500cc Scott competing in the 1928 Southern Trial. Picture Courtesy of Mortons Media.