Sunbeam Motor Cycle CLUB NEWS

Issue 902 Febuary - March 2020

Always Ahead!



Pioneer Run 2019
Gert Holmersma from the Netherlands
Aboard his 1914 7HP Indian.
Photo: Richard Jones

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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Sunbeam Motor Cycle Club Ltd
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Editorial and News

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Hello Everyone,

I must give my thanks to Martin Hirst for taking on the Romney Marsh Run, and relocating it to the Romney Marsh Wartime collection for this year. For those that don't know him, Martin has progressed from no bike at all, to attending the 2016 Romney Marsh Run and now organising Club Events and owning his 1924 Dart.

Note calendar changes: the AGM is on Sunday 17th May (not Saturday as previously printed) and Ian McGill now has a date of June 12th for the Steam and Cream Tea Ride on the Bluebell Railway.

The prize for the best letter is now a free entry to one Club run, excluding the Pioneer Run®.

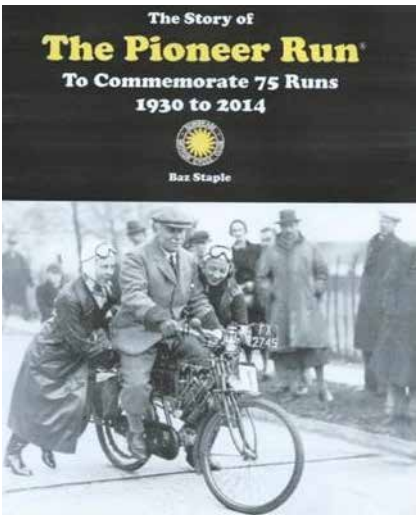
John Hodson has updated the Club News Index, drop me an email if you would like a copy.

Lots of upcoming events, hopefully see you at some of them!

All the best, Julie

The Story of the Pioneer Run®

Baz Staple



The club issued the second edition of this book in 2014 which quickly sold out, however from time to time we do get requests for a copy and to satisfy this need we have arranged a very limited edition for which we already have interest for four copies. The new edition cost is £30 each and the club is offering the book at this price with no profit margin as a service to members. The subject covers the Pioneer from its inception in 1930 up to and including 2014. It consists of 255 pages in A4 with many period photos both black and white and colour. Present and past riders have contributed to the story adding a wide spectrum to this historic and iconic event.

The post and packing cost for second class UK is £5.50 and EU £12.25. In order to save the p&p, payment could be taken forthwith at £30 and be delivered at say the Pioneer Run or any future show the club attends.

Methods of payment in pounds sterling only :-

- By cheque made payable to The Sunbeam MCC Ltd and posted to Baz Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ
- By internet or telephone banking to Sunbeam Motorcycle Club Ltd. No. 2 account, sort code **09 01 53** Account no. **39197706** with Pioneer Book and your name as reference.
- For payments from abroad, the BIC is **ABBYGB2LXXX** and the IBAN is **GB52 ABBY 0901 5339197706** stating Pioneer Book and your name as reference.

Deadline for April / May Issue: 15th March 2020

Secretary's Scribblings

Paul Bullock

Notice of the Annual General Meeting: Sunday 17th May 2020

The Annual General Meeting of the Sunbeam Motor Cycle Club Ltd will be held on Sunday 17th May 2020 commencing 2.00pm sharp at the Shuttleworth Collection, Shuttleworth, Old Warden, Bedfordshire,SG18 9EP. Food and refreshments are available to purchase, there will be tea, coffee and biscuits 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 made in writing, duly signed by the Proposer and Seconder and sent to the Hon Secretary by the 11th March 2020. 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 who 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 11th March, 2020 please. The minutes of the 2019 AGM will be enclosed with your April Club News.

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

Pioneer Run® 2020

The change of route of the 2020 Pioneer Run has been met with various reactions from club members, either delighted or disappointed that the finish is no longer at Madeira Drive.

The committee were increasingly concerned with the risks involved at the A281/A23 junction where the Pioneer bikes emerge from the A281 onto the left lane of the A23 and then have to cross to the middle lane before the A27/A23 turn. The problem here is that the A23 traffic is travelling at high speed and is somewhat surprised to come across a motorcycle travelling at low speed, (especially the lower powered and early machines), moving right towards the outer lanes whilst the modern vehicles wishing to turn left onto the A27 wish to move to the left!

The club is not prepared to simply ignore this dangerous junction when several near misses and one collision have already been reported. The question is, how long would it have been before a serious accident occurred?

For this reason, the Club felt that the only solution was to change the route. Last year the route ran along the A259 at Shoreham which again caused several problems due to the number of traffic lights for riders of clutchless machines. Several riders said that they would not ride in the Pioneer Run unless this section was removed, the general feeling was that this route was really enjoyable until the A259 was joined at the seafront.

The question which then had to be answered was, where do we go from here. Various sites were looked at and the cost and suitability considered by the Steering Group.

Eventually Brighton City Airport was chosen as it misses out the sea front stretch of the A259 with its many sets of traffic lights and is also an historic setting as the airport was established in 1910 and officially opened in 1911, with the Art Deco control tower opening in 1930. Car parking charges will be suspended on the day of the Pioneer Run so it should work out cheaper for spectators than Brighton City, who are presently considering a ban on private cars entering the city.

The airport will be providing various catering facilities along with Bonhams who will be dispensing their usual welcome tea and coffee.

Whilst realising that the new route will not meet with all members' approval, the general response has been positive and we would like members to let us know what they think after the run. Also, to attend the AGM and let the committee know what you think, any constructive ideas would be welcome.

The Charlie Jenner Cup

Last year a silver cup was generously donated to the Club by Steve Elston which was named the Charlie Jenner Cup. This cup was to be presented to the club member who you, the members, think has pulled out all the stops to assist another member, either on the road, over the phone or in the workshop. Now is the chance for you to nominate that member who has made a supreme effort to assist either yourself or a fellow club member when they most needed help and assistance.

Last year the cup was awarded to Ian Hatton who has assisted many club members over the years. Please send your nominations for this award, which is awarded annually, to the Secretary at: **secretary # sunbeam-mcc.co.uk** by the 11th March 2020.

Club Stand at Shows 2020

If you would like to bring a suitable machine to the Ardingly Show on 29th March to display on the Sunbeam MCC stand then please let the Secretary know. You get into the show for free and if you are lucky I may buy you a coffee! We do need a selection of machines to display.

Pioneer Run®: Marshalls Needed. **Rob Smith**

The 81st Pioneer Run® will be held on Sunday 22nd March and as in previous years marshalls stationed at certain junctions on the router pointing the way are vital to the success of the event. This is particularly the case this year with the revised route and the new finish venue at Brighton City Airport, Shoreham to make the run safer for all entrants.

If you are able to help please contact Rob Smith: 01474 854239 or **regalia # sunbeam-mcc.co.uk**

Shuttleworth Evening Airshow 16th May **Richard Martin**

Saturday the 16th May is the date for the Shuttleworth Evening Airshow, with the theme of Spies and Intrigue, the key display focus will be The Lysander and its secret missions. This is a 'Wings and Wheels' event so bring your classic pre-1950 bike or car, and maybe dress the part. Military vehicles can be displayed around our set-piece ack-ack anti-aircraft gun.

Members might like to consider making a weekend of the AGM and staying on our camping field on the Friday, Saturday and Sunday nights. Other attractions In the local area include the massive Cardington balloon hangars and the Jordans Mill Museum with restaurant and there is the possibility of a club run-out.

For more details about the airshow visit **www.shuttleworth.org** , contact 01767 627936 for group rates and for details on camping at the site.



Club member and Shuttleworth volunteer Richard Martin aboard the museum's 1904 Aurora.

Rose Of The Shires Sunday 7th June

Rob Bayman

This year the ROS has had a face lift with a new starting point in the quiet village of Great Brington, situated close to the Spencer family home of Althorp House.

The run will start and finish at The Reading Rooms in the village, post code NN7 4JN. The route will meander through the Northern part of Northamptonshire travelling through beautiful villages with some amazing countryside too.

The morning route will be around 40 miles, stopping for lunch at The Stag at Maidwell which is optional but must be pre-booked, with a further 30 miles after lunch making your way back to the Start/Finish at The Reading Rooms, Great Brington.

Early entry would be appreciated to help with the administration. All entries received with an e-mail address supplied will be sent entry confirmation. For more details contact:
Rob Bayman 07850 870094 or email **robertbayman # btinternet.com**

The Reading Rooms





Althorp House

Bi-Annual Visit to the Bluebell Railway

Ian McGill

The Club is organising a Steam and Cream day at the Bluebell Railway on Friday 12th June 2020. The cost will be between £20 and £25, depending on how many persons wish to join the trip.

Any interested members, please contact Ian McGill to pre-book at £5 per person deposit, as soon as possible before the end of February. Contact via **pioneerorganiser # gmail.com** or 01293-771446 or send your deposit to 13, Victoria Road, Horley, Surrey RH6 9BN.

Please note that in the event of being cancelled for whatever reason all deposits will be returned. Book early to ensure a successful social event.

Wolf Marque Specialist

Julie Diplock



I'm pleased to write that Stewart Philip has volunteered to help members with any Wolf enquiries.

You can reach Stewart on 01752 846465

Pictured left is a 300cc 1923 Wolf, snapped at Banbury by Richard Jones in 2013.

Welsh Week 2020

Jack Kemp

20th – 27th June



We are again pleased to announce the Welsh Week 2020, a fun event for all classes of pre-1940 SMCC eligible machines for SMCC members and enthusiasts from other clubs.

This long-standing event, first run in 1984, attracts a wide variety of machines. The event is famed for its wonderful riding roads, beautiful scenery and friendly and social atmosphere. Each day comes with a new route adding a variety of views and fantastic quiet roads, known in general for their good surfaces.

Arrival is on the Saturday afternoon, allowing entrants to unload, settle in and socialise, before an evening meal. On Sunday the event will start with a briefing in the morning after breakfast, ready for the first ride out, usually around midday.

For the rest of the week, the days start with a full breakfast and a short briefing of the day's route with paper route cards and a packed lunch provided. We aim to gather for the start of the days riding by around 10am (full days routes are 80-100 miles). Routes are chosen to include a mid-morning coffee break, moving on through the day to a lunch stop in an interesting setting. The afternoons riding sees us heading back towards base with an optional tea or pub stop, returning in time for a little bike fettling (if required!) and a wash and brush up for the riders ready for our evening meal. After dinner, the clubroom stays open for socialising and tall stories! We're now licensed to sell alcoholic beverages. Wednesday is a free day, where you can explore the area on your own or just have a rest. We organise an optional guided run out on the Wednesday as well for those interested, as always containing fantastic scenery, and likely stopping at a pub for lunch.

The last run takes place on Friday, and entrants leave on Saturday after breakfast.

We propose to make one day suitable for veteran bikes, so why not bring two machines, a vintage and a veteran? Recovery and extensive workshop facilities are available, with secure overnight parking for your bikes.

Accommodation is in shared well-equipped comfortable lodges providing modern facilities.

There is also camping for tents, caravans and motorhomes available with showers, washrooms and toilets, as well as electrical hook-ups. A full breakfast, packed lunch and two course evening meal are provided each day.



The entry fee is £26 for Sunbeam MCC members.

Board and accommodation (including meals) from £260 per person.

Camping or caravanning (including meals) is £230 per person.

For more details and entry form please visit the club website **www.sunbeam-mcc.co.uk** or contact Jack Kemp by email **office # radnorrevivals.com** or 07876 597 697

Pinhard Trophy 2019 Winner: Toby Martyn

Tony Lloyd

This year's winner is 19-year-old trials rider Toby Martyn. This season Toby has been riding for the Beta Factory Team, contesting World, European and British Championship Trials, finishing joint third in the World Trails and second in the British against far more experienced competitors. Toby has also represented Great Britain at the X Trial Des Nations and Trial Des Nations, also invited to ride at Sheffield Indoor and the second Round of the X Trial World Champs in France. With good results and experience gained this year he is looking forward to improving next season.

Toby's response to learning that he will receive the Pinhard Trophy this year was *"Fantastic, I am honoured to receive this prestigious award, so many past winners have gone on to have massive careers and hopefully I can continue this. Big thanks to everyone who has considered me worthy of this great award, and thanks to the Sunbeam Club members for continuing to present this very special trophy"*. Tim Martyn, Toby's dad, said "*Thank you and the Sunbeam Club members for recognising his huge commitment to trials through his own riding and support Toby gives to the young up and coming riders with his training schools. It's a honour for him to receive your prestigious award, he is over the moon."*

Toby faced stiff competition and voting was extremely close. Normally presentation is at the ACU Awards Dinner in January but this year, due to prior commitment it will be at the Hookwoods round of the British Championship on March 7th. This facility is provided by the Sunbeam Club's good friend Jim Connor. All Sunbeam members are cordially invited so let's have a good turnout. If you do manage to get along be sure and wear your Sunbeam shirt, fleece and cap.

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 road racer Ryan Vickers.

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, the General Secretary of the ACU, the President of Sunbeam MCC and two officials appointed by Sunbeam MCC.



From the Membership Secretary

Brian Empsall

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

James Allcock	Nottinghamshire	Sam Lovegrove	Cornwall
Mark Compton	Buckinghamshire	Oliver Marchand	France
David Cutler	Surrey	Kevin Mate	Essex
Michael Everett	Hampshire	James Nash	Kent
Gerry Gibbins	Bedfordshire	Lewis Onions	Warwickshire
Brian Gould	North Lincolnshire	Stewart Parkes	Essex
Geoff Gray	Essex	Alan Perrin	Surrey
Oliver Grossklaus	Germany	Michael Quinn	London
Ian Hayward	Surrey	Martin Seymour	Hampshire
Jeremy Joiner	Wiltshire	Annie Stockman	Gloucestershire
Jeremy Jones	East Sussex	Sam Walker	London
Erik Klingler	Germany	Michael Wild	Derbyshire
Verity Lacey	Surrey	Richard Wilton	Hampshire
David Ley	Kent	Andrew Wood	Essex
	Brett Wright	Kent	

2020 Subscriptions

Thank you to all those members who have paid their subscription for 2020. Membership cards are now printed on the reverse of the address label so if you have paid since the last issue of Club News please retrieve it before binning the label. If you have paid very recently your card will be with the next Club News as there are a few dead days between sending details to the printer and Club News landing on your doormat. 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. Details are on the reverse of the address label. Finally, can I say thank you to all who sent Christmas cards and notes with seasonal greetings and wish you all a most enjoyable 2020.

Erratum

Please note that if you are paying your subscription using IBAN there is an error in the code previously published. The correct code is **GB52ABBY09015339197706** - my apologies; mea culpa.

Warwickshire Weekend 8th to 11th May 2020

Jenny Staple

A three-day riding event based at the Kings Court Hotel in Kings Coughton, nr Alcester.

Bookings are coming in rather well but some regulars have not as yet confirmed and we do not wish to disappoint them. There is also room for those who have not previously been to this comfortable hotel and the enjoyable daily rides. So far we welcome several new entrants.

The costs are £392 for two sharing double/twin room, breakfast and evening meals for the period and £236 for singles, payable to the hotel at the end of the weekend.

Please let us know shortly if you wish to participate or discuss the arrangements. The closing date is 29th February. Contact Jenny Staple by phone 01892 535671 or email **jennybaz.staple # gmail.com** or visit the club website **www.sunbeam-mcc.co.uk** for more details and entry form.

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 free entry a Club run of your choice, excluding the Pioneer Run.*
If you are posting photos or literature then do enclose a return SAE if you would like them returned.

The Ormonde : No More Plodding

Dear Julie,
First and foremost I must congratulate you on a superb and interesting magazine. Under your editorship it just gets better every month.

The machine featured on page 8 of the last issue is a 1903 Ormonde. As an aside, it is interesting to note the machines used by the police over the years, culminating with the local constabulary of Sheffield using Brough Superiors. I wonder what the local taxpayers thought of this!

Returning to the Ormonde, it was powered by the Belgian Kelecom engine. It was made by the FN concern and they chose to make engine to sell to other motor cycle builders. It was named after its designer, Paul Kelecom. In the eighties I had a 1904 Kerry fitted with this engine which got me to Brighton twice without trouble.

If people read the books by Ixion much mention is made of his epic journeys on an Ormonde, sometimes returning home with it on the train! I was amused to note that the makers listed their address as offices etc. in the prosperous Oxford Street in London. In the mid-nineties an example took part in an event at Goodwood, but it has never reappeared since.

The only other complete and original example was on display at the Museum of Speed at Pendine Sands in South Wales. The name on the tank was Bowden but clearly it was an Ormonde, an early example of badge engineering? An interesting feature of this machine was that it was equipped with a Bowden twist-grip, nothing is new! The company subsequently became world renowned for motorcycle control levers and cables. I tried to buy this bike at an auction in the seventies at Alexandra Palace but felt that £650 was too much.



Over the years I have read a considerable amount of early motoring history and I came to be amazed at the number of manufacturers originating from France and Belgium. Unlike the UK, since our early industry was restricted by punitive speed legislation.

Electric vehicles are now appearing on our roads, but such vehicles were already on the roads, with electric Taxis in London in the twenties. What is new?
Regards, Ian Young
Editor's Note: High praise indeed from the former editor of the VMCC Journal - many thanks Ian! Regarding electric vehicles, see John Hodson's interesting article on The Early Development of the Electric Motor Cycle, in Club News issue 889, December 2017 - January 2018.

The Ormonde : No More Plodding

Hi Julie,
Thanks for the great magazine we received today. The bike on page 8 with the policeman is a 1903 Ormonde. I also have a Millers Elite motorcycle oil-lamp with the number plate on it, that' s also from 1903. In those early days it was done like that. Thanks again for all your work.
Roel and Hennie van Maarseveen

Hello Julie,
As the weather at the moment is certainly not conducive to any mechanical activities out in God's workshop I thought I'd put steam on the quill and scribble a few words.

I was drawn to the photograph of the Police Sergeant with machine on page 8 of issue 901. I believe the machine to be an Ormonde, there is an example in the Haynes Motor Museum. On the Haynes example, which I think has a smaller capacity engine than the one pictured, the inlet pipe to the AIV passes under the upper rear chain stays. In the photo, the engine cylinder sits closer to the chain stays, so that the inlet pipe to the AIV has to pass over the chain stays. I don't know whether the engine maker would be Kelecom or VAF. I reckon the attachment hanging on the front down-tube is an acetylene storage container to power the front light. I would suggest it's an acetylene unit as it has a brighter light than would be had by a candle or oil light, and a good light would be required when chasing miscreants and ne'er-do-wells at night.

I read with great interest Ken Boulter's obituary by Frank Mace. I spoke at length with Ken on the telephone in June 2008. I had just taken on custodianship of a 1914 Wolf fitted with an Illston-Smith engine, one of the many machines Ken had rescued and restored at Middle Wallop aerodrome near Winchester in the mid-sixties, a machine I still have. Ken had much fun testing these machines around the aerodrome perimeter road of course with the permission of his CO, Lt Col 'Tiny' Ayres. I would suggest that if it wasn't for the likes of Ken and other like-minded people then there wouldn't be as many old machines about for us today.

In closing, I do not profess to be any kind of specialist but I may be in a position to assist with queries if required with any Wolf machines. My phone number is 01752 846465
Best Regards, Stewart Philip.

Editor's Note: Thanks to all, some dissention on the lighting here. Meanwhile, here's an advert from 20th August 1902 (below) and 23rd April 1902 (left) for the Ormonde, supplied by Nick Smith.



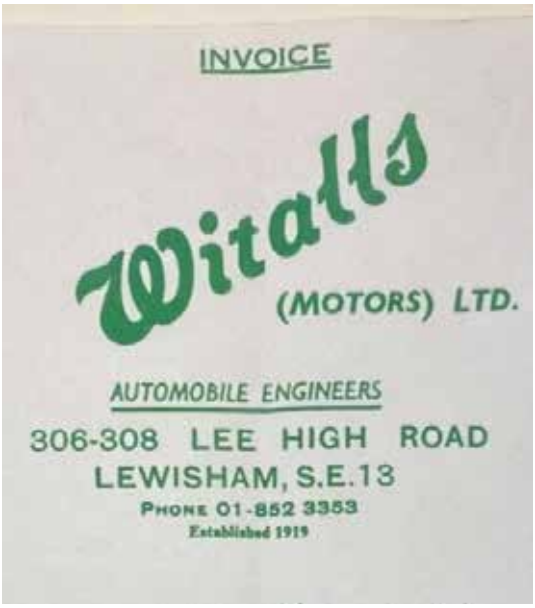
Obscure Motorcycles and Witall Garage

I was absolutely dumbfounded when I read Ivor V. Twinn's story about the Witall motorcycle made in Tanners Hill, Deptford, London SE8 way back in the early twenties.

I was just a teenage lad mad on motorbikes when I worked for Percy Alcock and John Withy at their BMC dealership in Lee High Road, near Lewisham in South East London, in the early to mid-sixties.

Their business had progressed to motor cars, and motorcycles were never mentioned while I worked there, even though I rode motorbikes to work. Witall's Motors Ltd was situated on the corner of Bankwell Road and Lee High Road, and consisted of a fair-sized showroom with new and second hand BMC models, anything from MG sports cars to Riley and Wolseley luxury saloons, and of course the ubiquitous Morris Minor 1000. Above the showrooms was where we did all the repairs and servicing. To gain access to the wooden boarded first floor (I don't know how it took the weight of several cars) we would use the new lubrication bay ramp, its entrance and exit was from Bankwell Road. Just before I started there, they had a mishap with a new Austin 1100 that was in for its first 500-mile service. Us three lads of differing ages and skills were not allowed to drive the cars, so had to push them about. One lad had just lined up the new 1100 in front of the lubrication bay ramp to let it down to the lower floor. He raised the ramp and was ready to push the new Austin straight on and lower it down. Unfortunately, Henry Coomber the workshop foreman called him downstairs to tighten a battery lead on a lady's car parked in Bankwell Road. Job done, the lad rushed back upstairs, getting behind the car to push it onto the ramp...which he did with an almighty heave! Imagine his surprise when he realised that someone else had subtly sent the ramp to the lower floor and the car nose-dived down into the lubrication bay! A sorry mess to the underside and front end! Calmly the customer understood and agreed to have the car repaired free of charge. What Mr Alcock and Mr Withy made of this I do not know.

Other fun was had with the showroom manager. Because we worked off the floor with axle stands and jacks when we had to drain oils all we had were cut down drums to slide under the cars. Some cars had larger sump capacities than others and at times unbeknown to us the drain tins would overflow. The showroom manager was the informant as he ran up the stairs to the first floor workshop, screaming loudly at us, because the black oil had overflowed and leaked between the floorboards, finally dripping onto his highly polished new cars! It took a while for the dripping to stop...



My very first breakdown recovery with the foreman Mr Coomber was an eye opener. He would drive the Austin J4 pick up with a crane on the back. When the car was suspended on the hook, I had to sit on the back of the truck with my legs pushing the crane cables to stop the car swinging into the back of the recovery truck. It was frightening to say the least, but this is how things were in those carefree days of yore.

When I first applied for the job at Witall's, I think it was Mr John Withy that interviewed me. He was in a cramped office behind a big desk and his authority was quite clear. If I had only known that he and Percy Alcock had made motorcycles in their past life I would have stayed there for longer than I did.

Regards,
Dave Blanchard

1904 Excelsior Forecar

Dear Julie

I'm hoping you can help me secure some information about my 1904 Excelsior forecar I purchased in April 2019.

I bought it from the estate of Nick Moffat and I'm continuing the restoration that he started. However, I don't have any registration documentation with the vehicle, but I believe he bought it from a Mr Tony Silvey of Ely, Cambridgeshire at Beaulieu Autojumble in September 1986.

I understand that Mr Silvey had purchased it from a gentleman who worked in a garage in Wilburton, Cambridge, prior to 1986.

My aim is to obtain the registration documentation and Pioneer certificate and I'm hoping readers might be able to help me to understand the history of the forecar by supplying any information and photographs you might be able to locate



Regards,

Colin Goode

Please contact the Editor on sunbeameditor # hotmail.co.uk with any information

Edenbridge and Oxted Agricultural Show

Dear Julie,

On August Bank Holiday last year, I attended a historic vehicle display at the Edenbridge and Oxted Agricultural Show near Lingfield, Surrey.

The vehicle display is just part of this huge two-day event and consists mainly of vintage and classic cars but I took my veteran Triumph and joined a handful of other bikes on show which created quite a bit of interest with the visiting public.

The organisers are keen to increase the number of motorcycle exhibits and invite members interested to contact them with details of the machine(s) they can bring, from Veteran through to Classic bikes.

The Show this year is on Sunday 30th and Bank Holiday Monday 31st August and exhibitors can choose which day they prefer (not both!).

Each entrant will receive two complimentary tickets for the Show which is a great day out with lots to see and do.

I know we are more of a 'Go' rather than 'Show' club but I have attended this event for several years and always enjoyed seeing all the agricultural exhibits and attractions. The ticket price is around £20 so free entry for two people is a well worth it.

For further details, please contact Michael Hennessy by email at: **m.hennessey369 # btinternet.com** or write to Michael at 41, Mill Rise, Robertsbridge, East Sussex, TN32 5EG

Best regards,

Chas Moody

Members in Brief

Pioneer Run® Comments

Dear Julie,

I agree with Ian Smart's comment "there is something magical about riding an old bike from London to Brighton sea-front."

I don't really fancy riding to Shoreham Aerodrome myself, but cannot condemn something I have not tried, so I will be travelling down from Scotland to ride in my 29th Pioneer Run.

I appreciate the efforts put in by the organizers on our behalf, so let's ride it then comment afterwards, hopefully we will enjoy it.

Best Wishes.

Paul Morley.

P.S. Our tradition is fish and chips in paper on a sometimes windswept Madeira Drive. Hope this sustenance is available at the Aerodrome!

Club News

Julie,

Many, many thanks for putting together a super December/January Club News. Packed full of super reports of events together with a very interesting article on the V twin Premier. I also very much enjoyed David Dales tale of his racing and the super picture of him on page 26. I guess by the angle of lean he had the new tyres on.

It's so nice to have a report from one of our younger members, let's hope it will prompt other "youngsters" to drop you a line with what they are up to with their vintage motor cycles.

Kindest regards, Richard Mummery

Happy New Year Julie!

Many thanks for running the advert for my Veteran Triumph. I am happy to relate that it is now in the hands of a new owner, who plans to run it in Sunbeam events once he has got the hang of it.

Warmest regards,

Noel Whittall

OEC Blackburne

Dear Julie,

I was shocked and thrilled to see my ugly mug on the front page of the SMCC Club News. My delight is two-fold as the OEC Blackburne is my favourite bike. I've now been her (although non PC she is she/her to me) custodian for 48 years. Son Peter and I rebuilt her original engine last winter after I luckily bought it back ten years ago, and fitted it back in the rolling chassis about three weeks before last summer's Banbury Run, so she is the most original she has been. And bizarre as it may seem considering the weather, I really enjoyed the last Romney Marsh Run with her. A best bit was powering along a straight(ish) lane I think to your village with wall to wall water, plumes came off the bike everywhere - brilliant! And earlier my route card went soggy and disappeared so I ended up lost in Dymchurch which seemed somehow fitting and amused me.

Regards,

Richard Rosenthal

Editor's Note: For the full story see Richard's article on his OEC in this issue page 22.



Obituary

Bernard Harding: 1924 – 2019

David Cooper

Bernard Harding was born on 16th August 1924 in Calcutta, where his father was stationed in the RAMC. Attending Charterhouse school in Godalming he later signed up with the Royal Engineers at the outbreak of war, and ended up back in India where he led a team responsible for the maintenance of all sorts of mechanical and electrical infrastructure from small power stations to steam rollers. He returned to England in 1945 and attended Birmingham University from 1946 - 1950, leaving with an engineering BSc with first class Hons, and then an MSc. His first job was at the National Gas Turbine Establishment at Farnborough from 1950 to 1965. He then moved to Fighting Vehicles Research and Development Establishment in Chobham as head of a department responsible for research, design and development of fighting vehicle engines, transmissions and tracks. He remained at FVRD/MVEE until his retirement in 1984.

Bernard's first contact with motorcycles was as a soldier in India where he used a Matchless G3L as his transport. He was very taken with motorcycling and had a variety of bikes as every-day transport while at university including a Vincent Black Shadow.

Although his regular transport moved to four wheels his interest in motorcycles continued with an ever changing collection of vintage and post vintage machines, joining the VMCC in 1972.

His bikes included a 1902 Quadrant, 1903 Quadrant tricycle, 1913 FN 4, 1927 models 18 and 16H Nortons, 1920s Nimbus, Big Port AJSs, Honda 400/4, Norimp, 1953 Motto Guzzi, and a WD Matchless similar to the one he rode in India 75 years ago.

As well as his excellent theoretical knowledge of engineering he was a competent machinist and his machines were kept in excellent order. He owned, restored, maintained and used many interesting cars and aeroplanes including a '28 Fraser Nash, an exquisite '27 supercharged Amilcar C6 and a mid-thirties Hornet Moth.

Bernard was also interested in art and music. He read extensively on the many topics that interested him and became extremely knowledgeable. In retirement he took up painting which he soon mastered.

It should be clear from the above that Bernard was an extremely clever man but this was hidden behind his modesty. Above all he was a kind, considerate and generous man. He died a week after his 95th birthday following a fall at home. His passing leaves a large hole in the lives of those of us who were privileged to know him.

Bernard Harding's 1902 Quadrant pictured at the Romney Marsh Run in 2018, ridden by David Cooper. (Photo Rob Smith)



Club Meets

New Group for the Dorset/Hampshire Area

Martin Goodman

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

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

Club Nights at Six Bells, Chiddingly, East Sussex

Vacant

These are held at 7:30pm on the first Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, telephone 01825 872227, OS grid ref. TQ 543142. Food is available from 6pm.

A volunteer is needed to organise these meetings, if you are interested then please get in touch with any member of the committee.

Next Dates at Chiddingly:
February 6th; March 5th, April 2nd.

Club Meetings at London Colney, Herts

Richard Tann

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

Next Dates at London Colney:
February 11th, March 10th, April 14th.

Club Meetings at The Vine, Essex

Frank Mace

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

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

Next Dates at The Vine:
Saturday 1st February, 7th March, 4th April at noon

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

These are held on the third Monday of the month from 8pm to 10:30pm at West Kingsdown Village Hall, London Road, West Kingsdown, Kent TN15 6BZ. (Behind The Gamecock Pub) OS grid reference O/S 188 574 629.

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

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

December

The Christmas Party was held with our old friend Terry Herbert returning to perform close-up magic for which we moved to a main hall so he could circulate round the tables which was very well received by those that came. Also on the suggestion of our Editor, Honorary Club Member Katharine Hook who you might have met in charge of the signing-on cabin on the Pioneer Run® also came to give a presentation about her delicious sloe gin-infused chocolates from her business 'Sloe Seduction' **www.sloeseduction.co.uk** which was very successful with many sales being made. The numbers attending were disappointingly down, which does raise a question mark over whether to repeat the evening in this form in future.

We would like to thank everyone that has come along or brought machines and given talks during 2019. While on the subject there are some dates filled for the early months of 2020 but we are asking once again: if you have any ideas (which don't have to be solely motorcycle related) or a machine to bring please get in touch with George Smith (details above). After over five years and 60 plus meetings it is starting to becoming a challenge to fill the dates and without something to attract people along there is the concern the Club Nights might become no longer financially viable to put on.

January **Julie Diplock**

Peter Ashlee brought his 1911 Humber 2 HP along to club night at the new venue to show to members. A great lightweight, it has been the sublect of a painstaking restoration, with Peter writing an article on it for the Febraury - March 2017 Club News. Following on from the appeal for infomation by the authors of Conspicuously Marked: Vehicle Registrations in Gloucestershire, 1903-13, Peter was able to access the Gloucester records and with the help of Club Regaistrar John Waghorn retrieve the original registration number. It's now almost finished, and Peter was able to start it up for us and he hopes to ride in this year's Pioneer Run. For those that weren't there, you can watch the video of it running on the club's FaceBook page **www.facebook.com/SunbeamMotorCycleClub/**



Photo Dennis Grech

Next Dates at West Kingsdown:

February 17th: The welcome return of Robin Vince to give a talk on Croydon Aerodrome, the venue for the first Pioneer Run® in 1930.

March 16th: Ian Thompson is coming to do a talk called The Great D-Day Deception.

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Out and About

The Romney Marsh Run September 2019

Julie Diplock

After marking out the route with the help of Colin Gunn first thing on Sunday morning, we were sadly hit with a rain deluge of biblical proportions for the sixth Romney Marsh Run. The short ride from my house to the start point at St Mary in the Marsh on my trusty Triumph meant I was already soaked before even starting the run.

The weather had ruled out putting up the gazebo, and so new organisers Ian and Karina set up an impromptu inside signing-on station. They had little sleep the night before, as the wind threatened to blow their caravan over.

Nevertheless, an undaunted band of hardy motorcyclists set forth to complete the run. I found myself leading a pack of vintage motorcycles through flooded lanes, as the rain and wind had destroyed most rider's route cards, or made reading them difficult. This together with some of the route markers getting blown away led to many choosing to follow the lead of the person who had marked out the route. My brakes seemed rather erratic, at times far more ineffectual than usual, and at other times working quite well. I then realised this was an effect of the wind, either impeding me or speeding me up depending on the direction I was headed.

We all made it back to base, and Rick Bailey didn't need to collect anyone on the run in the recovery van, which was surprising considering the amount of standing water on the road. However, Gary Strover was not so lucky on his Norton, as he had broken down on his way to the run, and had to push the bike in only to find the pub had shut between providing coffee and bacon rolls first thing and lunch-time.

I think we all enjoyed the challenge, and felt a real sense of achievement as we sat down to lunch at The Star Inn and compared stories. Due to the weather, prize-giving was suspended for this year, no-one was that keen on being outside in the wet for any longer than necessary.

Roll on the next Romney Marsh Run on Sunday 27th September – let's hope new organiser Martin Hirst has better luck with the weather.



L-R Rick Parkington, Julie Diplock (1926 Triumph Model Q) and Richard Mummery (1921 Triumph Baby) at the start.

Photo: Paul Bullock

The Romney Marsh Run September 2019

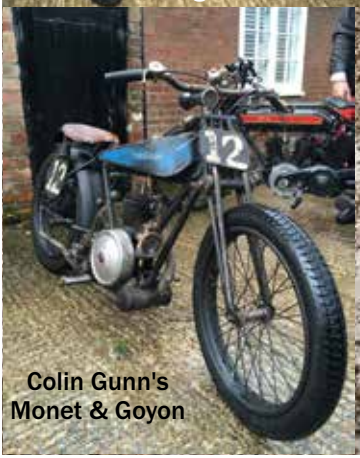
Photos: Julie Diplock



Brian Andrews (1928 Ariel 500cc)



Rick Parkington wrings out his gloves.



Colin Gunn's Monet & Goyon



A cheerful Marcus Whatling on his 1928 600cc Ariel at the run finish,

London to Brighton Veteran Car Run 2019

David Baldock

Kate and Dave started from Hyde Park on the 2½ HP Leon Bollee Voiturette at 6.56 am on Sunday 3rd November and completed the 60 mile run just before 4pm. The only troubles they had were a broken drive belt and the flame going out on the hot tube.

Built in 1897 during the reign of Queen Victoria, this machine has completed many Pioneer Runs, RAC London to Brighton and many other veteran car events. Purchased unrestored in 1988 in France, it currently uses hot-tube ignition. With three-speeds, it was the fastest car on the road in 1895.

Here they are pictured at the start.



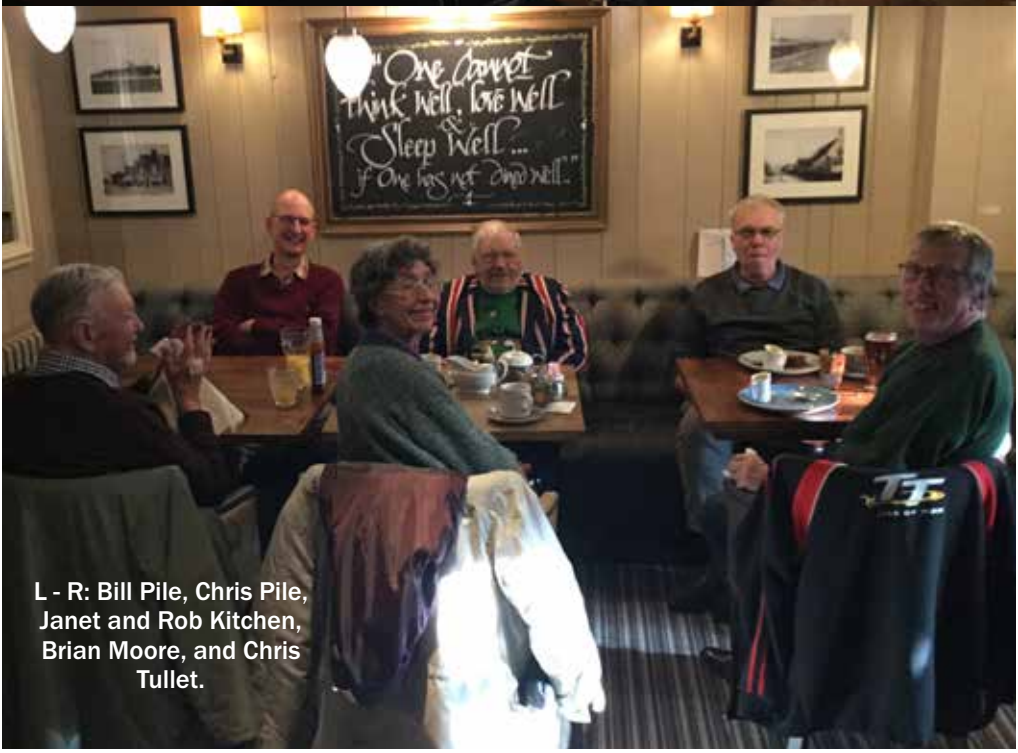
Kate and Dave Baldock: 1897 2½ HP Leon Bollee Voiturette

Chairman's Lunch January 2020

Arnold Marshall



L -R: Geoff Morris, Ralph Brough, George Smith, Nick Smith, John Waghorn, Baz Staple, Jane Smith and Jenny Staple



L - R: Bill Pile, Chris Pile, Janet and Rob Kitchen, Brian Moore, and Chris Tullet.

Features and Articles

Oek's Tale

Richard Rosenthal

How Oek, and me made it to the front cover of our club news is beyond my comprehension. However, here's the OEC's tale, but first we need to clear up 'her' status, that's right 'her'. Although today non-PC, Oek is feminine and in our family, she's known as 'the other woman'.


● 1924 OEC Blackburne, 4¾hp, part restored, £45; 1938 Excelsior 125cc, hand-change, good condition, spare engine, £25. Luton 37350.

Bought after following up an Exchange and Mart advertisement on 29 March 1971 for £45 from a Luton vendor who over the phone informed me that 'if you don't pay the £45 you can go away,' or words to that effect. At the time that cost equated to a month's salary for a 20-year-old lab technician. I was elated with the buy, my father underwhelmed while mum was angry. Very angry.

During the next eight years Elaine and I met, courted, married, bought a house and by Oek's first MoT test in Spring 1979 son Peter was on his way. With no knowledge and little skill mistakes were made and a lack of cash played its part too. The low point was after about three years when I checked the logbook against the actual frame and engine numbers. While the frame number matched, the engine number didn't and even worse the prefix informed it was a 'cooking' 500cc motor, not the lusty 550cc unit I'd expected. I've always checked since before handing over wads of cash.


Banbury Run c1981

Oek entered her first local event in May 1979 and weeks later completed the VMCC Ltd Banbury Run. Since then she's completed over 200 events, served on club night runs adorned with gas lights and as reserve work transport. Although the 500 engine isn't fast it plugs on and on.

Breakdowns have been minimal, once the clutch was cast away (refitted at the roadside) and years later the points spring snapped. Then on August Bank Holiday Monday 2007 disaster. Cruising along by the Sixteen Foot Drain enroute to the Fenman Bike Show the engine let go big time. Damage included an 'S' shaped conrod, crankcase bulges and cracked piston all caused by a big-end bolt failure.

With parts acquired and the good bits salvaged from the wrecked engine another slave engine was built and Oek was soon back on the road. Then thoughts of building her a 550cc motor surfaced. A trip to visit the late John Underhill of Bristol provided a 550cc crankcase pair, conrod for roller big end and a NOS cylinder head. Soon after, an acquittance phoned to say he had a complete 550cc bottom end with parlous crankshaft for sale and did I want it. Honestly with an appropriately prefixed 550 set and two 500 sets I didn't, but buy it I did!

The grubby bottom end was collected at the 2008 Banbury Run autojumble then Peter riding a 1924 Warwick and me riding a 1911 499 Premier completed the Run on one of the windiest days on record. The sort of ride after which you just glow with pleasure as you and your old motorcycle have conquered extreme elements. The following day I eyed the 'new' 550cc bottom end which Peter had already pressed apart, and went cold. The engine number confirmed it was from Oek's original engine. Such luck comes only occasionally.

A good friend guided me through converting to a caged needle roller big as per a Goldie, then snags

surfaced. The crankshaft's small internal flywheels need seriously relieving to accept the needle roller cage, with longer its stroke longer through fasteners for barrel and head are needed for the taller engine. We hadn't any, then a compression plate had to made as a NOS 500cc barrel was being pressed into service, the cam wheel bought for the job was 'somewhere safe', and the slave 500 engine was going well.

Ten years later in autumn 2018 Peter took matters in hand and turned up all the fasteners and other odds required. Encouraged I machined the flywheels and by Christmas 2018 the engine with Oeks original crankcases, crankshaft, conrod and timing case inner cover was installed. Would it start? Even more importantly considering the amount of work involved and the marriage of new parts to the old overhauled bottom end how would it run? The carburettor was filled with fuel and Oek fired up second kick, and was smooth. Result.

Den of Alldens Exhausts (Market Rasen) made a superb bespoke straight through exhaust pipe in stainless steel to suit the larger exhaust port of the 550cc engine and the engine sprocket size was increased by five teeth to raise the gearing by a big leap. The 500cc engine always seemed under-geared and hopefully the 550cc engine would deliver more power. By May, Oek was starting her running-in process with a plan to have at least 300 miles on the clock before the 2019 Banbury Runs. Humans and life got in the way of this lofty scheme and as Oek pulled away from the Gaydon start only 82 miles had been covered. The Banbury Run is a slow event which she lapped up.

Elaine's 499cc 1912 Curry had been entered for our club's Romney Marsh Run, but thanks to its NSU two-speed gear nothing falls to hand for me and with the weather forecasters promising force 8 to 9 winds and lashing rain Oek was substituted. And by late September running in was complete. On event day the BBC team were proved right, there was lots of weather, all involving storm like conditions including biting rain at 45 degrees.

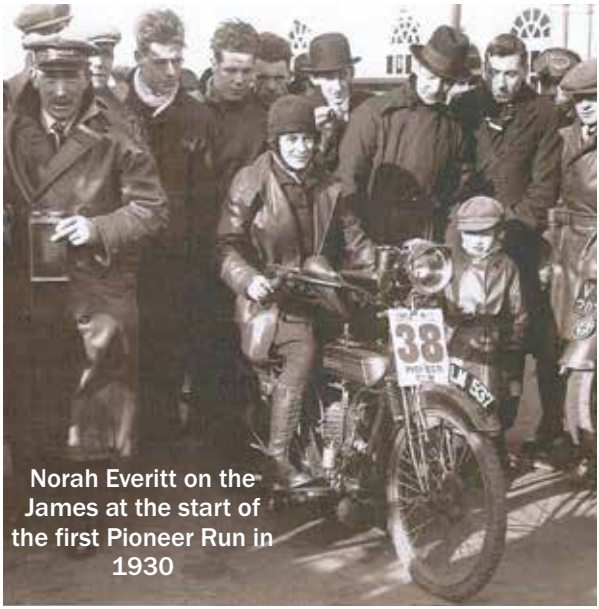
Oek fired first kick at the start and in the front cover photo I'm oiling the engine with her Best and Lloyd hand pump. At three miles the route card was washed away and then I missed a sign, which I didn't realise until I reached the seafront at Dymchurch. A couple of lefts saw us on another road heading ..... errr ..... ummm ..... somewhere. Then I spotted the reverse of a route marker which I should have approached from the other direction. With no more route finding wobbles I then enjoyed my first ride with Oek's rebuilt original engine without the responsibility of being limp wristed because the 'running-in please pass' procedure was over. Gearing seemed fine and as a young friend once wrote there was a 'stinker more power' on tap (not sure what a 'stinker more power' means, but it seems appropriate). Sloshing through two and three-inch-deep water, against head winds and the odd hill didn't phase the motor and other than halts it was a top gear ride thundering along some straight bits briskly, more briskly than she'd ever gone before. Perhaps Oek will never be a fast lady but she's certainly a mover.

A few times the outside flywheel picked up the deeper water sending a plume up my left leg and into the air. Back at the Star Inn start/finish I was buzzing after what for me was a best ride, triumph over adversity etc. But then what would you expect, Oek is my best bike. And despite sharing the workshop with some quicker, rarer or more illustrious stuff she is the business.


Lucy and Peter c1987

The First Pioneer Run®: 1914 James Pineapple

Paul Morley



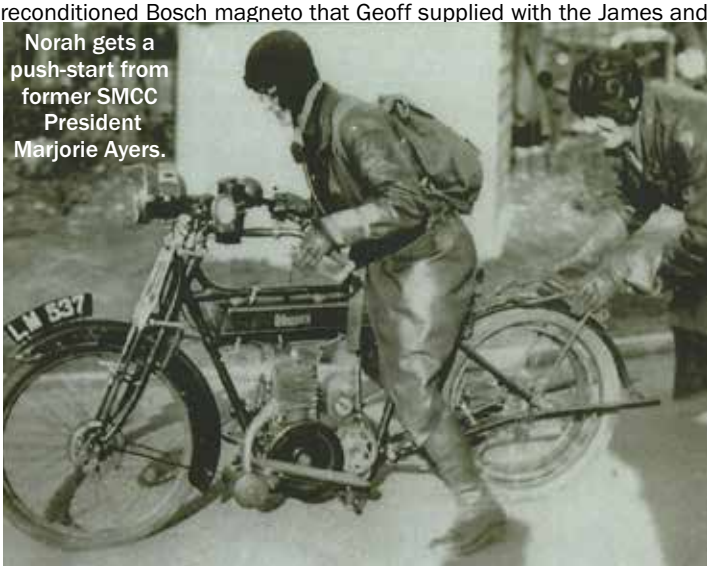
Norah Everitt on the James at the start of the first Pioneer Run in 1930

I purchased the 1914 James Pineapple two-stroke, registration number LM 537 from Geoff Morris in March 2018. Geoff had carried out extensive research and established that LM 537 had been ridden in the first Pioneer Run by Norah Everitt on 9th February 1930.

Norah was a works trials rider for James, and as LM 537 was owned by the James Cycle Company she was invited to ride it. She was the only lady rider that day and completed the run to Brighton from Croydon Aerodrome successfully. She had a slight fuel problem requiring her to tickle the float chamber button with her toe from time to time to increase fuel flow. Norah also rode LM 537 in the second Pioneer Run in 1931.

Eventually, the James was taken to Australia in 1987 and placed in a collection there before returning to the UK in 2010, where it was purchased by Geoff at a Bonhams auction.

When it came into my ownership it had not run for about fifty years. Most of the nuts and bolts were finger tight, which I assume was a result of it being dismantled to fit into a crate for the journey back from Australia. I decided to dismantle it again, check everything and re-assemble it correctly, not restoring it thus retaining its oily rag condition. I fitted new piston rings and gaskets to the engine, and a new drive belt. The rims had been changed to take wired on tyres in about the 1950's, 24" beaded tyres not being available then. It was a period modification so I have left them for now. The tanks were full of sludge that resembled burnt sugar. I gently removed this so as not to interfere with the original patina of the tank. I fitted the reconditioned Bosch magneto that Geoff supplied with the James and she started easily.



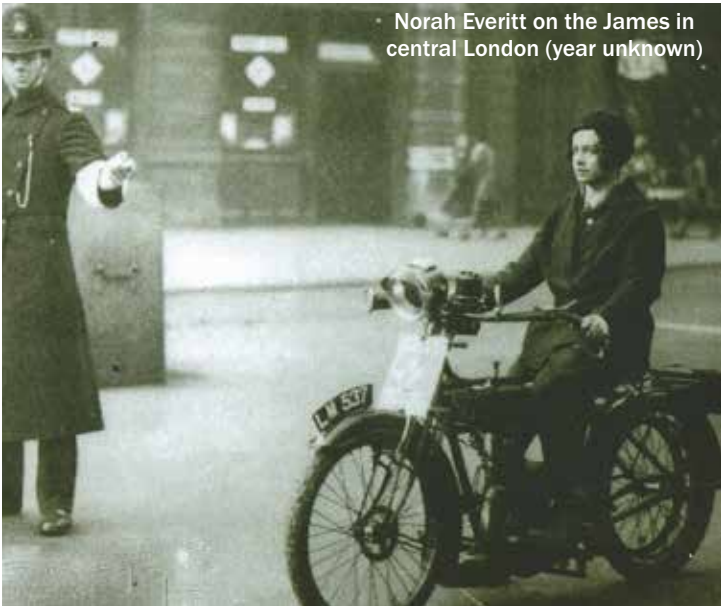
Norah gets a push-start from former SMCC President Marjorie Ayers.

The target was to get the bike and rider ready for the 80th Pioneer Run in March 2019. I have completed 28 Pioneer Runs on either my 1913 James Big Single or my 1914 James v-twin, both having the luxury of all chain drive, three speeds, a clutch, plenty of power and even an oil sight glass. The Pineapple LM 537 has belt drive, two speeds, no clutch, and how would I know it was getting sufficient oil?

I had never ridden a motorcycle like this before.

The First Pioneer Run®: 1914 James Pineapple Continued **Paul Morley**

So, I went into training through January and February. The James started to settle down with use, and so did I. An oil leak and a petrol leak were fixed. A new petrol pipe was made and fitted. The leaking petrol tap was fixed after a few attempts. It still sweats a bit, but I do not wish to change it as Nora turned that on in 1930 on a chilly morning in February at Croydon Aerodrome. I made and fitted a toolbox, an exact replica as shown in a magazine article in 1914. One must have a toolbox to carry all the bits and pieces that save the day when something goes wrong, or falls off.



Norah Everitt on the James in central London (year unknown)

I got used to the belt drive quickly, some wet weather and our steep Scottish hills soon sorted me out.

I also got used to not having a clutch on the open road, but I needed practice in traffic and dealing with traffic lights and roundabouts. The problem is there are none of these things where we live in Scotland. Dodging stray sheep on the road doesn't seem the same, as I have not seen any of these on the road to Brighton. It settled down very well and I tuned it to climb the hills here, mainly in top gear. A very impressive little machine of 226cc, with a comfortable riding position and not cramped for such a small machine.

James and rider were ready, so into the back of the van for the long journey south to Epsom. Arriving at the start just before 7 am it was dry and mild, no sign of the bitter wind that usually greets us. My start time is 8.38, and away I go. I feel a great privilege to be riding this historic machine as I chug away on the little James. What tales it could tell seeing George Brough, Marjorie Cottle, Graham Walker, Tyrell-Smith and other famous faces on the first Pioneer Run in 1930.

The first few lights are on green and I settle down to timing my approach to roundabouts and lights. I am enjoying riding it and the James runs smoothly. The roads are getting busy as the good weather is bringing people out. I am now used to not having a clutch and only have to stop the engine once. Then just before the coffee stop the engine dies out. I find fine silt has got past the gauze fuel filter and is stopping the float needle closing and the carb floods. Clean it out and I am on my way. It's ironic, the only problem I have is with the fuel system, and Norah Everitt had something similar in 1930.

We stop at Leonardslee Gardens for coffee and cake, it's good to be back there after an absence of some years. Handcross is very busy, and I stop as always at Verrall's to view the delectable motorcycles in the shop. On again, and I am riding the new part of the route heading for Shoreham, then it's onto the seafront with heavy traffic and many sets of lights.

The little James is easy to manoeuvre as it is light and compact, and I get within sight of Palace Pier without stopping the engine. The last quarter mile is very congested, it's a struggle here but then I am on Madeira Drive with a feeling of euphoria as this little Pineapple James is here after an absence of many years. One word to describe it – brilliant! Many thanks to Geoff Morris, it was such a good run I have entered LM 537 for the 2020 Run.

Old Crocks Run Westhoven, Germany

Roel Van Maarseveen

We had a great weekend at Westhoven in September, the weather and scenery were perfect, in the surroundings of this wine producing region. What more do you need, riding the bike and smelling the diverse wine flavours on route mmmm!!! There was only one breakdown, a German but the Leon Bollees did not drive on Sunday, as they found the small lanes between the vineyards too dangerous. You must come and do this one next year, bikes must be pre-1908, preferably before 1906. Forthcoming dates for older machines on the Continent include the Rondom Gees Rally 18 April and the Dutch Horsepower Run 19 April in the Netherlands and this year's Westhoven Old Crocks Rally is on 26 and 27 September. (Dates with thanks to Phillip Tooth)





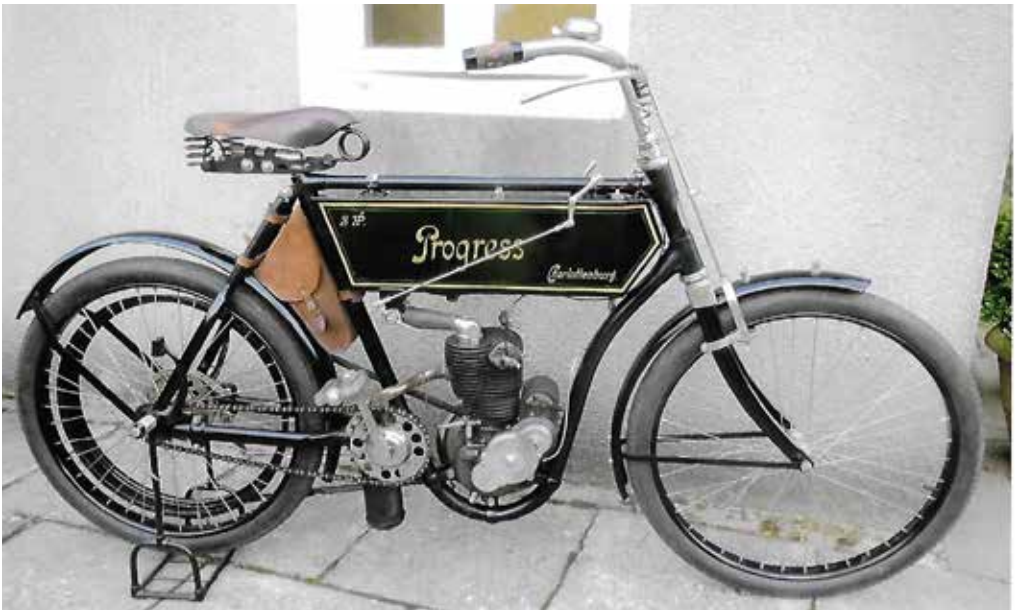
Pioneer Register 2019

John Waghorn

The following motorcycles and motor tricycles were added to the Pioneer Register in 2019, in Pioneer Register Number Order: -

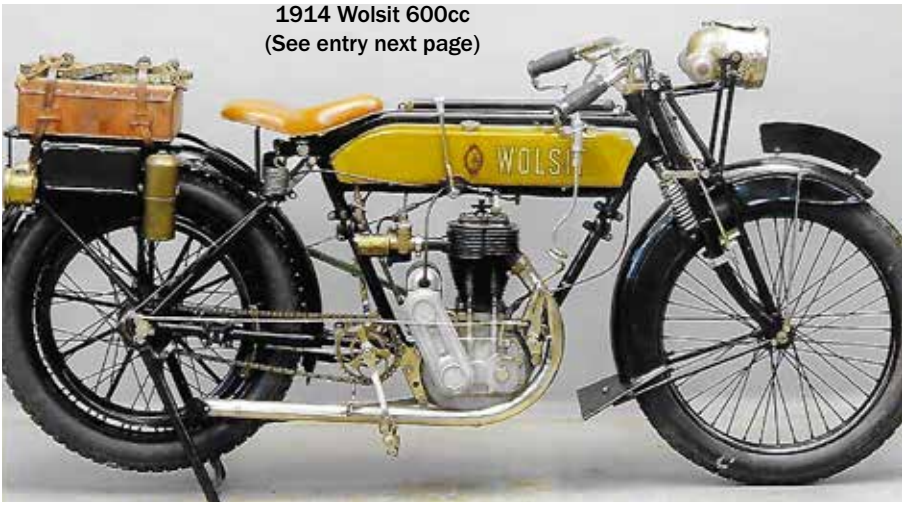
2112 1905 Peugeot. With Peugeot's own 500cc V twin engine and fitted with a Truffault front fork, a complicated leading link design with the spring inside the steering head. The French made a number of small V twins in the Veteran era.

2113 1913 Ariel TT model. Direct drive, single speed, with 500cc White and Poppe engine. It was reimported from the Continent.



2114 1904 Progress 350cc. Belt drive single speed. There were a number of bikes, and cars, in the early years sold with the name "Progress". This one was made in Germany. Own make engine fitted in a loop frame, pictured above.

1914 Wolsit 600cc
(See entry next page)



2115 1914 Wolsit 600cc. An absolute rarity, and a great restoration, this is the only one known. A typical late veteran with a T D Cross engine and a Sturmey Archer three-speed hub. Wolsit is an amalgamation of the names Wolseley and Italia. The Birmingham car maker, Wolseley opened a factory in Italy just before WW1. Surprisingly their main product was bicycles, although there were a few motorcycles made before the War. They continued to make bicycles until 1938. Pictured previous page.

2116 1903 FN 188cc. Belt drive single speed - one of the first FNs made. A small number of pre-1905 motorcycles are now able take part in the Veteran Car Brighton Run, but they must be on the Sunbeam Club's Pioneer Register. This FN was dated and added to the Register so that the Belgian owner could enter the event in November. Unfortunately, he was a non-starter. Pictured below:



2117 1913 Douglas 348cc. Two-speed chain-cum-belt drive. A completely unrestored bike, the paintwork and plating are in great condition as it has been well looked after all its life. There are now 137 Douglases on the Register.

2118 & 2119 Wall Autowheels. Surprisingly, these are the third most numerous vehicles on the Register - Triumph first, Douglas second and then 75 Wall Autowheels. These two are owned by a Dutch member who specialises in them.

2120 1911 Humber 487cc. Belt drive with ROC hub gear. The bike was taken to pieces and left in boxes for over 50 years. Remarkably, when the present owner came to restore it, virtually everything was still there.

2121 1912 Gladiator 339cc. Motosacoche V twin engine, all chain drive with two-speed "Enfield" gear. Gladiator was a sister marque to Clément, they were both made in the same factory. Very similar in many ways to the Royal Enfield of the same year.

2122 1914 Triumph 499cc & 2123 1913 Triumph 499cc. Triumphs were very popular bikes in the day, with a reputation for both quality and reliability. They were known as the "Trusty Triumph" in the veteran period, long before the model H was adopted by the Army for WW1 Despatch Riders. There are over 330 pre-1915 Triumphs on the Register.

2124 1903 Humber 275cc Tricycle. The heyday of the motor tricycle was over by the time this one was made, it must be one of the very last.

2125 1913 Rover 499cc. With three-speed Sturmey Archer rear hub. Rover had a great reputation for the quality of their workmanship and finish.

2126 1912 Rudge 499cc. Single speed with an inlet-over-exhaust-valve engine, rather than the more usual side valves. This gave a more compact combustion chamber, making the Rudge one of the more powerful single cylinder Veteran motorcycles.

2127 1914 Alcyon 248cc. Zurcher engine with direct belt drive. Front fork has the same rocking motion as a Triumph but is controlled by a vertical spring.

2128 1910 Humber 198cc. A small engine with direct belt drive. The result of a long a long and arduous restoration by the owner, a real "bringing back to life", and after much research he has managed to retain the original registration number.

2129 1913 Thor. It couldn't look more American if it tried – a 1000cc V twin engine, all chain drive, a rugged physically large machine, built to go anywhere. Recently imported from the Continent.

2130 1906 Riley Tricar 1030cc. From Whitewebbs Museum , this is the second of these on the Register the other was entered in 1976. A very short-lived type of vehicle, seen as a step between a motorcycle and car, with room to take a passenger but although less expensive than a car it needed almost as much space to house it when not in use.

2131 1903 Alldays 2½hp. A machine which seems to be going for the "longest time of restoration" record, it was started in 1952 and still has some way to go. In 1902, Werner were the first to put the engine low down within the frame and they took out a patent to protect their design. However, the patent only applied to the way an engine was fitted to the frame. The Alldays and the Progress (No. 2114, above) show two ways manufacturers got around it. If Werner had patented the engine position they could possibly have held the industry to ransom. The Alldays is pictured below:



2132 1912 FN 285cc. Shaft drive with two speed gear. The shaft drive two speed model was introduced in 1909, previous single cylinder FN's had belt drive (see No. 2116). The quality of engineering is extremely high, exactly what you'd expect from Belgium's arms manufacturer.

This year 20 "new" Veterans were added to the Pioneer Register. Last number is 2132.

Veterans are being found all the time and there are many more waiting for you to discover them, and when you do, put them on the Pioneer Register.

Sunbeam MCC Ladies Team: 1950 ISDT

Annice Collett

On Monday 18th September 1950, after days of heavy rain and gale force winds, the International Six Days Trial started from Llandrindod Wells. Patricia Hughes on a 125cc BSA, Olga Kevelos on a 500cc Norton and Molly Briggs on a 500cc Triumph were all reported as making an excellent getaway.

Four weeks earlier the Blue 'Un had reported that the Sunbeam MCC were entering an all-ladies team this year. No other details were given but as the trio above were the only British lady entrants it could be assumed that they were our gals. A fourth lady, Joan Slack, had entered but after injuring her back at Pendine, she had been forced to withdraw. Britain's trophy team were Alves, Ray, Rist (captain), Stocker and Viney. Evans, Gaymer, Usher, Clayton, Ellis and Hall were the British A & B vase teams. In total 213 riders started this tough event. 1,306 very wet strenuous days were to be covered over the shale, rocks and mud of the Welsh mountains with just 81 completing the course. The only other female entrant was Irishwoman Miss A. Newell on a 350cc AJS. Kicking didn't work so she push-started. National teams from Austria, Britain, Ireland, Italy, Netherlands and Sweden, factory teams (AJS, Ariel, BSA, CZ, DMW, James, Jawa, Matchless, Norton, Panther, Puch, Royal Enfield, Triumph) 30 club teams and individuals all entered the fray.

41 entrants retired on the first day. The Sunbeam B team was one of only five teams to end the day with clean sheets. Unfortunately, the casualties of the day included Patricia Hughes and Olga Kevelos both of whom came in so late they were out of the trial. Miss Newell fell off after lunch and was hospitalised with cuts and abrasions. Five men were also sent off to hospital. Of the ladies only Molly Briggs went on to fight another day albeit with the loss of nine marks, which was later reduced to six marks.

On Tuesday O.J.R. Morris (490cc Norton) was forced to "take to the hedge", going about 20 yards down a bank into a field. His son and teammate J.W. Morris ran out of road to follow him through the same hole in the hedge a little later. The same day saw D. Carancini on a 125cc Lambretta almost submerged in one of the water splashes. Another "splash" was found to have been dammed by mischievous spectators.

Water also caused problems on Thursday when Dick Clayton (British vase B team), floundered into a deep watersplash which was hidden round a bend. The bow-wave of the Swede he was following was such that it completely swamped his Norton to the extent that the Dominator's head gasket was blown by the amount of water taken in through the carb.

On the fourth day Molly was reported as putting up a wonderful show with no further loss of marks. She was one of just 15 riders to finish with a silver medal.

The British teams won the Trophy and the vase having lost zero marks. The magnificent club trophy was won by Newport and Gwent who had lost only one mark as opposed to runners up Sunbeam B (J. F. Kentish, A.B.N. Taylor, E.R. Cheney) who had 21 marks.

September Challenge

This run has been very successfully organised by Alec and Joy Thompson for the past 10 years or so. These two stalwarts will be organising this event in 2020 but thereafter a new Secretary and Clerk of Course will be required. This is advance warning for others to step up to the plate. Assistance will be available for the paperwork and advice. Will willing hands please contact Alec or Baz Staple. See calendar or inside front cover for contact details.



Pictured is Molly Briggs on her Triumph at a checkpoint. Picture Courtesy of Mortons, and copyright Mortons Archive.

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1972 Pioneer Personalities

Jerry Mortimore / Rob Smith

Some photos from the 1972 Pioneer run, if they are any use. Not great quality but the best my Kodak Brownie Cresta 3 could do.



The first shows the actor Jon Pertwee and the National Motor Museum at Beaulieu's 1914 Royal Enfield twin, alleged to have been ridden in that year's TT finishing third then the rider died after colliding with a barrier across the road which led to the introduction of the chequered flag to finish races. Whether it is the bike or not who can say? From one or two accounts I have heard Jon Pertwee was a grass track racer and very good on motorcycles. He did the Pioneer a few times over the years.

The next picture is Norton rider Peter Williams in his distinctive helmet on the 'Old Miracle' Norton.





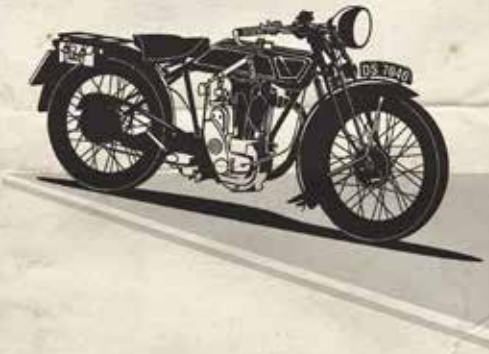
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1903 Peebook

Roel Van Maarseveen

After contacting John Waghorn to enquire about the history of my 1903 Peebok I was very pleased to get an email from him telling us that George Wright from Egham, Surrey was the first owner who bought the bike new in 1903. John also sent through photos of the Peebok from the Pioneer Register, they show the bike when it was put on the Register in 1953.





Trials

Southern Experts Trial 2019

Tony Lloyd



I took the Southern Experts trophy to Portland Bill on December 1st where it was presented to the winner Toby Martyn.

By coincidence Toby is also the very worthy winner of the Pinhard Trophy this year. As is now traditional, a Sunbeam cap is included with the prize and left is a picture of Toby wearing it in.

Ross Danby was second and Billy Green third. Two other Pinhard entrants were present. Jack Dance was moved into Experts even though he is still in the Youth class and came seventh and Alice Minta came second in the Youth class.

Unfortunately, I missed the sidecar event which was held at Hookwoods two weeks previously. Winners were Josh Gifford and Izzy Saunders.

At both events Jim Connor made sure the Sunbeam MCC was given maximum credit and publicity.



Toby Martyn in action at Portland Bill

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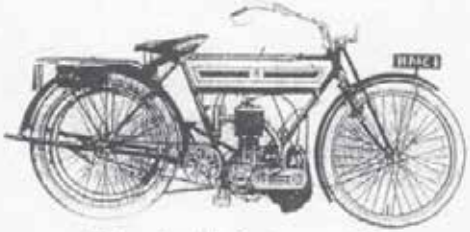
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Bradbury Rear Stand. I have a 1910 (1 year only) rear stand for a Bradbury available for sale or swap.

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 them. 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.

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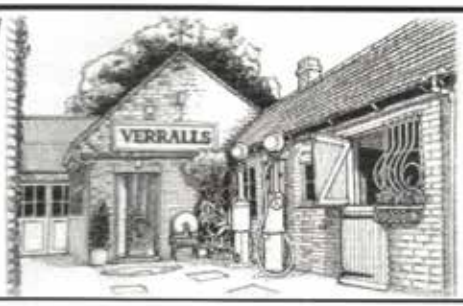
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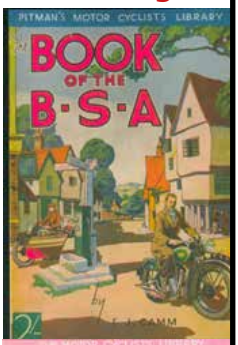


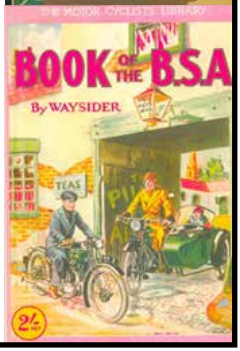


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2020 Classic Bike Events in Kent and Sussex

South of England Classic Show & 'Jumble : Sunday 29th March
Dave Degens of Dresda Triton: The Triton Years. South of England Showground, Ardingly, W Sussex RH17 6TL



Weslake at Ashford Classic Motorcycle Show & 'Jumble
Easter Monday 13th April: Ashford Market, Kent TN24 0HB
Romney Marsh Bikejumble: 10am Sun 17th May
Romney Marsh Classic Show & Bikejumble: 10am Sunday 21st June
at Hamstreet, Near Ashford, Kent TN26 2JD
South of England Summer Classic Show
Yamaha RD250LC @ 40! Sunday 12 July
South of England Showground Ardingly, W Sussex RH17 6TL
Romney Marsh Classic Bikejumble
10am Sunday 13 September: Ride-In Show
at Hamstreet, Near Ashford, Kent TN26 2JD
South of England Classic Show & 'Jumble : Sunday 25 October
70 Years of the BSA A10 Golden Flash South of England Showground, Ardingly, W Sussex RH17 6TL

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CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
Noon Saturday 1st February	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
7:30pm Thursday 6th February	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
8:00pm Tuesday 11th 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 Monday 17th February	**Club Night** **The Old School, School Lane, West Kingsdown, TN15 6JN**	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome New Venue
Sunday 22nd March	**81st Pioneer Run ®** Epsom to Brighton City Airport	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	Pre-1915
7:30pm Thursday 2nd April	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 4th April	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
8:00pm Tuesday 14th April	**Club Night** Broadlake Social Club, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
Sunday 3rd May	**10th Ixion Cavalcade** **The Reid Hall Boreham Street, East Sussex BN27 4SD.**	Ian Cockshull **Ixion # sunbeam-mcc.co.uk**	Pre-1940 New Venue
Friday 8th - Monday 11th May	**Warwickshire Weekend Kings Coughton, Warkwickshire**	Jenny Staple 01892 535671 jennybaz.staple # gmail.com	Pre-1940
2:00 pm Sunday 17th Mayl	**AGM The Shuttleworth Collection, Old Warden Biggleswade, BEDS SG18 9EP**	Paul Bullock 01959 562716 **secretary # sunbeam-mcc.co.uk**	Closed to Club New Venue
Saturday 23rd May - 24th May	**Conyboro Run & Autojumble** Six Bells, Chiddingly East Sussex BN8 6HE	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1940

2020

Date	Event Venue	Contact	
Sunday 7th June	**Rose of the Shires Run** Great Brington,Northants NN7 4JN	Rob Bayman 07850 870094 **robertbayman # btinternet.com**	Pre-1940 New Venue
Friday 12th June	**Steam and Cream Tea Ride** Bluebell Railway, East Sussex	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	All welcome.
Sunday 14th June	New Event **Silver Dollar Run**, Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Saturday 20th to 27th June	**36th Welsh Week** Llanbister, Powys LD1 6TL	Jack Kemp 07876 597697 **office # radnorrevivals.com**	Pre-1940
Saturday 27th June	**The Four Dales Tour** Arkengarthdale, North Yorks.	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1940
Sunday 28th June	**Third Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 **multuminparvo # hotmail.co.uk**	Pre-1915
Sunday 19th July	**Garden of England Run** Headcorn, Kent	Jo & Julian Swift 01233-756346 **julian # julianswift.com**	Pre-1940
Sunday 26th July	**The Second Oil and Steam Run** Launceston, Cornwall	Paul Dyson 07974 230840 **pdyson # jumbler.co.uk**	Pre-1940
Sunday 26th July	New Event **Suffolk Vintage Run.** Diss, Norfolk IP21 4PH	Peter Bennett 07889 765706 **peter # arthouse-design.co.uk**	Pre-1940
Saturday 8th August	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 9th August	**Fourth Summer Pioneer Run®** Wings Museum, nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1915 New Venue
Sunday 16th August	**58th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
Sunday 6th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 marj_35 # btinternet.com	Pre-1940
Saturday 12th September	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 27th September	**Seventh Romney Marsh Run** Romney Marsh Wartime Collection, Brenzett, Kent	Martin Hirst 01225 8111036 **gizmomrsduck # aol.com**	Pre-1931 Flat-tank only New Venue

Romney Marsh Run

Ian Gilbert



Nick Godwin and 1926 350cc AJS

