Sunbeam Motor Cycle
CLUB NEWS
Issue 892 June - July 2018

Always Ahead!



Dave Masters aboard his 1926 500cc BSA outfit at The Ixion Cavalcade. Photo: Carla Mckenzie

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd

Founded 1924

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Editorial and News

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Hello Everyone,

Following the unexpected resignation of Tim Penn from the post of Chairman, Arnold Marshall has become the new Chairman, so we welcome him back into the fold. Arnold of course needs no introduction, but we also have a new face on the committee as Paul Bullock has taken on the Secretary's job. Thanks go to Tim Penn for his stint at the helm.

Meanwhile, please note Ian McGill's new email address ***pioneerorganiser # gmail.com*** and don't forget to complete the Club questionnaire enclosed with this edition.

Keep 'em coming, all the best, Julie

From the Secretary

Paul Bullock



I first became interested in veteran and vintage motorcycles when I was introduced to them by a certain Geoff Morris who I met through my job in road construction. In chatting, he persuaded me to visit the start of the Pioneer Run at Epsom in 1980, which led to me finding and acquiring a 1929 250cc Ariel in bits, surprisingly it still remains in bits today as other motorcycle projects continue to get in the way.

I have always been interested in all things mechanical and have a keen interest in early cars, antique clocks and of course motorcycles. Since my first purchase I was lucky enough to have the opportunity to ride several of Geoff's veteran bikes (providing of course that I got them going!).

I now have several veteran and vintage bikes, my favourite veteran being a 1912 Hazlewood which has been in the town where I live for its entire life and a 1929 BSA which is slow but reliable.

I hope that I can serve the club in the position of club secretary as well as my predecessor Arnold who has already pointed me in the right direction several times as well as managing to clear all the relevant paperwork from his study.

I look forward to serving the Club for the next three years as secretary and should have got to grips with the job by then!

Deadline for August / September Issue: 15th July 2018

Standing Down

Tim Penn

Some of you may be aware that I have decided to step down as Chairman of the Sunbeam Club and I wanted to clarify why. I have a number of hobbies and interests and was beginning to feel I was spreading myself too far and too thin. I felt I was not able to give the role the amount of time required for the position and would, therefore, be letting the Club down as well as myself. I am sorry if I have let a number of people down but wish the Club every success for the future.

These are extremely testing times for Clubs with so many bureaucratic requirements, however I am sure there are members out there that really enjoy these things. My enjoyment is simply to ride old bikes.

I hope to see you around somewhere, sometime.

What Do You Want From Your Club Membership?

Baz Staple

In this Club News you will find a questionnaire in the form of a loose flyer. You will do the Club a considerable service if you could spend a few moments ticking some boxes and by adding any comments, criticisms or suggestions.

For many years we have organised three residential events: Welsh Week, Warwickshire Weekend and Shropshire Mid-Week Break. In the past two to three years there has been a considerable drop off in attendances, putting these events under threat. Welsh Week is no longer viable because of insufficient entries and will have to be cancelled next year if no more entrants come forward.

In addition, we have tried to establish and increase our number of one day events and extend them out of the South East. Typically, these are the Northern Pioneer Road Test in Yorkshire and The Rose of Torridge in north Devon, both in lovely riding country. These new events so far, have had a disappointing uptake, so what are we doing wrong or what should we be doing? The answers are in the hands of you, the membership.

The new Rose of Torridge Run for pre-1940 machines in north Devon on 20th May only received three entries and the hard-working organising team reluctantly cancelled this event, which is an enormous disappointment.

Please give us your support by filling in the flyer questionnaire and return using the enclosed stamped addressed envelope.

New Marque Specialist: Wall Autowheel

Julie Diplock

Alan Dignan, our current JES specialist, has kindly offered to help members with any Wall Autowheel queries too.

Alan can be contacted on 01743 891206 or **advantage # gmx.us**

See the complete list of Marque Specialists on page 24.

Pioneer Run® Sponsorship

Arnold Marshall

Members who received a copy of the Pioneer Run® Programme will be aware that Hagerty Classic Bike Insurance took an advertisement on the back page, what you probably are not aware of, is that they also generously sponsored this year's event to the tune of £1000 and loaned us one of their marquees to house the awards at Brighton.

I have already approached them with regard to sponsoring us again next year, quite reasonably they have replied that they would like to see how many enquiries they get from our members, as a result of their help this year.

Can I ask that our members spare the time to contact them for an Insurance Quote on 0333 323 1383 mentioning the Club by name.

I am hopeful that they will sponsor us again for what will be the 80th Run next year. Your enquiry will help to encourage them.

Sunbeam MCC Club Events: June and July

Julie Diplock

As the summer gets underway there are tons of Club events coming up, do come along, spectators are always welcome at any club run even if you can't enter the event. Entry forms are made available for all our events on **www.sunbeam-mcc.co.uk** or you can contact the organiser direct, their details are in the Club Calendar at the back of this magazine.

First up is the Rose of the Shires Run on June 10th, starting at the beautiful canal-side venue of Stoke Bruerne, Northants, closely followed by Welsh Week from 16th June with accommodation based at Llanbister, Powys. If you're not able to make Welsh Week then why not visit the Club Stand at VMCC Banbury, Oxon on 17th June or Romney Marsh Classic Motorcycle Show, Kent on 24th June?

Moving into July, the inaugural Northern Pioneer Run for veteran machines starts on Sunday 1st July at Leyburn, North Yorkshire or if you're based in the South then join us on our Club stand at Brooklands, Surrey. On Thursday 5th July you can enjoy a cream tea aboard a steam train on the Bluebell Railway, Sheffield Park Sussex. We'll have a club stand at the VMCC Festival of 1000 Bikes on 7th and 8th July at Mallory Park, contact us to book your machine onto the stand. The popular Garden of England Run on 15th July is based at Headcorn Airfield in Kent, a very interesting venue in its own right and a super location for the run around the Kent countryside. Our Club has a stand at the VMCC Founders Day at Stanford Hall, Leics on 22nd July, and this year's theme is OHC machines.

Looking ahead, there's still time to enter The Graham Walker Run, the new Bolney Vintage Run, the Summer Pioneer Run, The Gingerbreads and Greybeards Trials, The Constable Run, The September Challenge and The Romney Marsh Run.

Meanwhile, our regular club nights continue at Chiddingly (East Sussex), Great Bardfield (Essex), London Colney (Herts) and West Kingsdown (Kent). Support your club and its hard-working event organisers and get booked in now!

From the Membership Secretary

Brian Empsall

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

Eric Bailey	Wiltshire
Paul Bean	Kent
Derek Bentley	Surrey
John Brewster	East Sussex
Howard Burrows	Tasmania, Australia
Myriam Crump	West Sussex
Stuart Crump	West Sussex
John Hull	Middlesex
Andrew White	London

Contact Details

It is not often that the Club wishes to contact you other than with Club News but if the occasion does arrive it is much cheaper, and often more convenient, to do so by e-mail or by 'phone. On the reverse of the address label with this issue of Club News you will find the telephone number(s) and e-mail address we currently have recorded for you. If these, or your postal address, are in any way incorrect or not shown do please let me know and I will update our records. (My contact details are on the inside of the front cover of this magazine).

Please note that we will only ever contact you about Sunbeam Club matters and we will never disclose any of your details to any third party (including any other Sunbeam Club member).

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.*



Warwickshire Weekend

Dear Julie,
Due to a period of ill health I was obliged to ask Jenny and Baz Staple if I could cancel my entry to the Warwickshire Weekend event. I particularly thank them for their concern and help. My wife and I also thank the event entrants for the signed card they sent us. After 73 years of riding and at 88 years I should perhaps give up but we shall see.
Regards to all.

Peter Maddox.

The Pioneer Run® : No One Likes Change

Dear Julie,
I read with interest the Club News regarding the 2018 Pioneer Run. I have completed twenty-six runs on various machines. First a 1914 Sun Villiers direct drive, then a 1912 Sun Precision with a view to adding a sidecar to take my Wife, though she is not a motorcyclist so this did not materialize.
However, I did purchase a 1914 AC Sociable and thus fulfilled my ambition to take her on the run, which she really enjoyed. Age is starting to catch up with me and having two new knees I am unable to kick-start a bike. I purchased a 1914 OK Junior paddle-off with two gears and finally a 1912 OK Precision which I was able to use which was great.

For many reasons, I decided 2016 would be my last Pioneer Run. However, it seems possible from the year's run that an approximately halfway start could be a possibility, and I for one would take part and I am sure many others would also with our fragile machines and our bodies too! The achievement is not necessarily how many miles you do, it is arriving at Brighton seafront.

Of course, this would make more work as it would be necessary to have a halfway start although one could still sign on at Epsom, as apparently they did this year. There is always talk of keeping these machines on the road, and a shorter run for some might do this. Very few young people are interested so to be able to keep the Pioneer Run alive change will have to take place. The Banbury, Graham Walker and most other runs have various length routes to choose from. Look how the High Street is changing, banking, communications of all sorts, electric vehicles, driverless cars, removal of all diesel cars is going to happen so we are told. It would make sense to consider alternatives now rather than have rules forced upon us at short notice.

I am sure this will open up a can of worms, however I will keep my head down and await comments.
Joe Rush

Editor's Comment: *An interesting idea, starting at 8am from a half-way point would allow riders to get to Brighton earlier, and so avoid some traffic.*

How Can We Improve The Pioneer Run®?

Dear Editor,

Well, I needed to find something useful to do having found myself spared from a freezing cold afternoon preparing bike and trailer for tomorrow's Pioneer Run. My nephew Ross Fuller was entered as number 249 on my 1914 Calthorpe. Yes, I know the most recent bulletin on the websites says the show will go on but my sister and Ross live in Barnstaple, North Devon and cannot face the journey home from Brighton tomorrow in the forecasted treacherous weather.

So, without a rider the show is off for us. Disappointment all round. Two points for consideration -

1. The calendar timing of the Pioneer Run. My first event was in 1966 when I was 16 and just passed my bike test. I have since battled through all sorts of weather to get to Brighton in March over the ensuing 52 years. I used to ask my Dad 'Why March?' He muttered something as we wrestled with freezing cold spanners draining surplus oil from crankcases but I couldn't print it here. The weather is just as unpredictable today (global warming?!) and we always feel SO lucky if we get a dry Run above freezing temperature. I'm suggesting it needn't and shouldn't be that way, especially for us old farts who have long since given up the challenge of all-year, daily motorcycling to keep us tough. In combination with what I say below, I beg the Committee to consider a late-April or May date. Please tell me more about the 'Summer Pioneer Run' which I see is scheduled again for August this year.

2. The route. I don't doubt the wisdom of my Dad and boy-oh-boy have things moved on with respect to the traffic and the route. I think one of the most dangerous junctions in the UK for us Pioneers is as we travel down the section of the A23 towards the fly-over junction with the A27. We are pootling along on our bikes which are over 100 years old at maybe 20mph as modern traffic flies by at 70+mph. Very scary. BUT THEN we have to veer across two lanes of very fast traffic to align ourselves correctly to approach the roundabout. Frankly, I dread it! Surely that is not meant to be a feature of the day's experience? I note a letter from newbie Brian Smith on page 12 of the March magazine. Whilst I do not agree with all he says, especially about the slow-moving Brighton traffic where actually I sometimes get into interested conversation with modern motorists stuck in traffic jams, I sincerely believe we must look at the route with fresh vision and imagination. Something else my Dad said, 'it has to be March because of the increased summer traffic in Brighton'. If there was truth in that in the fifties and sixties, today the traffic in Brighton is gridlocked. We LOVE the safety and security of using the bus lanes and the traffic is arguably less of a problem to us. It's perhaps sections of the rest of the route that now needs re-consideration.

Let's please try harder to make the Pioneer Run less of an endurance/survival challenge. I'm happy to help if required.

Thank you for a lively magazine and greatly improved website.

Kind regards
Jim Nichol

Premier 3½HP 1911 - 1914 Cylinders

Dear Julie,

Due to the fact that many cylinders are developing cracks, and some having their heads and valve-caps blown off it has been decided to cast new Premier cylinders.

They will not be cheap, as the patterns for the foundry are around £4000, and then they will have to be machined.

If any Premier owner would be interested could they please contact me: remember no cylinder no riding your Premier!

Regards,

Brian Kingsley, telephone 01276 474129

Editor's Note: Many thanks for your letter, it's won you a Sunbeam MCC machine badge.

Belt Rims



Dear Julie,

There does not appear to be anyone in the UK and Europe generally offering to make belt rims at present. I was put in touch with Stephen Hood of Vintage Rims Australia, email **vintagerimsaus # gmail.com** by the VMCC.

I found Stephen Hood to be completely straightforward to deal with and the rim was made and forwarded to me with no drama.

Cost I think was very reasonable at £143.00. There was an extra £25.00 in taxes/charges paid to Parcelforce so a total cost of £167.00 delivered to me.

I have attached a picture, showing the rim fitted to the rim carrier which fits onto the ROC two-speed gear.

I hope this info may help others in need.

Best Regards, John Kidd

Hi Julie,

If you recall, we had a chat at the Stafford show about the problems of sourcing belt/brake rims and the making thereof. You had the bumper wheeze of suggesting that I drop a letter to the editor of the SMCC suggesting that this may be an area where the Club could take the initiative and possibly provide some financial support towards the manufacture of these vital components.

Well, as the rain thundered down today, I sat down to do this but then thought I should try and find out the exact state of play with my previous supplier, Bert Pol. So, I sent him an email to which he promptly responded.

Bert said that the man who was making the rims had to give up work because of a terminal illness but that the chap who assisted him has now taken over. Bert further said that he had not taken orders for a time because "It took some learning time to make a good quality belt-rim, but this is all OK now." Bert is now taking orders with about a month turnaround time and with a cost of about 260 euros plus postage.

In the light of this I thought it probably expedient to "give this a go" first. I need a brake rim for my '12 Triumph and if Mr Hellowell doesn't have one, I intend to order one from Bert and will report back....

Best Wishes, Chris Ronalds

Editor's Note: *From thinking there were no suppliers it appears there are at least two. Well known to many, Bert Pol is based in the Netherlands and can be contacted on 00 31 529 497417 if dialling from the UK, or by email* ***b.m.pol # planet.nl*** *or visit his website* ***www.bertpol-vintagemotorcycles.com***

Club Magazines Needing a Home

Dear Julie,

I wonder whether there is any member who would like to complete their set of Club magazines? There are 8, numbered between Nos. 724 to 760 (June 1990 to June 1996) and a whole run from No. 764 (February 1997) to No. 890 (February / March 2018).

We also have a set of pottery and glass items awarded to members at the end of each Welsh Week. I guess the pottery ones are collectable also as being local to the Aberystwyth area. Again, if any member is interested in collecting these end-of-rally items they could contact me by phone 01974 202723 or email **evansjobar # yahoo.co.uk .**

Secondly, John would like to record how very much he enjoyed his Welsh Week rides from 1998, after he had finished restoring his motorcycle, until 2013 when overtaken by ill-health.

With best wishes, Mrs Barbara Evans

Obituary

Brian Clark 1939 - 2018

Dave and Sue Blanchard

Brian was a very good friend and a mentor in my chosen sport of Pre-65 Trials. His golden period was the fifties when he was an extremely good scrambles rider, riding some of motorcycle dealer and employer Reg Gilbert's scrambles bikes, quite successfully and accidentally bending a few on the way! His obvious talent also got him a ride by introduction, on one of Bruce Daniels' road racing machines. He was more than capable of riding tarmac quickly. However, 'Off- Road Racing' was his main interest, never enjoying the road racing as much. He quit the tarmac competitions after a few rides.

I first met Brian at the Festival of 1000 bikes at the Brands Hatch venue during my very first trial in 1990. He had been retired from scrambling for some years but was about to make his off-road comeback in Pre-65 Trials. I had an extremely bruising awakening and didn't finish that trial, but I did finish with a bad wrist injury and disappointment. Brian was a great comfort and did his utmost to prevent me from retiring there and then. His words were: 'keep going because not all trials were as hard as this. Also, you will have great fun and make many friends along the way, off-roaders are a great bunch of guys' he extolled. His kind, cajoling, sensible and sincere words have all proven perfectly true! I owe this man a great debt for stepping into my life when I almost retired from trials at my very first event.

Brian thoroughly enjoyed the old-style Derek Wylde Pre-65 Classic series, winning the Girder Fork British Trials Bike Championship, plus many other well-known Pre-65 events around the UK, especially in the South and South East. When attempting sections on Maggie the 1939 350cc Matchless, his scrambling heritage was evident by the speed he negotiated the observed sections. My very first taste of being in a team, plus a team win, was with Brian Clark, who was riding the Chris Mawer Matchless 350cc, John Excell on his ex-Reg May BSA 250cc girder fork bike and me riding my ex-Ray Blackwell Ariel 500cc girder special. This was in 2002 in the Arbuthnot trial in Wiltshire. At the same event Brian scooped the competition (hard) route premier. Such warming memories for the three of us! Just over ten years ago Brian and his wife Jan retired to Portugal. He thoroughly enjoyed his life in the sunshine and was able to practise his other talents of singing and acting in shows. He was very capable in acting and sometimes played five different characters in one show! He also made a CD of old songs, dueting with an established much younger and well-known lady singer out in Portugal. His ability to see a funny situation and his follow up lightning strike remarks had people in stitches with laughter. His timing and sense of humour would do credit to a good stand-up comedian.

Brian loved life and crammed in as much as he possibly could. His cheeky banter, smile and laughter and his obvious motorcycling talents will not be forgotten easily. We will miss our dear motorcycling friend immensely.



Brian (L) aboard Chris Mawer's 1939 350cc Matchless, with Dave on the Ariel, at Hungry Hill, Aldershot 1995.

Club Meets

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 or **t110george47 # gmail.com**

April

Richard Rosenthal, along with his son Peter, travelled from Cambridge to give an excellent talk and kindly brought two of their machines of which more anon. Richard is a Club and Committee member and has co-created our superb new website with his daughter Lucy and son-in-law Justin, and many of us will know him for his contributions to 'The Classic Motor Cycle' (TCMC) magazine for almost 30 years now. Peter is also a Club Member and well known for his business 'Pete's Bikes' **www.petesbikes.co.uk** which supplies parts tailored for our older machines and his Pilgrim oil pump overhaul and repair services.

Richard gave a superb talk on the T.T. with slides as well as some weird and wonderful cyclecars and machines from the veteran era plus 50cc racing machines which lead nicely to the ex-Brian Woolley Kreidler 50cc racer that he and Peter had brought. Brian was a noted two-stroke tuner and highly respected for his work on Greeves machines and the Kreidler, an engine which had been originally intended to power a moped. The Kreidler was raced competitively between 1962-69 and Richard later became friends with Brian through working together at TCMC. Richard has demonstrated the Woolley Kreidler and continued its competition career by a first in his class at a North Weald Sprint.



1922 V-twin LMC at West Kingsdown

The other machine brought along by 'Equipe Rosenthal' is possibly the only known surviving V-Twin L.M.C. (Lloyd Motor Engineering Company), shown above. This little-known make was previously covered by John Hodson in his 'Obscure Makes' series in Issue 869 August/September 2014. This example is from 1922 and is one of the last machines the company manufactured before abandoning motorcycle production.

Club Meets

West Kingsdown April Continued

With its Sturmey-Archer gearbox and L.M.C.'s own engine, much like the side valve J.A.P. it is conventional for the time except the front brake lever cleverly operates a second brake block on the rear belt rim instead of an 'anti-lock' cycle stirrup front brake which had been the norm for several years on most makes.



1922 V-twin LMC rear wheel

The L.M.C. was acquired in the early 1960's by the late Bert Jeffery who rode in the Pioneer Run® for many years on a 1908 Singer. It had been completely dismantled then and by the time Peter purchased it all the parts had been mixed up in boxes with a veteran Humber project and half a 1921 Sun-Vitesse plus over the decades they had migrated to four locations in Buckinghamshire and Ramsay in the Isle Of Man! Remarkably little was missing from the L.M.C. or the Humber, which will also be back on the road soon. Using all their pooled knowledge, Peter and Richard were able to reassemble the machine back to unrestored, complete running order to gain an age-related registration number for an outlay of £120! Peter hopes to take part in a Club Run with it later this year.

Our grateful thanks go to Richard and Peter for making the journey to us and we were delighted that the attendance on the night was 40 plus, the biggest to date. Thank you everybody.

Next Dates at West Kingsdown:
June 18th
July 16th

Club Nights at Six Bells, Chiddingly, East Sussex

Paul Rees

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.

May Report

This was the first of our evening rides, starting from The Six Bells Chiddingly and via a devious route, finishing at The Star at Waldron. It was a lovely evening and well attended by riders and drivers. I think I can say that a good time was had by all and I look forward to our June run.

Next Dates at Chiddingly:

June 7th The Six Bells to The Rose and Crown at Fletching.

July 5th July club run is the Steam and Cream at the Bluebell Railway, details of which appeared in the last club news.

August 2nd August will be the fish and chip run, from The Six Bells to Seaford.

Club Meets

Club Meetings at The Vine, Essex

Frank Mace

A beautiful hot sunny day greeted me as I pushed the bike out for my ride to The Vine on the first Saturday of the month. The fragrant smell of the oilseed rape fields followed me all the way.

For the first time since we have met at the Vine, we dined 'Alfresco', sat round a very large table, shaded by an even larger parasol. Six bikes arrived: four Sunbeams, a beautiful 1924 Rudge bedecked with some of the most unusual ancillaries I have ever seen, and a BMW.

We were pleased to welcome Keith Collier and Frank Dolman from the Cambridge area for their first visit to The Vine.

Highlight of the day was Terry's exquisite and incredibly accurate working model of a Bullnose TT 80 Sunbeam which he brought along to show us. He has the full-size version too and apart from size you wouldn't be able to tell them apart. The model even has a wonderful patina.

On my return three Porsche speedsters, a D-Type and an E -Type Jag flew past the other way and then I had a good thirty-five miles of riding on my own, surprising as it was a Bank Holiday weekend!

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 2nd June at noon, then again on the 7th of July.

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



1928 350cc DOT at a previous meet at The Vine

Club Meetings at London Colney, Herts

Richard Tann

In conjunction with the Scott Club, 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:

Tuesday June 12th

Tuesday July 10th

Out and About

President Ian McGill's 80th Birthday Lunch

Geoff Morris

Eighty is a very good age to reach even in these days of increasing longevity and the committee, together with members of the dating committee and helpers, treated Ian and Barbara to an 80th Birthday celebration lunch on 9th May. The tireless Baz accompanied by Jenny had organized this at The Old House Inn near Burstow, conveniently close to Ian's home at Horley. It is a picturebook old hostelry with oak beams in abundance.

Baz and Jenny road tested the venue some time ago by having a preparatory lunch there, pronounced it highly suitable and did all the groundwork necessary to make the occasion memorable. Participants paid for themselves except for the guests of honour.

It proved to be an excellent location with a good selection of dishes. For example, the Chalk Stream Trout on the menu, preceded by soup and followed by fruit crumble which Chris and I chose, was delicious.

After the repast with Baz calling for order, Roy Plummer rose to congratulate Ian on the occasion and expressed the Club's gratitude for this hard-working man aided by Barbara. Ian reciprocated in a short speech to which the assembled company gave their appreciation. Held on a peerless day, warm and sunny, it was a display of thanks to a long serving official. It was good to see such members such as Richard Rosenthal and John Appleton who had driven a long way to participate.

It was a lovely social occasion and we all wish Ian and Barbara well for the future.



From left to right: Jacqui Harris, Arnold Marshall, Ian McGill, Barbara McGill and Bill Pile.

Stafford International: Club Stand 2018

Julie Diplock



Richard Lancaster pictured at the Cavalcade aboard the extremely rare veteran Velocette he displayed on the club stand. Picture Lynda Lancaster.



Raymond Albeson aboard his 1931 Sunbeam Model 9 project. Picture: Rick Parkington.

Warwickshire Weekend 11th - 14th May

Jenny & Baz Staple

This event started in 1993 as a yearly event but latterly has alternated with the Shropshire Mid-Week Ride, which is due in 2019.

This year the weather was agreeably sunny and dry for the 22 participants and it's always good to see a number of "other halves" coming along to make a good social occasion, as well as a good ride of approximately one hundred miles per day, interspersed by coffee, lunch and tea stops.

Malcolm and Judith Griffin, our route finders, massaged the traditional routes quite extensively in some places, taking out some of the boring bits by showing us some lovely villages we've not experienced before. It is blossom time of the year and some areas showed off in spectacular style.

Inevitably there were some machine hiccups, my usual reliable Velo came to a sudden stop after a spirited climb of Sunrising, but the missing part was found down the road and thankfully normal service resumed.

The most unfortunate episode was when Tim Eade, ex-TT rider, observed as a most careful rider came to grief on a corner, hitting the road edge and, according to Brian Walker who was following, describing an acrobatic somersault with the bike tumbling behind him. Tim himself landed in a deep ditch amongst assorted debris from previous motoring mishaps. He reappeared shaken and somewhat stirred feeling rather second-hand. A subsequent full check-up at A&E confirmed that extensive bruising was happily the only problem.

Tim's Christmas present came early after returning home when he received a surprise parcel from Malcolm Griffin containing the missing and expensive parts of his bike which were found residing in the breakdown van. So, all's well that ends well, as the Bard observed.

The hotel in Kings Coughton looked after us well and the evening meals were taken in a dedicated room allowing us to chat away merrily.

In conclusion we need to express our thanks and gratitude to the team of Judith and Malcolm who provided the super routes, the good refreshment stops and the breakdown service.

The atmosphere for four days is like a club within the club and fond farewells are made with the wish to meet again in the future.



Muster on the Warwickshire Weekend

Notes From The 92nd AGM at The Llama Centre, Wych Cross

Number of Members attending: 42.
Our president, Ian McGill, welcomed all to the Club's 92nd AGM and asked Tim Penn to Chair the Meeting. Apologies were received from 14 members:

The names of the following members who had passed away since the last AGM were read out:~

Mike Chenery
Brian Clark
Charlie Jenner
Josephine Holman
Colin Morris
Stan White
Brian Moore

This was followed by a minute of silent remembrance.

The Chairman reported that new events and Club Activities are being organised around the country and thanked all concerned for their activities on the Club's behalf.
He then announced that he will be stepping down at the 2019 AGM.

The Treasurer reported that the Club has shown a profit before tax of £7,795 largely due to a rebate from the ACU of £6,750 and the reduction in advertising spend of £1,655. However, none of our events had run at a loss apart from the Greybeard and Gingerbeard Trials.
The balance sheet has strengthened by £7,795.
The Treasurer indicated that he will stand down at the 2019 AGM.
The Internal Club Auditors for the 2018 -2019 are Roy Plummer and Baz Staple.

A plea for help from the Club Membership was made by our Trials Secretary who is working hard to keep this historically important section of the Club alive. Please volunteer to help.

85 new members joined since the last AGM bringing the current membership up to 730. Of the new members 47 came from outside the South East of England, so our drive to expand nationwide is working, albeit slowly, resulting in the geographical centre of our membership now being North West of London.

The Editor reported that the Club Marque Specialist Scheme now covers nearly 40 makes, more specialists are invited to step forward. We now have over 700 followers on our Facebook page, spreading the word to all, especially the younger element.
The Membership are reminded that the Club News is your magazine, so any comments or criticisms concerning it should be made to the Editor or the Committee.
A request was made for more space to be allocated to advertise the Club's own events more prominently in the Club's magazine.

The total number of machines on the Pioneer Register now stands at 2087. Thirty-eight machines were added during the year.

The Pinhard Trophy was awarded to grass track and speedway rider Luke Harris this year.

The proposed change to our Articles of Association, to allow postal voting by Club Members on future resolutions was approved. John Joseph is to advise the Committee on the changes and subsequent voting procedure.

The proposed Club Officers and Hon. Members 2018 – 2019 with the addition of Honorary Members Neville Lewis and John Sapsard were approved 'En Bloc'.

The following Club Awards 2017 – 2018 were presented by our President:

Presidents Cup	Rob Pond for his work introducing two new Runs to the Club Calendar.
John Olley Cup	Jon Dudley for his considerable work on the Pioneer Programme.
John Neave Cup	Julie Diplock for her dedicated work on the Club News.
Len and Marjorie Savage Ladies Award	Judy Westacott for her sporting riding in Events
John Grondona Cup	Baz Staple for campaigning his Velocette in Speed Events.
Sprint Record Cup	William Mace for his performance at The Brighton Speed Trials
Editor's Cup	Dr. John Hodson for his input to The Club News and proof reading services.

A special award was presented to Arnold Marshall and Jacqueline Harris in appreciation of their work over the last three years.

During the general discussion the following topics were aired:~

The importance of Risk Assessments for ALL our Events was stressed. It was agreed that the necessary action to meet this requirement should be taken immediately.

Some criticism of this year's Pioneer Run® was received but this was far outweighed by general approval of the Club's decision to run the modified route.

Support for new events sited away from the South East is sadly lacking. The Club needs to do more to advertise and encourage participation in these events.

Roy Plummer requested suggestions for a suitable venue to celebrate the Club's upcoming 95th Anniversary.

The Chairman closed the meeting at 4.15.pm.

Wanted: Volunteers

to Observe at our Trials Meetings:

Saturday 25th August Gingerbeards Trial

Sunday 26th August Greybeards Trial

At Jackson Woods, Horsmonden, Kent.

If you want to know more contact Neil Sinclair

07885-660939 sinclairndlp # hotmail.co.uk

The Ixion Cavalcade Bexhill-On-Sea, Sussex.



1914 Triumph ridden by Nigel Fear

Organiser Ian Cockshull said: 'The day was well attended with just under 40 entrants and apart from the inevitable pot holes everyone enjoyed themselves. We had "Sunbeam" weather that was just right, and just one breakdown (Tim Eade's magneto) and he was rescued and taken home.





The Cavalcade is based at St Barnabas Church, reflected in this 1937 Brough Superior petrol tank.



1923 Velocette

Photos: Carla Mckenzie

27 Sunbeam outfit
en by John Guppy.









Nicholas Goodwin
on his 1929 Scott



2018 AGM

Geoff Morris



President Ian McGill presents the Sprint Record Cup to Rob Kitchen on behalf of William Mace for his performance at the Brighton Speed Trials

This year, the Sunbeam MCC AGM was held at The Llama Farm near Wych Cross on the A22, East Sussex. It was very well attended in warm spring sunshine which was most welcome and glad to see a number of members arrive on bikes, some vintage, which livened up the car park no end.

John Hodson's car got well and truly stuck in a boggy grass area, but after my car couldn't tow him out and then a four-wheel drive van couldn't either, the Llama Centre came to the rescue with a neat four-wheel drive vehicle which was a cross between a small tractor and an ATV. An interesting exercise and no harm done, just some muddy wheels to clean as they had sunk a bit! *(Thanks to all who helped me at the time. I have often been called a stick in the mud but this is the first time I have been stuck in the mud! John H)*

This is a lovely spot to meet as its situation high on the Ashdown Forest is hard to beat and has lots of facilities and good menu on offer, besides the Llamas, Alpacas and Peacocks.

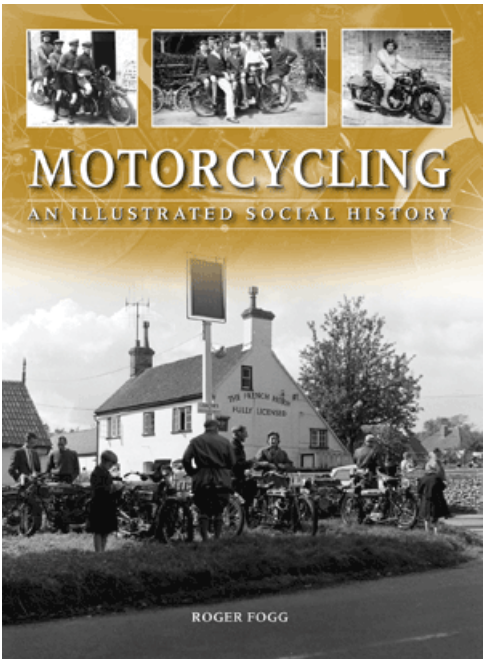


Outgoing Secretaries Jacqui Harris and Arnold Marshall accept their award from Ian McGill

Book Review

Motorcycling: An Illustrated Social History

Ian Kerr



Sometimes it is easy to miss some superb books about motorcycles and motorcycling in general when they do not come from the usual publishing houses that regularly publish such works.

So I have to confess that I missed "Motorcycling: An Illustrated Social History" written by Roger Fogg, a stalwart of the Vintage Motorcycle Club and published by Halsgrove in 2013 but thankfully now reprinted in 2017 and relaunched for 2018. (I now find they also have some excellent works on Speedway that I need to catch up with in their extensive diverse catalogue!)

The hardback book is a chronological look at the social history of motorcycling through what many would regard as the ˜Golden Age" that being the turn of the twentieth century to the mid-1960s. Instead of looking at any particular make or model, Fogg focuses on the everyday experiences of ordinary riders who recorded their personal, sometimes intimate, interaction with their machines by the use of photographs to record that moment in time.

In 160 glossy pages the author has used over 250 photographs (many of them appearing for the first time), to show how motorcycles have been used as a means of basic and affordable transport, for work and play, in war and peace, and in all kinds of sport and competition.

The superb period black and white images are very evocative and tell the story very clearly in seven chapters based on time slots, and each has a well written and well researched extensive caption to go with. In these Fogg brings new insights and social comment about the impact that motorcycles have had on our everyday lives, from fashion to necessity, from flappers to mods and rockers, from milkmen to racers, including some useful technical information.

Each page is well presented and the layout is excellent and it is easy to dip in and out of, although I found it was so absorbing several hours passed while just intending to read through a few pages which easily turned into chapters!

If you lived through this period you must get a copy and relive your past, but even if you are too young, you will get just as much enjoyment from every page you turn over, because as well we all know it is the people that make the motorcycles so interesting and the book is packed with real people using the bikes as they were intended!

Highly recommended and cheap at the £19.99 cover price. ISBN: 978-0-85704-197-5. Available from all good bookshops or direct from the publishers Halsgrove at **www.halsgrove.com**



Features and Articles

London Ladies Motor Club

Julie Diplock



I was fortunate enough to be given this rather splendid medal recently, and wondered if any Sunbeam MCC members could supply any information regarding it?

From what I can see, rather like the Sunbeam MCC, the London Ladies MC was somewhat mis-named as it had a strong focus on motorcycles and close ties to the Brooklands circuit. They appear to have been founded in 1927, and to have produced 'tongue-in-cheek' newsletters but a brief internet trawl hasn't revealed much as yet.

The reverse is inscribed '*E Winterbottom 1931*' and it would be great to find out who this was, and what the medal was awarded for or maybe it was a club keepsake, the medal format being more practical than a pinned badge? Answers on a postcard to the Editrix please.

A Penny Tip

Richard Bailey

When discussing the ins-and-outs of repairing holes drilled in mudguards from previous fitments (this tip won't work when filling holes drilled in the wrong place first time around!), my learned friend Ron Lewis suggested soft soldering a suitably sized copper coin to the underside of the mudguard with plenty of solder. This allows you to fill the hole a treat with little damage to existing paint and no distortion. Ideally a pre-decimal farthing or a groat would be most in keeping, but I found that modern pennies worked well enough.



Picture shows the underside of a mudguard under repair, with two holes to fill-in. I just hope I don't get arrested for defacing the coin of the realm!

Monty's Tips and Wrinkles

This soggy muddy and salty winter has caked the two or three machines I have been riding. Time for a heavy cleaning methinks, but how best to get to those hidden bits without use of a damaging pressure washer? To loosen the crust of winter what better than a brush with bristles all around, so down to the 'Poundshops' for a loo brush.

A bucket of soapy warm water and generous dips with the toilet brush liberally pocked and reciprocated in all those delicate little places, wheels, spokes, mudguards, under engine and frame, exhaust or the whole machine even. The bike is left with all details unclogged which can remain presentable, or if you are inclined, an old electric toothbrush and polish can be applied for a super clean.

Try the loo brush technique, but leave out the bleach!



THE NORTHERN

SUNBEAM MCC

Wensleydale

PIONEER ROAD TEST

The Sunbeam Motorcycle Club Ltd, invite owners of pre 1915 motorcycles to join them for the first Northern Pioneer Road Test on Sunday 1st July 2018 in the beautiful North Yorkshire Dales.

This social event will start and finish at Tennants Auctioneers site in Leyburn North Yorkshire, which has full toilet and café facilities, along with parking for trailers etc.,

The Veteran friendly route avoiding unmanageable hills is approximately 52 miles long, has no traffic lights and is on quiet country roads in and around Wensleydale.

An optional lunch stop has been arranged at Bainbridge village green.

Riders will be encouraged to stop as and when they like at any of the many places of interest en route, which include, for example :-

Middleham Castle – Home of Richard III.

Castle Bolton – Where Mary Queen of Scots was imprisoned in 1568.

Askrigg – Where 'All Creatures Great and Small' was filmed.

Hardraw – The highest single drop waterfall in the Country at 100ft.

Hawes – Famous for Wensleydale Cheese.

Bainbridge – Boasts the shortest river in the country.

Closing date for entries is 12th May, 2018.

For more details contact:-
Wallace Holmes on 01325 460 554.
e-mail mallumlnpsrva@hotmail.co.uk
or look on our website.

Sunbeam MCC Marque Specialists – May 2018

Julie Diplock

The following members have generously offered their services to the Club to provide information and answer queries on these marques:

Abingdon Motorcycles, AKD, Blumfield and Kerry-Abingdon: Bill Whiteley 07976 826380 **lonprops # blueyonder.co.uk**

AC Sociable : Ian McGill 01293 771446 **pioneerorganiser # gmail.com**

Beeston Tricycles : Richard Woodcock **rich.woodcock # gmail.com**

Blackburne : Rick Parkington, staff writer for Classic Bike magazine. Email: **rick # rickparkington.co.uk** Website: **www.rickparkington.co.uk** 01892 542802 or 07757 309158

BSA Model L (Flat-tank 1923 - 1928) : Rick Parkington, as above.

Calthorpe : Dick Weekes. Email: **buarthau # gmail.com** Website **www.calthorpe.info** or 01580 765603

Clement Garrard : John Waghorn, Sunbeam MCC Pioneer Registrar. 01322 224605 **jdwpioneer # outlook.com**

Coventry Eagle (1900 – 1940) : John Hodson. John has written the most comprehensive publication on the make, "Coventry Eagle - The History of a Motorcycle Company". Visit John's Coventry Eagle page here: Website: **www.coventryeaglemotorcycle.org.uk** John's contact details are 01322 524567 **johnh587 # googlemail.com**

FN (veteran singles): John Buckingham 01903 536244 **john.b60 # ntlworld.com**

Greeves (Trials models) : Rob Thornton 01403 713123 **rob.thornton # btinternet.com**

Indian (1928 on) : Rick Parkington, staff writer for Classic Bike magazine. **rick # rickparkington.co.uk** Website: **www.rickparkington.co.uk** 01892 542802 or 07757 309158

James : Paul Morley 01369 820 287 **pauldawnmorley # talktalk.net**

JES : Alan Dignan 01743 891206 **advantage # gmx.us**

Kerry-Abingdon : Bill Whiteley 07976 826380 **lonprops # blueyonder.co.uk**

Levis (pre-1915) : Rob Smith 01474 85423 **rob_sv650 # btinternet.com**

Martinsyde : Rick Parkington, staff writer for Classic Bike magazine. Email: **rick # rickparkington.co.uk** Website: **www.rickparkington.co.uk** 01892 542802 or 07757 309158

Morgan: Chris Booth CM Booth Collection. 01580 241234 **chris # morganmuseum.org.uk**

New Imperial: Andy Dean. Member of the New Imperial Owners Association for quite a few years and fairly good experience of most of the range right up to the really modern 1930's models. Andy's contact details are email: **andy # keephatch.net** Phone: 0118 9772178 or 07799 848914.

Norton (flat-tank) : Wallis Holmes. Telephone 01325 460554; Email **multiminparvo # hotmail.co.uk**

Premier: Brian Kingsley 01276 474129

Quadrant: Eddie Keightley 01234 870343

Raleigh : Dave Comber 01273 596101 after 7.30 **dcomber # btinternet.com**

Rex Acme : Rick Parkington, staff writer for Classic Bike magazine. Email: **rick # rickparkington.co.uk** Website: **www.rickparkington.co.uk** 01892 542802 or 07757 309158

Rover : Geoff Morris 0208 669 2812 **geoffbk15 # yahoo.co.uk**

Sidecars : Roy Plummer 01424 772598 **royjplummer # yahoo.co.uk**

Sunbeam (pre-1915) : Geoff Morris 0208 669 2812 **geoffbk15 # yahoo.co.uk**

Sunbeam (pre-1940) : Chris Pile 01435 864043 **christopher.pile # sky.com**

Triumph Veteran and Vintage : Mike Lawson Mike Lawson **hintonmotorcycles # gmail.com** 01258 472262. Mike has over 40 years' experience of Triumphs, and a large library.

Triumph 'C' series from 1929-32 : Rob Woodford **robwoodford1 # hotmail.co.uk**- models CN and CSD (1929-32) and the CO and CTT (1929-31)

Velocette (pre-War) : Dave Masters. Dave has written several books, including the classic 'Velocette: An Illustrated History of All Models 1905 – 1971 (ISBN 0 9537733 4 5). 01424 211873

maggirose # hotmail.com

Sunbeam MCC Marque Specialists – May 2018 Continued **Julie Diplock**

Villiers Engines from birth (1913) through to 1940 : Richard Rosenthal, staff writer for The Classic MotorCycle magazine. 01354 692423 **perlrose # waitrose.com**

Wall Autowheel : Alan Dignan 01743 891206 **advantage # gmx.us**

Werner : Brian Knight 01293 512113 **br_knight69 # hotmail.com**

These club members have all kindly volunteered their services, so do remember that while they are all experts they are not commercial concerns. Whilst I'm sure they will do their best to help, if contacting them by phone do ring at a sensible time and don't expect an instant response. If you feel you could

Garden of England Run

Sunday 15th July

Headcorn Aerodrome, Kent TN27 9HX

A great day out for all!

Cotact: Jo and Julian Swift

01233-756346 julian # julianswift.com

Visit www.sunbeam-mcc.co.uk

56th Graham Walker Memorial Run

Sunday 12th August 2018

The National Motor Museum, Beaulieu, Hants.

By kind permission of Lord Montagu.

Assemble from 9.45am, Road Safety Run starts at 1.15pm.

Open to Veteran, Vintage & Post Vintage Machines.

Entry tickets include access to the Motor Museum Palace House & Abbey. Entry forms will be posted to all past entrants or sent by email or you can download a form from www.sunbeam-mcc.co.uk

A Super Day Out for Riders and Family.

Contact Ian McGill: phone 01293-771446

Trials

Notes From a Trials Beginner

Andrew Leslie

I did the Beamish last year and it was great fun but I had to work hard at it. I was flying along but went into a 'puddle' that ended up being a lot deeper than I thought and water went everywhere. I only just kept the bike going but it wouldn't 'pull' at all and I had to slowly accelerate away. It didn't get any better, I couldn't go faster than 25mph on the road sections and I had to push it up some farm roads. I took the carb apart twice, I changed the spark plug twice but still nothing... I just made it up Haggs Hill after a run up, revving it like nothing else and slipping the clutch. The final five miles to lunch were up hill and I just couldn't make it so I tried to rebuild the carb one more time, but as I was doing that, the support vehicle came behind me so I had to give up.



Andrew aboard his 1961 250cc Greeves, previously owned by our great Clubman Peter Donaldson,







Andrew on the Greeves at a VMCC Taverners' Trial at Riley's Railway, Marefield.,

On the way to the lunch stop in the van, I was talking to another 'failed' rider and began to think that the water might've saturated the filter. I might as well try and take it off at lunch and see what happened. Well, after over two hours of fighting with the bike, it worked! As I was late to the lunch stop, I didn't have time to have lunch and just kept going. So with no filter, riding over rocky / dusty / muddy ground, I was flying again. I wanted to finish.

I'm not sure exactly where I was but I was then riding on top of some hills and trying to catch-up and, you guessed it, I seized it. The bike is setup for trial riding and so only really has a top speed of around 40mph (I really need to fix that for next year). I thought that might've been it all over, but after letting it cool down for a while, it started again and I was off.

The next test was the biblical wind and rain that tried to force me off the road. The rain was creating rivers across the road and I had my open-face trial helmet on so the rain (or was it hail?) was forcing my eyes closed. I could just hold one eye open at a time, nothing like partial vision. After battling all this way, I made it to the final re-fuelling stop. I was wet, hungry and getting tired. When I picked up my petrol can, I couldn't work out if there was two-stroke oil in it. It didn't look like it and the oil I use is red so it's normally obvious. I didn't want to risk it so a fellow friendly two-stroke rider gave me some of his, good old motorcycling fraternity.

After all this, I eventually made it just as everyone else was packing up but I had made it. I really enjoyed the whole day, maybe not at the time but it was great fun in retrospect. I've got a few things to change for the next one but really good to use the bike as it was intended.

I think I've probably moved from 'useless' to 'beginner' now and I sometimes don't get 5's all over!

Andrew at the finish, still in one piece and smiling!





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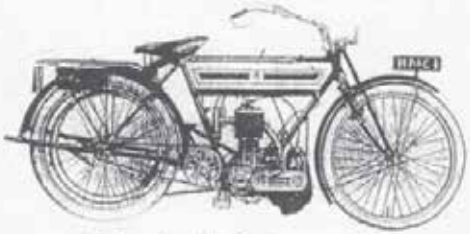
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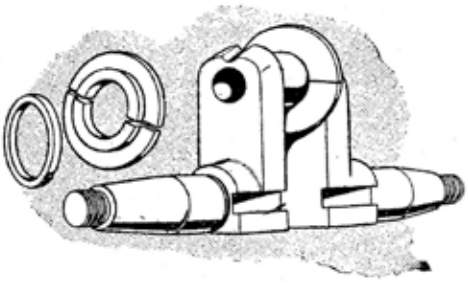
Wanted

INDIAN Hedstrom 7HP 1913/14 two speed gearbox, clutch and operating mechanism, kickstart mechanism, or any parts. JAP 680 1929/30's any parts. Please phone John,

Bike to ride! Urgently looking to purchase a saddle tank 500cc 1930-36 motorcycle, don't mind SV or OHV. Would like foot change, electric lighting, most importantly it needs to be original and correct. Would prefer private sale from club member who would feel happy the bike is going to be used. Contact John

For Sale

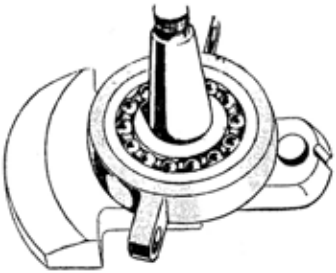
Free to Collector Club magazines: 8, numbered between Nos. 724 to 760 (June 1990 to June 1996) and a complete run from No. 764 (February 1997) to No. 890 (February / March 2018). Also a set of pottery and glass Welsh Week finisher awards. Email



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.

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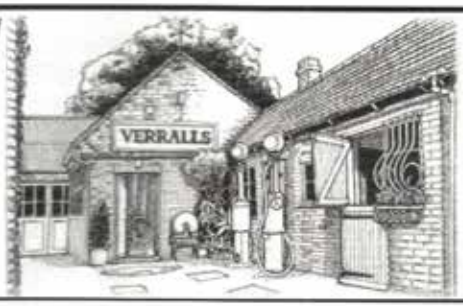
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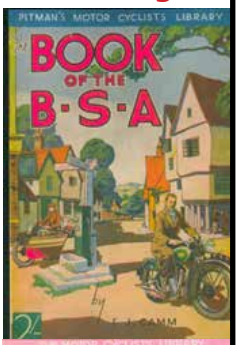


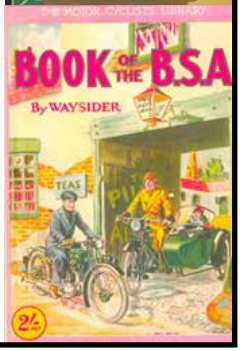


Motorcycle Books & Manuals: Bought, Sold & Exchanged

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



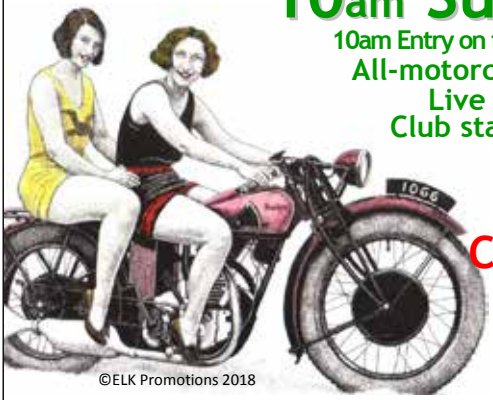


Contact: Steve Brown
steve # bsamanuals.com
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10am Sunday 24th June

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All-motorcycle Autojumble : Classic Bike Show
Live Music : Local Real Ale : Hog Roast :
Club stands : At Hamstreet, Nr Ashford, Kent, TN26 2JD



Summer Classic Show & 'Jumble
Sunday 15th July
Celebrating 70 Years of the
The BSA Bantam
South of England Showground, Ardingly, W Sussex RH17 6TL

Romney Marsh Classic Bikejumble
10am Sunday 16th September

South of England Classic Show & 'Jumble : Sunday 28th October
With Special Guest Colin Seeley : Celebrating 80 Years of AMC
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**

CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
Noon Saturday 2nd June	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
7:30pm Thursday 7th June	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Paul Rees 01323-844766 paulrees49 # yahoo.co.uk	All welcome
Sunday 10th June	**Rose of the Shires Run** Stoke Bruerne, Northants	Andrew Leslie 07599-291787 ajdleslie # gmail.com	Pre-1940
8:00pm Tuesday 12th June	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
Saturday 16th June - Saturday 23rd June	**35th Welsh Week** Llanbister, Powys	John Appleton 01296-623048	Closed to Club Pre-1940
8:00pm Monday 18th June	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome.
Sunday 1st July **New Event**	**First Northern Pioneer Road Test** Leyburn, North Yorks	Wallace Holmes 01325-460554 multuminparvo # hotmail.co.uk	Pre-1915
Thursday 5th July **New Event**	**Steam & Cream Ride** Bluebell Railway, Sheffield Park West Sussex	Ian McGill 01293-771446 pioneerorganiser # gmail.com	Closed to Club
7:30pm Thursday 5th July	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Paul Rees 01323-844766 paulrees49 # yahoo.co.uk	All welcome
Noon Saturday 7th July	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
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2018

Date	Event Venue	Contact	
Sunday 15th July	**Garden of England Run** Headcorn, Kent	Jo and Julian Swift 01233-756346 julian # julianswift.com	Pre-1940
Sunday 12th August	**56th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 pioneerorganiser # gmail.com	Pre-1940
Saturday 18th August **New Event**	**First Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Post-1914 - Pre-1931
Sunday 19th August	**Second Summer Pioneer Run ®** Handcross, West Sussex	Rob Pond 01306-628297 / 07907-649751 events # sunbeam-mcc.co.uk	Pre-1915
Saturday 25th August / Sunday 26th August	**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 9th September	**Constable Run** Monks Eleigh, Suffolk	Marian Johnson marj_35 # btinternet.com	Pre-1940
Saturday 15th September	**10th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	pre-1931
Sunday 30th September	**Fifth Romney Marsh Run** St. Mary in the Marsh, Kent	Julie Diplock 01797-344277 sunbeameditor # hotmail.co.uk	Pre-1931 Flat-tank only

Steam & Cream
Thursday 5th July 2018.
at The Bluebell Railway, Sheffield Park, W Sussex

Possible to ride to the event from The Six Bells, Chiddingly.

Train leaves from Sheffield Park station at 3.45pm for the journey to East Grinstead with Cream Tea enroute. Parking details for motorcycles will be sent with tickets.

Cost is £21.50p which includes unlimited travel on trains on the day. Tickets MUST be pre-ordered and paid for by Thursday 5th June 2018.

Order tickets through Ian D.McGill.

The Oaktree, 13 Victoria Road, Horley, Surrey, RH6 9BN.

Cheques payable to SMCC Ltd for full amount. Details in April/May Sunbeam News.

No refunds unless event cancelled.

The Ixion Cavalcade Bexhill-On-Sea, Sussex

Carla Mckenzie



Raymond Hudson (centre) with his 1920 Coulson at St Barnabas



Great to see Maggi Masters aboard her 1926 174cc Raleigh