Sunbeam Motor Cycle
# CLUB NEWS
Issue 898 June - July 2019
Always Ahead!



Caroline Sibley aboard her
1899 De Dion Bouton
Enjoying The 2019 Pioneer Run®
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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# Editorial and News

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*Hello Everyone,*
*The highs and the lows of The Pioneer Run are covered in this issue, as ever it was a great event, and the perfect weather made for super day.*
*Handed in after the Pioneer Run: one pair of goggles; if you lost a pair on the run then please contact the Secretary, Paul Bullock. Also, did anyone pick-up my Triumph footrest, which fell off somewhere before Handcross?*
*There's always a healthy response to our membership advertisements, so if you do have any club eligible wants or something to sell then do drop me an email.* *All the best, Julie*

## From The Chairman

**Arnold Marshall**

### The Dales Weekend

There is still time to join either or both of the two events planned for the last weekend in June. On Saturday the 29th the first Four Dales Tour starting at Grinton is open to all pre-1940 machines taking a circular 80-mile route (with some steep hills) offering outstanding views of this beautiful part of the country.

Sunday the 30th is pre-1915 day with the second running of the Northern Pioneer Road Test held in and around Wensleydale providing 50 miles of quiet veteran riding with no traffic lights.

Entry forms and regulations are available on the website and the closing date is the 21st June. Contact Wallace Holmes on 01325 460554 or at **multuminparvo # hotmail.co.uk** for more information or advice on places to stay.

### Volunteers Please Step Forward!

The Club is in need of help in order to continue to run some of our well-established events.

As you all will know our President Ian got a severe warning to ease up just prior to this year's Pioneer Run®, thankfully he is OK but we have to take the pressure of organising events off him and Barbara.

So, we need a person or team of persons to take over the administration of the Graham Walker Run, all the ground work for this event is done as after all it has been run for several years. Ian is happy to provide a guiding hand to whoever is prepared to have a go. Remember it does not have to be a solo effort.

We also need people to come forward to help with the organisation and administration of our premier event The Pioneer Run®. This year's run was organised with the help of a small steering group under the guidance of Ian and thank goodness this was the case; we would have been in a fine mess if it had all been left to Ian alone as in the past. We would like more people to join the steering group to bring their ideas and share the administration load so none of us get overloaded with work in future. **If you are prepared to help in any way please let Ian or any other committee member know immediately.**

**Deadline for August / September Issue: 15th July 2019**

# Notes From the 93rd Annual General Meeting

**Paul Bullock**

The 2019 Annual General Meeting of the Sunbeam Motor Cycle Club Ltd took place at the Llama Park at Wych Cross in East Sussex on Saturday 27th April 2019. Thirty members attended. It is believed that the fact that the AGM was on the same day as the Stafford Show caused a drop on numbers attending. Efforts will be made to ensure that this does not happen in future.

The meeting was opened by our President Ian McGill who welcomed all and asked Arnold Marshall to chair the meeting. The names of the following Members who had passed away since the last AGM were read out:-

| | |
|---|---|
| Peter Dawson | Stan Emery |
| Ron Farthing | Howard German |
| Roger King | Kenneth Mann |
| Joyce Plant | John Turner |

This was followed by a minute of silent remembrance. The Chairman reported that the Committee had been very busy this year, starting with the development of our Data Protection Statement. The Club's Safety Policy and Guide Lines for Risk Assessments have been developed as requested at last year's AGM and are now in place and working well. We have renegotiated our own insurance arrangements to ensure that we have correct and sufficient cover for all our non-competitive events, obviating the need for ACU involvement. This has greatly reduced the amount of paperwork involved in arranging events. It is hoped that more members will now be prepared to arrange non-competitive events around the country. It must be noted that the Club continues to be affiliated to the ACU and will continue to run competitive trials under the ACU permit system.

The Chairman stressed that some events are at risk unless people come forward to run or assist in the running of events. The events which are causing the greatest concern are The Romney Marsh Run, The Graham Walker Run, The Pioneer Run and Chiddingly Club Night. In addition, the Committee is in need of new members, male or female, with fresh ideas to take the Club into the future. If you feel that you can help please register your interest with the Secretary. Financially the Club remains on an even keel with a small profit before tax of £2,508.17.

The Membership Secretary reported that the Club continues to recruit new members with the membership currently standing at 754, however of these 113 have yet to renew their subscriptions for 2019. It was felt that a decrease in overall membership may occur.

The Editor reported that a lot of terrific material had been submitted to the Club News. The Marque Specialist Scheme continues to grow with over 40 makes covered. A good response was received to the recommended suppliers list, all suppliers of parts or services recommended by Club members. The Club's Facebook page now has over 700 followers.

The Webmaster is working on a Member's Only section for the Website and is pleased to report that the website remains user friendly for every device currently on the market, this situation continues to be monitored regularly.

The Events Secretary reiterated the Chairman in regarding the necessity for Members to come forward to assist in the running of events.

The Trials Section of the Club was involved with four trials during the course of the year. As usual observers are always required, no prior knowledge necessary.

Jane Anderson has taken over from Chris Pile as Quartermaster. The Chairman proposed a vote of thanks to Chris which was unanimously supported by those present.

The Pioneer Register now has 2113 bikes on it with two bikes awaiting dating.

The Pinhard Trophy was won by 19-year-old road racer Ryan Vickers, and was awarded to him at the ACU Awards Dinner on 26th January.

The proposal for consideration by the meeting that future AGMs should be held at various locations to reflect the increase in membership country wide was accepted on a show of hands with 14 in favour with none being against

The proposed Club Officers and Hon. Members 2019-2020 with the addition of new Honorary Members Katherine Hook and Gill Tarrant were approved 'En Bloc'.

The following Club Awards 2018-2019 were presented by our President:

## Notes From the 93rd Annual General Meeting Continued

**Paul Bullock**

**Presidents Cup:** Wallace Holmes for his initiative in organising the Northern Pioneer Road Test.

**John Olley Cup:** John Russell for his long-standing support as Club Steward for over 30 years at the Graham Walker Memorial Run.

**John Neave Cup:** Colin Bentham and John Appleton for all the hard work they put into running the Welsh Week successfully for so long.

**Len and Marjorie Savage Ladies Award:** Rowena Rosenthal for her spirited riding in Club events.

**John Grondona Cup:** Richard Duffin for his involvement and help at Kop Hill.

**Sprint Record Cup:** John Fuller for representing the Club at speed events.

**Editor's Cup:** Geoff Morris in recognition of his excellent contributions to the Club News.

**Charlie Jenner Cup:** Ian Hatton for assistance given to riders on the Pioneer Run over the years.

The Chairman then raised several matters. The Membership Secretary would appreciate a computer savvy assistant as keeping membership records on an Excel spreadsheet is not felt to be ideal.

The Trials Secretary requires people to act as observers at trials run by the SMCC during the year or they are in danger of not being held at all. Neil announced that he would be going to stand down at the next AGM and therefore the Club will need to look for a volunteer to run the Trials section, help would be given to any volunteers! George Smith has offered to assist whoever takes over the Chiddingly Club Night.

The Pioneer Run requires more members to volunteer to join the steering group. Mixed feedback had been received regarding the new Pioneer Route. It was still felt that the reason for changing the route was correct. The Pioneer Registrar said that he had not received any comments for or against. It would help considerably if riders commented on the route at the time to enable the steering group to decide if further action is needed. The floor was asked for any suggestions regarding the route. It was suggested that it would not be a problem if the Brighton finish at Madeira Drive was not used. The future restoration and development of Madeira Drive is uncertain and under discussion. The outcome may well have an impact on the Pioneer Run once a decision is reached by Brighton Council. There being no further matters to discuss, the Chairman thanked members attending and closed the meeting at 4.10pm.

## Club President Ian McGill Presents the Awards

**Photos: Chris Wright**

Ian presented the John Neave Cup to John Appleton (left) and the Editor's Cup to Geoff Morris (right).





# Oil and Steam Run Sunday 28th July

**Paul Dyson**

Back in the late 70's my wife and I honeymooned in Devon and she announced that we would retire to this very pleasant part of our country. About six years back we arrived and took ownership of a period farm with out-buildings. Now with a super workshop and great home we are enjoying the "slower life" (not slow at all). I should though be enjoying riding my bikes and soon discovered that the many sections had lots of ride outs. Sadly, arriving on my 1929 bike appeared to cause amusement with a statement will she be able to keep up? During this time, I was lucky to meet Mr Roger Fogg, author of "Lost Motorcycles of the 1920s", who suggested a ride for "them older bikes" (not my call, but those who queried the speed of my AJS). He suggested I have a chat with the folk at Launceston Steam Railway (LSR).




Machines at Launceston Steam Railway

I did and last year under the umbrella of the VMCC created a ride for Vintage and Veteran bikes. The route is about 30 miles of gorgeous Cornish countryside starting and finishing at the LSR site. I am following my late dear friend Roger King's format of a printed route sheet. Seven bikes turned up, Roger Fogg being one of the seven on his twenties AJS and it was a great success. Early this year I asked Baz if I could organise the now called "Oil & Steam Run" under the Sunbeam Club umbrella. After some strenuous help from Baz, forms were completed and the ride has been booked for the 28th July 2019. The run starts and finishes at the Launceston Steam railway. More info for the Launceston Steam Railway can be found here **http://launcestonsr.co.uk/**

I can help find accommodation for any intended visitors and there is plenty to choose from at reasonable prices. If you don't mind roughing it, even my farmyard or field can accommodate campers etc. for free.

So far, I have a promise of four bikes wanting to participate. So, for you Sunbeam members this is a new venture here in the South West for Sunbeam eligible bikes. Hopefully many of you will be contacting me for regulations to be dispatched immediately. The event will run no matter whether it be one or one hundred entries.

To conclude I had considered due to the distance to the South West having a couple of rides and an evening gathering thus making an extended weekend but decided maybe I should crawl before running?

## Oil and Steam Run Sunday 28th July Continued

**Paul Dyson**

This could change if those coming would like more entertainment, with the "Hartland Ride". This would start and finish at Bradworthy Village square (near Launceston). The route is around the North West corner peninsular dipping in and out of Devon into Cornwall. Very historic with a couple of interesting walking treasure hunts. So, two stops for treasure and a third for sustenance at another interesting historic location. This could be held on the Friday or Saturday before the Oil & Steam Run if people are willing? Thus extending it into a short holiday to include a rest day between, with the potential for a night gathering with a meal.

There is much history in the area, even the Tudor ship Mary Rose was captained by a local man of the area, so lots to see and do. My contact details for this event are: email **pdyson # jumbler.co.uk** and telephone is 07974 230840



Hungry folk tucking into a Devon High Tea.

## Setting Up the SMCC Club Stand at Ardingly

**Photo: Paul Bullock**




The Club is always looking for Members to show their bikes at events such as this, if you are interested please contact the Secretary for information.

## Recommended Service Suppliers: Update

**Julie Diplock**

Some updates to the service suppliers details list, first printed in the December 2018 / January 2019 Club News pages 20 - 22.

**Spring Making**

Paul Savage has passed his business on to:-
Argee Pointing Services, Neptune Works, Unit 8b, Palmers Road, East Moons Moat, Redditch B98 0RF
01527 510960 between 08:00 - 16:30 and ask for Mark or Ben, or email **info # neptuneworks.com**

**Tyres, Beaded Edge and Wired**

Vintage Tyres Ltd, The National Motor Museum, Beaulieu, SO42 7ZN. 01590 612261
www.vintagetyres.com **sales # vintagetyres.com**
10% discount off beaded-edge tyres and 5% off wired-on to members, mention Sunbeam MCC when ordering.

## Great New Venue For The Summer Pioneer Run

**Rob Pond**

We have been graciously allowed to start and finish the next Summer Pioneer Run on 25th August from the Wings Museum, which is on our previous route a couple of miles before Handcross. There is ample parking and a chance to wander around the world war two museum at a reduced rate. I hope this will be of great interest to all riders for a great day out and help this event to go from strength to strength.

For more information please go to **www.wingsmuseum.co.uk** and while you are searching on the computer it might be a good idea to go to **www.youtube.com** and search 'Summer Pioneer Run' for great film footage of last year's run all set to the music of George Gershwin's Rhapsody in Blue.

Hope to see all last year's entrants and hopefully some new faces. Don't worry we still have full breakfasts and presentations by actor Ian Kelsey, who is famous from Emmerdale and Coronation Street and a very keen motorcyclist.

## National Veteran Motorcycle Rally Australia 2021

**Sharon Rudler**

The Indian Harley Club (Bunbury) Inc. is hosting the 13th National Veteran Motorcycle Rally in 2021, in the beautiful South West of Western Australia in the town of Manjimup.

When: Sunday 17th October to Friday 22nd October 2021
Where: Manjimup, Western Australia
Headquarters: Tigers Football Clubrooms, 40 Collier Street, Manjimup
Format: Day runs of around 100km from the rally headquarters
Roads: Country, undulating
Attractions: 85% of the Shire of Manjimup is State Forest, Reserve or National Park, along with the Manjimup region and its surrounds classed as the food bowl of Western Australia. Manjimup is rich with fine produce including local wines, avocados, roasted chestnuts, cheese, ginseng, green tea, black truffles, and marron. The famous "Pink Lady" and "Sundowner" apples were created by John Cripps in Manjimup.
Other Events: For those riders who would like to maximise their experience in Western Australia, The Pre 48 Section of the Indian Harley Club (Bunbury) Inc., will host an event after the National Veteran Motorcycle Rally, on Saturday 30th & Sunday 31st October 2021. This event will be based closer to Bunbury.
Various accommodations are available from B & Bs to Holiday Houses, Motels, Hotels, and Caravan Parks. As well as Manjimup and surrounds, there is also Pemberton which is 32km and Bridgetown is 38kms from Manjimup.
We hope to see you all in Western Australia in 2021. If you have any further questions, please contact us. Sharon Rudler (Rally Director), PO Box 1, Boyanup WA 6237 **shaz.muzza # westnet.com.au**

## From the Membership Secretary

**Brian Empsall**

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

| | | | |
|---|---|---|---|
| Rob Bayman | Northamptonshire | Michael Herriott | Kent |
| John Bodsworth | Hampshire | Katharine Hook | Kent |
| Chris Elms | Somerset | Peter Nash | Kent |
| James Gaisford | Wiltshire | Yvonne Suters | Hampshire |
| | Gill Tarrant | Surrey | |

**2019 Subscriptions.**

Thank you to all those members who have paid their subscription for 2019. If we received your payment by mid-May you will have either already received your membership card, or you will find it with this edition (June - July).

I know 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. Future editions of Club News will not be sent to any member who has not paid their 2019 subscription. Payment can be made by cheque, PayPal or internet banking. Full details are on the reverse of the address label with this magazine and on page five of the December / January magazine.

***If you are in doubt, please read the reverse of the address label with this magazine to see if you or any family members are in arrears.***

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## 2019 Pioneer Run® Starter Badges

**Ian McGill**

The Sunbeam Motor Cycle Club apologises for the starter badges being at the finish rather than the start of this year's event, the consequence being that riders that signed on and started but did not finish did NOT receive a badge. If these riders would please email me **pioneerorganiser # gmail.com** and state their name and rider number I will send a badge by post to their address.

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## Club Events

**Baz Staple**

The future of the club relies on us running enjoyable and interesting events, both off-road and on-road. This article concentrates on the latter non-competitive events. Our largest event is of course is the Pioneer Run® and we have various other events, large and small in a growing range across the country, but we definitely need more.

We need more events to satisfy our growing membership and this is where help is required, plus the older organisers need to hand over to a younger gang. Can you and a friend help?

So, what is needed in organising a new event? The successful formula is to find a start and finish venue, providing sufficient space and a willing landowner. This is not difficult, particularly if they see it as a joint venture with some extra trade and interest for their clientele. An essential is toilets of course and it is also of benefit if the riders' family or supporters have something to see or do when the rider is out doing his/her stuff.

The venue needs access to suitable roads and route, just think of our other events, they don't need to be in the country, there are suitable towns and villages that will fill the bill. What about where you live?

It is up to the organiser to decide whether they have veteran, vintage and post vintage or a combination of these. The paperwork is now simpler than it was last year and every assistance will be given by the events team, i.e. Jenny and Baz Staple who can also provide examples of all required paperwork, such as entry form and regulations. Just get in touch, our contact details are on the inside cover of this Club News. Please give this some serious thought – over to you!

# 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. Also available from our Regalia Officer.*
*If you are posting photos or literature to me then please enclose a return SAE if you would like them returned.*




## Members in Brief

### *Pioneer Run® 2019 Thanks*

Hi Julie.
Please convey my heart felt thanks to whoever it was that picked up my Arno tools from the road and handed them into the organisers of the Pioneer Run. Also thanks to Baz and Jenny Staple for arranging their safe return to me via Paul Bullock. I was so pleased to receive them back since a couple of the spanners I had to make to fit the odd sized valve caps and engine pully 40 years ago! Perhaps it is time to jettison my disintegrating BEA bag that they slid out of?
Best Regards, Colin Jenner

Dear Julie,
I would be very pleased if I could express, through the magazine, my very grateful thanks to all the people who helped me when my machine caught fire, after the roundabout at Cowfold on the Pioneer Run last Sunday. From tea and cakes to fire extinguishers so many people helped in many ways and with all that was going on, I was unable to thank them all personally. I can assure you that my Phoenix will again " ARISE FROM THE ASHES". My grateful thanks, once again, to all.
Sincerely, David Dickerson

### *Club Small Advertisements*

Hello Julie,
For some time now you have been printing a wanted ad. on my behalf for an inlet port dust cover. I have now received one, please therefore delete the ad!
Regards, John Pocklington

Hi Julie
Many thanks for putting my ad offering my Lucas KSA1 mag for sale in this month's magazine. It sold on the same day that the Club News came through the letterbox!
Best Regards, Brian Philpott

Hi Julie
I have successfully sourced a veteran as I was advertising for in the Club News so thank you so much. If you will now withdraw my advert I would be grateful
Kind regards, Barry Care

### *Club Magazine*

Hi Julie
I would like to express my approval of the decision to use biodegradable wrappers for the last two editions of our excellent magazine. Let's hope more Clubs and Distributors follow our example.
All the best, Keith Claridge

# Letters

**Wooler Information Wanted : Club News April – May 2019 Page 40**

Dear Julie,

I'm pleased to rejoin the SMCC, the Club News truly represents the early motorcycles, it's a pleasure to read and has splendid pics. First on the agenda is to confirm that Paul Savage, the spring-maker has passed his business to Argee Pointing Services (*Editor: contact details appear on page 6*).

At present, I am at a loss to have the thin-walled tube used for the induction and exhaust pipes on my 1912 2¾ HP V-twin Royal Enfield repaired. Two 'expert' concerns have failed, and ruined both 18" lengths of tube I provided, whilst the third firm won't attempt the job. Any suggestions?

I was rapt reading about the Wooler motorcycle. Apparently, ME 1095 was a new design for 1923. The other Wooler exponents I knew of were Laurie Fenton and John Round, of Birmingham. My late father acquired a 1919/20 model "for a song" from 'ull (John Hull, Wooler Managing Director).

The Wooler was restored by Dad and made a runner. It proved difficult to start with a CAV magneto and Binks two-jet carb fitted, both items standard, I think. I well remember Dad leaving the bike outside his garage, giving me specific instructions: 'Don't be trying it'. I translated this to something else when Dad was on a business appointment and out of sight 10 miles away. Petrol on, and after two long pushes - nothing. Plugs out, wet; so dried-off and replaced. With another push it fired up and I was in the saddle trying to stop it. Alas no! I was out of the long drive and onto the main road with still trying to stop. The exhaust valve lifter was tired, but to no avail as there was too much slack. Next to juggle with the gear-change to bottom the engine drive pulley, again to no avail. With difficulty, as it was a long reach, I turned the fuel off. I kid you not, after two miles further the Wooler spluttered to a standstill. Yup it would achieve its 311 miles per gallon on a long push home!

Dad entered the Wooler in three or four local events and the Binks carb was replaced with a Brown and Barlow which was better. The brakes made it uncomfortable, nay dangerous, to ride as the miniscule front-hub brake would snatch the 'bars around to the right, while the rear brake fixed pedal / shoe assembly could jam and lock the sprung rear wheel belt-rim.

What else? After six miles or so of running it would slow up, then free-off to run like a good 'un. I noticed this on a local run in the early sixties. Dad was in front riding the Wooler with younger brother on the pillion seat followed by Walter Green on his 1913 BSA, then me on a 1921 Rudge-Multi. Next a big cloud of blue smoke engulfed the Wooler; Walter and I stopped to see what's up? Walter noticed an oily smoking cord or wick or gauze in the road. The oil filler cap was missing (sump), a cork blown out of the frame-tube, timing side. You may have guessed. Dad didn't understand the Wooler's lubrication system. I think the oil was circulated from the sump via the frame tubes, and I seem to remember very small chain driving something in the sump. But hey, that was 57 years ago, a long time ago. I believe it was the late Oliver Langton advised Dad to rectify that fault, but not the brakes. Oliver was the jovial character that visited Father on occasions.

It was only when I got dragged off my Rudge-Multi later on in the year on our Topcliffe Rally where the grand finale was the Sutton Bank Hillclimb. It rained all day, and the corner of my grossly oversized leather coat, which was wet-through and sodden, became entangled in the pulley. Oliver came to my rescue, stating that the leather coat I removed was akin to a pillion passenger. A restart on the steepest part of the hill, with dented pride, the Rudge made it to the top of the bank. Oliver arrived in a timely manner with my coat and lunch bag saying "no mean feat for a bike with a high bottom gear. Do you want another to keep it company?" he asked. Yes, yes please! So that day in 1961 I acquired a 1923 TT Roadster Rudge-Multi. Now, I wonder if that chap in the Netherlands can make the rear wheel belt-rims?

Regards, David H Frank

**Wooler Information Wanted**

Good morning Julie,

Hope this finds you well? I had meant to write to you regarding the plea for more information on Robert Spreadbrow but due my preparations for the 80th Pioneer Run I was side tracked somewhat!

Now I am no expert on Wooler history but since I rescued my flat-twin Wooler (John Wooler did not like the title 'Flying Banana'!) I have gathered a lot of information on Wooler and would like add a bit more to Robert Spreadbrow & Laurie Fenton.



The photo to the left shows Laurie on the veteran Wooler which was a regular competitor in the Pioneer Run. Robert Spreadbrow is next to Ron Wooler on his version of the Wooler Flat Four.

The picture below is of Robert Spreadbrow on XN 9621 at what looks like Brighton in the early fifties, unless I am completely mistaken this is the same Robert Spreadbrow. XN 9621 now is on display in the London Motorcycle Museum.

I can also advise that there is a Pathé News Reel on **www.YouTube.com** titled 'Wooler Motorcycles'. The film is short but features John, his son Ron and Laurie Fenton with the pipe.

My own Wooler is a 1920 flat-twin and is used regularly on veteran and vintage runs up here in Scotland and has proved a very reliable machine.

Hope all this helps fellow Wooler enthusiasts.

Kind regards, Bill Dunlop

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



## Brighton National Speed Trials

Dear Julie,

Having read the article about the Kop Hillclimb in the current Club News, I thought the membership may be interested in another event in September, namely the Brighton National Speed Trials on Saturday 7th September.

Considered to be the longest running motor sport event in the world, as it first ran way back in July 1905, its current format is a standing-start ¼ mile sprint along Brighton seafront's Madeira Drive (just to the left of the pier).

The event is run by The Brighton and Hove Motor Club, and features both cars and motorcycles ranging (usually) from the 1920's up to current day, with the motorcycle side of things run, by kind invitation from B&HMC, by the Sprint Section of the VMCC. Main sponsor (for many years) is Frosts Cars Ltd of Brighton and we thank for them for continuing to support this historic event.

Out of interest, to my knowledge there are at least four SMCC members who compete. Spectator entry includes a free programme and full paddock access, so there's the opportunity to get to the see the vehicles at close quarters and talk to the competitors too.

Details of the Speed Trials can be found on the web as follows: Brighton & Hove Motor Club website - **www.brightonandhovemotorclub.co.uk** and the VMCC Sprint Section website **www.vmccsprint.co.uk**

Regards Tony (full name supplied)




Frank Clarke's 1936 Brooklands JAP breaks the start line timing beam for a run of 15.90 secs at 67mph

## The Ellis Journey

Hello Julie

Ian Hatton at Verralls has suggested I contact you to see if you can help me find interested motorcycle enthusiasts to join our event, The Ellis Journey on Sunday June 30th, a celebration of the first recorded journey by a motorised carriage in the UK. We have over 40 pre-1905 vehicles recreating the run but we have no motorcycles entered, so I invite any owners of pre-1905 motorcycles to enter.

The Ellis Journey is a recreation of the first recorded journey of a motor vehicle in the UK in 1895. The original vehicle (which is now displayed in the London Science Museum) was owned by a Datchet resident, Evelyn Ellis, and it could be said that this journey was effectively the birth of motoring in the

## The Ellis Journey Continued

UK so historically a very significant event. It's a non-competitive event of approximately 48 miles (24 miles for pedal cycles) and is open to all makes and types of two, three or four wheeled mechanical vehicles built up to 31st December 1904. Entry vehicles can be powered by petroleum, spirit, steam, electric and including pedal cycles and other horseless mechanical road transport with or without motor power.

To give you a flavour of the arrival destination proceedings, vehicles arrive throughout the afternoon, being announced by the Windsor Town Crier, then park on the village greens in the centre of Datchet. In addition to these veterans, there will be historical displays in the WI Hall, food and drink, a BBQ at the village pub on the Green, as well as entertainment from our Datchet Morris Dancers, a ukulele band and Jazz band so a great village atmosphere for the whole family, set to a Victorian dress theme.

Event entry details and additional information can be found on the website **www.ellisjourney.co.uk** or you can contact me direct by email **allen_corcoran # yahoo.co.uk** or ring 01753 547 090

Thank you, kind regards

Allen Corcoran

## Lady Motor Cyclists

Dear Julie,

I have read the letter from John Kidd in the April magazine and I have some photos of lady riders from the old days. To the right is Betty Lermitte who drove for Royal Enfield and later for Rudge. Below, from 1910, at an all-motorcycle trial is Muriel Hind with her 1907 Blue Devil Rex. Note also the beer bottle on the bike next to her!

Yours, Roel v Maarseveen

***Editor's Note: Splendid photos Roel, thank-you for sharing them. Your eyesight must be better than mine, as I can't spot the beer bottle!***



## Lady Motor Cyclists : Betty Lermitte



# Ken Blake

**Ian Young**



Ken and Shirley Blake
1962 Pioneer Run

It is sad for me to record the peaceful passing of Ken Blake, a very long-standing and respected club member. It is particularly touching for me since Ken was responsible for introducing me to our marvellous hobby which has governed my life for sixty plus years.

In 1960 Ken ran the workshops for Commerfords, the large motorcycle dealers at Thames Ditton. It was obvious to all that his skills and knowledge of all types of machine was almost unique, as shown subsequently with the hundreds of veteran and vintage machines which he bought and restored to award winning standards. To illustrate this, a customer visited his employers in a condition of great stress, his Panther outfit had suddenly developed a major mechanical problem and the owner was preparing to take his holiday that day. Ken dropped all other work and proceeded to strip the engine and rectify the problem, allowing the grateful owner to set off on holiday.

On one of my many visits to Commerfords my eyes fell on a stunning veteran Rover on display and I was immediately drawn to it, without any knowledge of early machines. I had an immediate impulse to own it. Sensing my interest, Ken appeared and said it was for sale at a price of £100. I said I would have it, but did not have all the money so came to an arrangement to visit his home with instalments until I had paid for it. For some reason, I obviously endeared myself to Ken with him teaching me how to ride it. Ken subsequently took me to my first vintage meeting at Sittingbourne and I was awarded a silver spoon which I still cherish. My next meeting was to the Banbury Run at Honewell Aerodrome. Needless to say by now I was fully 'hooked' and initiated into the world of veteran and vintage bikes.

I continued to meet up with Ken and Shirley over subsequent years at Beaulieu, the Isle of Man, Brighton, Banbury and other major events. The commendable and possibly unique feature is that in most events Ken and Shirley were riding together, as Shirley had become a skilled rider of a wide range of different bikes. Consequently, in my various judging assignments over the years I selected both for a variety of major awards.

Ken and Shirley moved to Parkstone and set up a business named Etna Motorcycles selling the East German CZ. This budget bike sold well, until Ken decided only to restore and work on old machines. In one Pioneer Run, Ken was riding a huge Brixton built machine of 1903 powered by a 1.5 litre engine. This was a 'one-off' make and called an Etna, hence the name of the motorcycle business he ran. Ken was always ready to give advice to new members who joined our ranks.

To illustrate his amazing knowledge and experience I was riding with Ken on a four-day event in Holland, when I complained that my 2¾HP 1914 Douglas was using large amounts of petrol. Ken stripped the carburettor and cut a length of wire from a wire brush. This was inserted into the jet, now giving me perhaps the most economical Douglas ever!

Ken always had a soft-spot for the Douglas marque and restored many interesting and rare models. His love of Douglas bikes goes back over years because a distant relative was a famous Douglas rider from the veteran era. Ironically I was reading a new issue of the Douglas Club magazine which featured Ken and Shirley with a lovely 90 Plus Model when my 'phone went advising me of the sad news. I immediately rang Shirley who told me that Ken had died very peacefully aged 88.

Farewell from the many people who had known and ridden with Ken and Shirley.

# Obituaries

## Howard German 1932-2019

**Alan Turner and Baz Staple**

We sadly record the demise of Howard after a long illness, having spent sixty years in motorcycling, from veterans to racing.

Howard and his brother Michael whilst still at school did paper rounds for pocket money with the intention of buying a motorcycle. Michael bought a Royal Enfield Flying Flea and Howard purchased a claimed complete 1912 Triumph at £2.10s (£2.50). He got it home on a borrowed street trader's barrow. Members of the local VMCC helped him with the inevitable missing pieces. He utilised a war surplus Corgi to pass his test! Now with the Triumph running he entered the 1950 Pioneer Run® with one daily Newspaper stating "Schoolboy rides old crock to Brighton".

On doing his National Service with the RAF it was a dream period, securing a place in the engine workshops at the training flight at Halton, just a few miles from home. The careers officer there, Flight Sergeant, and other keen motorcyclists indulged themselves in their interests, particularly on Sundays being excused from Church parade on vague religious grounds.

It was perhaps good fortune, but more likely Howard's enquiring engineering and enthusiastic mind, as well as a pleasant way of dealing with people, that he gained the acquaintance of influential people in racing circles, such as Clive Waye, Geoff Murdoch, Stan Pike, Rex Judd, Frank Perris, the Sheene family and Bertie Goodman, the Velocette supremo.

Howard was a very slim young man when he achieved the Crystal Palace race circuit's record for 50cc machines, which he held in perpetuity. His early racing endeavour was at motorcycling's Silverstone Saturday in the vintage category on a 250cc Royal Enfield Blackburne. It cost £20 with a spare engine and was said to have Brooklands provenance. Geoff Murdoch of Esso Oil provided lubricant free of charge, who turned to be the original owner of the bike and had indeed used it at Brooklands. At the race itself, a handicap, Howard was first away and was never caught by the pursuing pack. He then paid £30 for a Rudge from Stan Pike. He rode a JVS in 1953 at the Manx Grand Prix but the bike was uncompetitive. He also took part in long distance trials, enduros, sprinting and hill climbs and of course on the Pioneer Run on his beloved veterans.

On a handicap race using a borrowed vintage mark 1 KTT Velo at Thruxton, Howard was last away when others were nearly completing their first lap. By inspired riding he just caught the leader on a 500cc Rudge Ulster to win. On the same machine, now on methanol, he entered a modern race at Mallory and was satisfied with third and fourth places. Tony Godfrey riding a modern mark 8 KTT Velo, the maker's ultimate OHC offering, could not match the speed of the flying 1930 mark 1.

He entered long distance events such as the Thruxton 500 for production machines, then the high-profile event of the fifties and sixties. The entry list being a who's who in British road racing talent. In 1964 Howard and Alan Harris raced a Velocette Venom Clubman entered by L Stevens, Velocette specialist which achieved third overall and was the first 500cc home, heading a 1-2-3 for Venoms. The Goodman family were so impressed they created the Thruxton which went onto the market in 1965. Howard made friends with many in racing circles, such as the Montesa and Ducati teams, plus Francesco Bulto. He married Anne In March 1959 who had already accompanied him on many of his racing excursions, and the Best Man was Clive Waye.

About this time he came across a Velo rider in trouble at the side of the road and he towed it home with the rider stopping a couple of nights whilst Howard sorted it out. The rider turned out to be Peter Williams and when Howard needed an AJS 7R he got a tuned one from Peter's father, AMC race shop supremo, Jack Williams, with the engine reputedly producing the same power output as that prepared for Bob McIntyre.

**Howard German 1932-2019 Continued** **Alan Turner and Baz Staple**

In around 1959 he got involved with Clive Waye's project Drag-Waye of revolutionary design, which eventually achieved 10.19 seconds for the quarter mile. In 1965 Howard took a nasty tumble and decided with Anne it was time to move into organisation and became the team manager in the Drag-Waye project.

Howard, a consummate motorcycle enthusiast at all levels, he was unable to enter the 2019 Pioneer on his beloved Rudge Multi, but son Paul did so in his memory and enjoyed the ride.

Howard was always modest concerning his considerable achievements and had a kind attitude to people and was always happy to help. He was a member of the Sunbeam MCC, VMCC and APMC and will always be remembered as very human and a gentle man.

We offer our sincere condolences to Anne, Paul and all other family and friends.

# 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:**
**June 6th; July 4th**

## 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:**
**June 11th; July 9th**

## 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 **frankmace # ymail.com** or on 07497 000981.

**Next Dates at The Vine**:

**1st June at noon, then again on the 6th of July.**

# 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 / 07929 883665 or **t110george47 # gmail.com**

### March

To get us in the mood for the Pioneer Run® we welcomed Club members Jon Dudley and Colin Jenner and their Veteran Arno motorcycles from 1910 and 1912. They both gave a talk on their history and of this little-known Coventry make with photos.

Arno Starmer was a German immigrant who began manufacturing motorcycles in Gosford Street, Coventry in 1908, with the first machines exhibited that year at the Stanley Show. In Colin's words they were expensive but well-made and one of, if not the first, to use a dropped top frame tube to enable a lower saddle height, some years before most of the larger manufacturers. Also, the engine could be easily removed after undoing four bolts and their choice of bright colours helped them to stand out at a time when the majority of makes used black for their cycle parts. Arno would also sell complete engines and frames separately which led to them being sold in Australia badged as 'The Peerless' and 'Western Star'; a 1911 Western Star along with another 1912 Arno form part of the Ken Blake collection which is or was at the Sammy Miller Museum. Unfortunately, by 1911-12 the firm was already in trouble and the factory was leased to William Montgomery who later manufactured his own motorcycles, very much in the Brough Superior mould. Arno motorcycles faded away with the outbreak of World War One and Arno Starmer passed away in 1938.



Jon Dudley's machine (left) has a long family history as it was purchased by his grandfather, owner of a Kent foundry cum garage, when it was 10 years old. The family learnt to ride on it but by the thirties it was relegated to the shed. The young Jon remembers it from the fifties and how his grandfather would describe it 'There ARNO others like it!' Eventually the machine was passed to Jon and he had it restored back to superb, full working order by Eric Priestly. Jon and the Arno have taken part in the Pioneer Run since 2012 and as it's now fitted with a centrifugal clutch on the engine pulley he rides it regularly throughout the year.

**March Meeting Continued** **Rob Smith**




Colin discovered his Arno TT Model (right) 50 years ago when he and his brother were searching around for 'projects'. They discovered the Arno in a Dumfries, Scotland, garage together with a similar age Douglas, complete but very rusty. Colin with his late father Bill restored the Arno and began to research what he could find out about the company. Colin and the Arno have taken part in over 45 Pioneer Runs since 1973 as well as many other events and says it has always been very reliable and he has never needed to do any further work to it since. Colin used to advertise his business in the Club News with the slogan 'Sole Agents for the ARNO Motorcycle'.

Our grateful thanks go to Jon and Colin for the talk and bringing their motorcycles and Baz and Jenny Staple for bringing the Club laptop and projector.

**April**

We welcomed Tony Donnithorne back, well known throughout the V & V movement for his knowledge of Zenith motorcycles to give another talk with photos entitled 'Tony's Toys – looking after the Caffyns Collection'.

After completing his National Service in the R.A.F. Tony was looking for employment and had served his apprenticeship with Weybridge Automobiles from 1947-52, latterly in the Rolls-Royce and Bentley departments. When Tony's sister purchased a Vespa Scooter from Caffyns he was invited to come for a job and was offered the position of car salesman which took Tony to many of the garages in the group in Kent and Sussex and promotion to Branch Manager during his long career. Tony stayed with them right up to what he thought would be retirement in 1991 when he was offered the opportunity to look after the Caffyns Group collection of seven early cars from 1899-1933 which he readily accepted and is still involved with them to this day.

Tony took us through each of the cars in chronological order detailing their restorations, design quirks and ahead-of their-time features and what they are like to drive on today's roads. The collection of cars are -: 1899 Benz, 1903 & 1908 Wolseleys, 1913 'Bullnose' Morris, 1914 Morris Oxford, 1927 Delage 10-12 and 1933 Rolls-Royce 20/25. The latter two were built with Caffyns bodies and the Rolls was supplied by Caffyns head office brand new. The 1899 Benz has completed over 60 London to Brighton Veteran Car Runs since the thirties and Tony has driven it in the Run for the last 30 of them and counting.

Our grateful thanks to Tony for another excellent talk.

**Next Dates at West Kingsdown:**

**June 17th** Club member Dennis Grech will be bringing his recently restored 1921 Sparkbrook, we will give a talk on it.

**July 15th** British Trials Bike Night. Anybody with a British Trials bike, two or four- stroke, the rarer the better, is very welcome. Bikes may be started and ridden, but not up and down the banks round our Village Hall. Anyone interested please contact George Smith, details above.

# Out and About

## Pioneer Wall

**Words John Joseph; Photos Richard Jones; Cartoon V. Twin**

My brother Michael's Pioneer Run finished at Gatwick on his 1914 Wall Auto-wheel when the fuel tank solder gave way. Here we are at the start, he is pictured on the left, and myself to the right.







# Pioneer Run® 2019




March 2019 saw the 80th anniversary of the Sunbeam Motor Cycle Club's Pioneer Run® and, as befits such a special occasion, the sun rose over Epsom Racecourse unassailed by clouds, heralding a fine day for this prestigious event. Steadfast helpers had clearly arrived at some unearthly hour of the morning to ensure staging areas, the start assembly area and signing-on caravan were all in place. By 7am trailers were being unloaded and forecars, tricars, tricycles and solo motorcycles were being made ready and fuelled for the challenge ahead with some owners working hard to coax their steeds into life. By 8am, the start time for the Class 1 machines manufactured no later than 31st December 1904, a good crowd of spectators had assembled to see the Mayor of Epsom and Ewell wave off the intrepid pilots and riders on their journey to Brighton.

The Run follows "A" roads and whilst they are not madly busy on a Sunday morning in March, this is the south-east of England and it is fair to say that the roads are rarely quiet. As such these machines, some without clutches and many with brakes that are that by name only, have to contend with the trials and tribulations of traffic on main roads which is challenging at the best of times. Imagine the difficulties presented to the 1896 Leon Bollée Tricar pilot as he is being followed by a queue of impatient drivers, all anxious to get past this slow-moving 19th century vehicle. Or the ability of a rider of a solo motorcycle rider, sans clutch, to whom every red light or blocked junction means stopping his or her machine and then pushing or pedalling frantically to get it going again. That being said, all seem to take it in good heart, perhaps large amounts of tolerance and patience are a prerequisite of using a vehicle of this age.

As the machines pass through Handcross it becomes clear that the Pioneer Run® is not solely a male preserve as an 1899 De Dion Bouton ridden by a fashionably attired lady passes by (or should I say woman in this more "enlightened" age – I think not?).




Caroline Sibley riding her 1899 De Dion Bouton closely followed by Kate Baldock riding her 1897 Leon Bollee.

Younger participants are also encouraged, today as passengers but perhaps with hopes of being riders in the not-too-distant future. However, they will need to stay more alert than the young chap in a 1903 Phelon. What is not so clear, and is something that makes the Run so important, is the international attraction of this event. There are overseas riders from France, Germany, the Netherlands, Belgium, Italy, Latvia and even the Isle of Wight making up the 306 entries. In a time when countries and politicians seem to want to emphasise separation, this coming together of likeminded enthusiasts is a heartening sight.



John Earnshaw and son in his 1903 Phelon

Having braved just short of 50 miles to reach Madeira Drive in Brighton, the pilots and riders have one final challenge – the road along the front of a popular seaside resort on a hot Sunday which is more than somewhat crowded. Once they negotiate that final roundabout, where cars seem intent on pulling out unexpectedly from Marine Parade in an effort to prevent a successful finish, they arrive in safe waters and the trusty steed can be parked up in the finishing paddock. One of these is reaching the end of a very special Pioneer Run® - Frank Dolman is completing his 60th Run, his Diamond Jubilee. Once again, he is aboard his 1912 Douglas, Galloping Gertie, which he has ridden in all sixty events, the first being as a teenager in 1957. This must sum up the spirit and determination of these pilots and riders who take part in the Pioneer Run®, all of whom demonstrate the enthusiasm required to ensure these machines keep on running and live on. Keep it up SMCC; you are doing an excellent job.

More photos at **www.flickr.com/photos/cerrig_photography/albums**





Dee Searle in Brighton aboard a 1914 550cc Triumph

# The 2019 Pioneer Run® on a Leon Bollee

**Dave Pittuck**

Having entered the Bollee in its umpteenth Pioneer Run, we arrived at about 7am in the quiet of the carpark on Epsom Downs. Peace at last, following a busy couple of weeks preparing three machines for the event. A nip in the air greeted us, we could expect cold fingers in the earlier stages travelling South.

On opening up the trailer ramps, early spectators peeped inside to see what treasures were hidden, and were soon asking questions about which lever does what and so on, whilst at the same time, the Bollee trundled down the ramps onto the damp grass, possibly the fastest it will move all day!

This year my passenger was Jane Anderson. She set-to taping numbers onto the Bollee, whilst I lit up the hot tube ignition burner, lubricated the gearbox and checked that everything was ready for our journey.

One by one, an orchestra of veteran motorcycle engine noises filled the air, joined eventually by the erratic cacophony of the Bollee, which started without too much of a fuss. Surprised to find how quickly time had passed when chatting with visitors, we quickly made for the signing-on and start area, where I stopped the engine. Come 7.45 or so, I set about restarting the engine in a noisy atmosphere with many chattering spectators and scores of veteran engines idling nearby. This made it very difficult for me to hear the familiar noises that I look out for in the sequence of events to fire up the engine. With luck on my side, soon all was well and we made our way to the start line, ably directed by the marshalls.

Having exchanged a few words with riders, the Mayor of Epsom and Ewell energetically waved a Union Jack, and we were off, precisely at 8 o'clock, enroute for Madeira Drive. The first incline, past the Tattenham Corner shops, gives a good indication as to how well the Bollee is going to perform. All was well. The engine was pulling healthily, and continued to do so, so strongly in fact, that we reached the outskirts of Crawley before any veteran overtook us.

The traffic lights at the bottom of Pease Pottage Hill were kind to us this year, enabling us to maintain momentum through green, and to climb the hill in second gear (of three). We arrived early to an all but empty Handcross High Street and it seemed that after a few more bangs of the engine, we turned into Leonardslee Gardens. What a great coffee stop it proved to be: sunshine, coffee, large portions of cake, beautiful plants and flowers in abundance and, of course, lots of interesting veterans parked up amidst hundreds of people, just plain enjoying themselves.

After checking over the Bollee and topping up the oil, off we went towards the South Downs. Cowfold seemed to be as busy as Piccadilly Circus, but, once again, the ever-helpful marshalls saw us through safely. A couple of miles on, we passed the Carthusian Monastery of St Hugh which, between c1880 and c2000 had been the site of a Bollee Eolienne, built by Ernest Bollee. The Eolienne was a wind powered pump, used to supply the monks' water from deep underground. The pump is now thought to be in private ownership, and to have been restored at Hove Engineerium, and erected near the Dome in London.



Bollee Eolienne wind-powered pump (France)

At the top of Henfield High Street, marshalls directed us onto a new route, through Small Dole, past the old Cement Works and eventually reaching the coast road in Shoreham. In the subsequent traffic queues, the long lever on the left-hand side of the Bollee came into its own since it is, effectively, a clutch, gear change and brake all in one. Negotiating the heavy traffic and the numerous sets of traffic lights was, in the main, achieved

by continual use of this lever. Since the Bollee is akin to a mobile armchair we were comparatively comfortable in these conditions, whilst fully appreciating the challenges that confronted riders of single speeders.

After more stopping and starting we reached the Aquarium roundabout and headed for the open road, Madeira Drive. The finish line flashed by; another successful Pioneer Run completed by the Bollee!




The Leon Bollee approaches the finish. Photo: Lee Brett Photography






# By Arno to Brighton

**Jon Dudley**

Writing as a relative newbie to the Pioneer Run® with just four under my belt, I have, nevertheless fallen under its spell. In the past I had often gone to Epsom to see the start of the event with friends on our classic bikes and had been fascinated at the sheer variety of veteran machines taking part. The tenacity of the entrants too was inspiring, many of whom were no longer in the first flush of youth. The seeds were sown and I decided that I had to have a go! With the passing of my father some ten years ago, I inherited my grandfather's 1910 Arno; it was one of those projects that dad never got around to getting done. Knowing that it was a Kent bike and that grandfather had bought it very much second hand in 1920, I felt that it must fall to me to see the old thing running again. With so much history, and three bike-mad uncles (members of The O.W.L.S. motorcycle club) who all learned to ride on it, the project became a duty and, in a way, perpetuated their memory.

In short, a good friend Eric Priestly performed life-saving surgery, both cosmetic and reconstructive. Within a period of some eighteen months the Arno was running once again, for the first time since before World War II. Words alone cannot describe the feeling of my first ride on the bike which was so much a part of family history. True it had lain neglected, but it was never forgotten, and more importantly remained much of a piece. The Sunbeam Club Registrar looked at it, dated it and gave it a number. There was only one thing now to do...

My first Pioneer Run attempt was foiled by firstly the lack of pedals, and secondly a carburettor that failed either to deliver vapour in sufficient quantity or sprayed the stuff all over the place. Run number two saw pedals fitted and a different carb, there was an existing bracket and a crank, and life was made easier aided by the fitting of a free-engine device. Now all this may sound a bit pathetic but the whole run and bump thing on this rather long-framed bike I find extremely tricky and in the early days the engine 'caught' so readily it carried me into the kerb resulting in a rather interesting indentation in my full-face helmet. Run three almost didn't happen as the night before, whilst loading the Arno into my van, the petrol tap parted company with the tank. Lacking the necessary skills to fix the problem properly and not wishing to miss the run, I resorted to bodgery. A French two-litre oil can was butchered and an old fuel tap was inserted into its base, petroleum-proof gum was smeared around it and about three feet of clear plastic pipe carried the fuel from the can (now strapped to the rear carrier) to the carburettor. Surprisingly this hideous contraption worked and I got to Madeira Drive without a problem. Run four was the truncated event that started from the scrapyard at Pease Pottage, very cold but the bike ran faultlessly and we were greeted by snow on the beach!



Jon and the Arno Enroute. Photo: Rob Wilson Photography

This year and run five the weather was glorious and the revised route via Shoreham was certainly an improvement on the dangerous filter with the fast A23 at Pyecombe. However, the fine weather made progress along the A259 seafront road to Brighton somewhat tortuous with very heavy traffic. It strikes me that maybe the run doesn't necessarily have to finish on Madeira Drive at all and could instead be concluded at the historic aerodrome of Shoreham - or would that be a step too far? Whatever is decided, I'm hooked, and although a rather late arrival (I was 65 when I started) to The Pioneer Run, I shall enter for as long as I have the energy and faculties to do so. I take inspiration from the many senior riders who make me look rather young and inexperienced – I should have this lark sorted out in ten years or so!

Congratulations to the organisers and volunteers who give so freely of their time and expertise; you give us a memorable day out.

# A Cautionary Tale

**Julie Diplock Photos: Rob Wilson**

Club member David Dickerson was unlucky enough for his 1903 Phoenix Forecar to suffer a fire at Cowfold, caused by a petrol pipe fracture, plus a can of Easy Start. Fortuneately, help was at hand, as well as a professional photographer! More pictures can be found here: **www.rwcs-photographics.com**


















# Features and Articles

## The Dart – a Timeline

**Martin Hirst**

I have found quite a lot of information on my Dart through research on the interweb, books and the Brooklands archive. I've now pretty much run out of ideas having had much information from the previous owner Peter, but wondered if anyone could think of any further lines of enquiry to take. This is what I've found out so far, if anyone could fill in any gaps that would be great

**1901** F.E. Barker produces the Dart motorcycle in Derngate, Northampton. The engine is attached to the downtube of a modified bicycle frame. Produced for one year only, two models were produced, a 1½ HP model using a Minerva engine made from 1901-1908 in Belgium and a 2½ HP model using a Motor Manufacturers Company (MMC) engine made in Coventry from 1898 -1904 when they went into liquidation. Formally known as the Great Horseless Carriage Company.



Martin riding his Dart in the Ixion Run

**24th September 1910** F.E. Barker enters the Auto Cycle Union Brooklands Annual race meet in the open scratch race for the Automotive Journal Challenge Cup taking third place riding a 349cc Dart-JAP.

**1914** F.E. Barker enters the Brooklands Junior TT up to 350cc race on a 349cc Zenith-Grandua-JAP but retires with engine trouble.

**1915** Cpl. F.E. Barker enters the Brooklands up to 1100cc Hill Climb race on a 349cc V-Twin Zenith-Gradua-JAP fitted with a sidecar and wins the class.

NOTE: no further entries regarding F. E. Barker in the Brooklands records have been found except an entry to say that he is a regular competitor and a known personality.

**1918** JAP of Tottenham London produce the 654cc V-Twin engine currently fitted to my bike bearing the Dart-JAP name.

**12th April 1923** The Motor Cycle produces an article on the Dart Engineering Company of 314a Stoney Stanton Road Coventry and their radical 348cc overhead camshaft engine.

**10th May 1923** The Motor Cycle produces a report on the Brooklands Century races with an entry by W. H. Sinnett on a 349cc Dart, which retired.

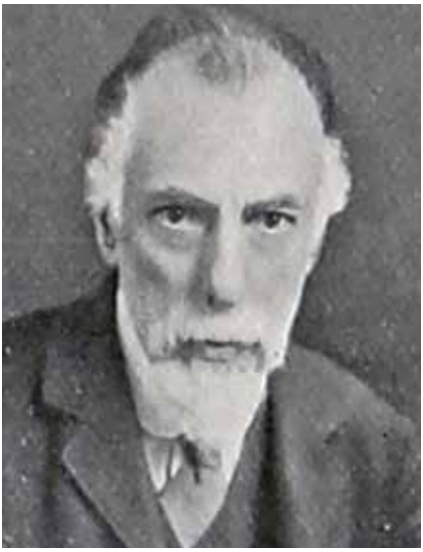
There are a further five entries of a Dart competing at Brooklands all with W.H. Sinnett riding.

**1923** Dart motorcycles were produced from 1923 to 1924 to a design by A. A. Sidney, who had previously worked for William Beardmore and Co. The company was principally concerned with engine production and hoped to find enough interest in order not to manufacture complete motorcycles, but did so for a short period. A machine was produced, priced £85. The 348cc engine had an overhead camshaft driven by three long cranks spaced at 120 degrees and driven by eccentrics on a timing pinion in mesh with the crankshaft pinion. The firm also adopted its own carburettor, which had a flat slide. Later that year, the business was operating from an address in Bristol.

**1924** The first example of this Dart-engined model by an established manufacturer was seen in the New Scale from Manchester. The engine now had the camshaft driven by roller chain, concealed in an aluminium case on the right side of the cylinder barrel, similar to the later AJS pattern. New Scale was short-lived and Dart was seemingly unable to find other outlets, so the name soon disappeared. Manufacture later moved to Bristol and the name disappears completely other than a model of Douglas (also based in Bristol) which bears the same name.

# Obscure Makes: The Iris

**John Hodson**



This motor cycle was made by the Iris Motor Company at their Holland Street works at Brixton, South London from about 1902 to 1904. The motor cycle was available in three versions; the most expensive, at 60 Guineas, had a 5hp water cooled engine, 1¼ inch friction clutch, nickel plated twin cylinders, 2¼ inch Swain tyres, a carburetter with automatic mixture adjustment requiring only one lever for operation and hand starting. Next was the 2½hp model costing 45 Guineas and the cheapest, at 30 Guineas, was a 2hp air cooled model. On the water cooled models the front part of the water tank acted as the radiator for the cooling system. Sufficient water was carried for a journey of 200 miles. They made their own engines and also offered them for sale.

The main driving force behind the Iris motor cycle was Lucian Legros (left). In 1904 Legros went into partnership with Guy Knowles to form Legros and Knowles Ltd and they moved their works from Brixton to Cumberland Park, Willesdon Junction, North-West London. After 1904 motor cycle production ceased and they concentrated on Iris cars, Knowles provided the financial backing for the company and Legros the engineering expertise. The cars were not entirely successful and were known by the men who built them as the 'Old Buggerinas'.

Lucian A Legros OBE, a distinguished engineer, was educated at University College, London and the City and Guilds Institute; he was a member of various engineering institutions and a President of the IAE (Institution of Automotive Engineers). In 1914 Legros argued that women should be admitted to the IAE and the matter was put before the IAE council, however, the request was refused and it was not until 1920 that women were admitted to the IAE. During the First World War he worked with the Admiralty Landship (Tank) Committee and in the Munitions Department. He died in 1933 after being knocked down in the street by a car.

**Sources of Information:**

**T**he Stanley Show Report, 1903.
Institution of Mechanical Engineers, 1904.
Institution of Automobile Engineers: Obituaries, 1933.
1891, 1901 and 1911 England Census Returns.
The Iris Car by SA Gibbons.



# Stanley Mills Webb: Part One

**Paul Gander**

**Motorcycle Pioneer, Racer, Inventor, Engineer and Businessman - 25/8/1868 – 23/5/1916**




Ancient motorcycles are splendid, you get to tinker in the workshop, read amusing archives, discover lost history, meet entertaining eccentric people and generate surprising quantities of adrenalin from such low speed endeavours and often conclude matters with a pint. This tale manages to combine all of the essential ingredients.

The Veteran era is only just over a century ago yet it seems surprisingly simple to lose touch with what your family were doing just a couple of generations ago. A good friend, Dave Pittuck, had been asked by the granddaughter of Stanley Mills Webb if he knew anything about Stanley. The Webb descendants knew a little, Stanley rode a motorcycle pre-WW1 and he had a business related to motorcycle belts.

A few hours of research in the various online archives and we were able to reveal that Stanley not only rode motorcycles; he was one of the top riders of the era right from the very earliest days. He took part in every type of event that was popular at the time and won many of them. Any of us that regularly ride a belt driven veteran will know that these belts often do not always deliver every satisfaction. Stanley invented and patented a solid segmented belt and a metal link to join them and this proved very successful and his business flourished.

Stanley was born on 25 August 1868 in Edmonton in the County of Middlesex and was said to have had a very strict mother, perhaps not surprising for the era although her strictness must have had occasional lapses as he was the fifth of nine children. What he got up to in his early years remains unclear, though his later years suggest he was an adventurous chap. In the late 1890s he set sail for Santiago, Chile where he worked as a clerk for Antofagasta who operated the world's largest copper mine employing over 40,000 people.




A couple of years later he returned to England and with his savings decided to open a bicycle business in Bromley, Kent. Bicycles were all the rage and a good business area to venture into. We now know what the ideal bicycle looks like, but a century ago many options existed and Stanley's first venture was with Pedersen bicycles. Whilst these are still made today, they are slightly unusual as a sprung hammock type saddle is draped between the would-be saddle tube and the steering head, and they are made of thinner than usual but well triangulated frame tubes. This was not a commercial success for Stanley and by May 1902 he had become

an agent for Humber Cycles, very much at the premium end of the cycle market. I understand that Pedersen's were made under licence by Humber so perhaps that is what brought Stanley to the Humber brand.

I expect Stanley started riding motorcycles before 1902 as The MotorCycle refer to him riding from the "very earliest days" so we can assume he had similar experiences to Ixion.

In around 1902 he built his first machine with two large rear wheels and one small tiller-steered front wheel and you sat in a bath shaped wicker chair. It sounds splendidly eccentric but Stanley seems to have wisely abandoned development and purchased an early Triumph. A family member recalled in the sixties that Stanley's Triumph had a flat leather drive belt which worked OK in the dry, but slipped in the wet. The same personal recollection described Stanley as "short, dark haired, with laughing eyes, very deaf, and spoke very softly". I suspect that his experiences with Antofagasta and what must have been one of the largest industrial sites in the world would have exposed him to a myriad of belt drive systems and from this he deemed that a V-section belt drive would give superior transmission of power. He designed and patented a V-section belt and a clip fastener to connect the two ends and engaged the Dermantine Company to make the belts. The fasteners were made in a Woolwich garage run by the Herwin brothers William and Charlie, a slightly unusual situation as the Herwins made the rival Simplex belt fasteners that they had invented. The relationship must have worked as the Herwins introduced Stanley to their sister Clara and they were married in 1908. The patent for the belt was overcome and Dunlop and others started to copy it, but the fastener patent held up better and his business grew and he continued his riding, I suspect often in a spirited fashion.

The Salisbury and Winchester Journal of Saturday 13 May 1905 reported that Stanley was in court in Andover for speeding and was fined £3 with £1 1s in costs. Magistrates of the era did not like "Scorchers" on fast motorcycles and fined people harshly, £4 was more than a month's wages for a working man in 1905. His address was given as London Road, Bromley which is about 80 miles from Andover; quite a hike on the rutted dirt roads of 1905. He was probably aboard a 2¾ HP Kerry motorcycle registered as BS 21 during this lawless episode, as a month later he used this same Kerry to partake in the epic c400 mile London to Edinburgh event.

The 1906 season saw him switch to a 3½HP Quadrant and this brought numerous wins over the short and long-distance events, including the Edinburgh epic. He was an avid Scorcher and Corner Man who was noted for his turn of speed over the short distance of the period Hill Climbs and also for the period epic distance events.

The MotorCycle of January 9th 1907 has the following to say: A SUCCESSFUL COMPETITOR, reprinted right. ***To Be Continued.***

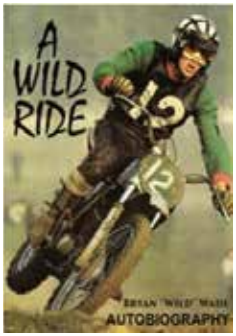
**A SUCCESSFUL COMPETITOR.**

One of the most successful riders last year on the 3½ h.p. Quadrant, Mr. Stanley Webb, has ordered one of the new low frame 1907 patterns of the same make. Mr. Webb is a private owner of a motor cycle, and is not connected in any way with the Quadrant Cycle Co. We mention this, as Mr. Webb is often spoken of as a trade rider, he being the manufacturer of the Stanley-Dermatine belt, which he naturally uses in all the events in which he competes. Last year he was successful in six events, besides being third in the Birdlip Hill-climb. Our readers will be interested to hear that the Stanley-Dermatine belt for 1907 has transverse grooves underneath arranged at equal distances one from the other; this should render it more supple, and enable the belt to obtain a better grip of the engine pulley.

# Book Review

## A Wild Ride, an Autobiography by Bryan 'Wild' Wade

**Nick Jeffery**




What follower of scrambles in the 1960s and early 1970s can forget the sight of 'Wild Wade' in distinctive striped helmet crossed-up many feet in the air living up to his name? His story is a fascinating one of paths taken and not taken in a career that spanned the final years of the British industry into the foreign, initially Continental, invasion and then the arrival of the Japanese.

Born to ex-forces parents in Kirkstall, Leeds and brought up in a council house, Bryan's family moved to Darlington and then to near Barnard Castle. Bryan was not of an academic bent, failing the 11-plus exam and eventually being diagnosed with dyslexia. His parents however paid for him to attend a private boarding grammar school (in the 'B Stream for those not so well equipped') where he continued to disappoint them academically. Nevertheless, this did not prevent him engaging in numerous high-jinks, including firearms manufacture, that ended in a number of hospital attendances. Being in a house backing on to a two-acre field, and apparently wishing to divert his 13-year old son's attention to more constructive pursuits, his father bought him a BSA Bantam as a field bike. A succession of girder/rigid bikes followed, bought for a couple of pounds and used to hone his riding skills.

More serious support came from Bryan's father when a 1947 350cc BSA was bought for £15 and Bryan, aged 15, entered in a closed-to-club trial. Then a Francis-Barnett 250cc for scrambles, followed by a used Greeves when the Fanny-B proved too slow and then a new Greeves MDS in May 1963. Back at school an accommodation was reached whereby Bryan would be collected by his father on a Sunday and returned afterwards after competing at local scrambles. Leaving school in the summer of 1964 Bryan started working for White Brothers' Motorcycles in Darlington at age 18, commuting 20 miles daily through the winter on a Greeves trials bike. His father clearly had a massive influence on his career as he pushed Bryan to enter his first full international race meeting to gain experience. Competing against the likes of Dave Bickers and Joel Robert on the Greeves, Bryan did not disgrace himself but realised how much he needed to improve. Loan of a works James 250cc for the 1965 season was not a success as the frame broke - apparently not an unknown problem - resulting in full-throttle ejection into the undergrowth and Bryan handed the bike back and reverted to the Greeves.

Again, father's influence suggested he should also compete in more southern meetings and the 1965 winter BBC TV Grandstand series was embarked on. The parental Mark 8 Jaguar, having a cut-and-shut modification so that two bikes could be carried, was pressed into a comfortable 100 mph transporter. The big break came in 1966 when Greeves works rider Bryan Goss broke his collarbone and was unable to ride in the 250 World Championship round in Spain. A call from Greeves Competition Manager Bill Brooker resulted in Bill, Bryan Wade, Freddie Mayes and the Austin A55 pick-up Greeves transporter laden with two bikes driving across Europe with Bryan 'in awe and out of my depth'. No doubt part of this was due to visits to the three 'B's Bryan was taken to - bullfight, brothel and Bultaco's, Oriol Bulto's favourite night club!

A move south to Nailsworth, Gloucestershire to stay with the enthusiastic Taylor family led to entry to a whole new social world of distractions but his career progressed with partial Greeves' support followed by a full works contract, at age 19. Joining the Greeves team of Alan Clough, Freddie Mayes, Bryan Goss and Arthur Browning, a portent of things to come was that Dave Bickers had left to join

CZ with Goss and Clough later switching to Husqvarna. Although later offered a Husky, Bryan stuck with Greeves, although suspecting patriotism and loyalty had affected his judgment. Greeves at the time was attempting to keep up with moto-cross trends by changing from their leading link forks/alloy beam frame to telescopic forks/tubular frame and improving power units, sometimes with detrimental effects on reliability.

International and home results through to 1968 were erratic, including a horrific-looking, but thankfully not-so-serious, crash at the West German GP. A trip to the USA to promote moto-cross was another memorable event with much partying, and playing pool with Steve McQueen. However, the 1969 season was crowned with success on the Greeves Griffon as Bryan gained the 250cc British Championship and he writes emotionally about the family's reaction to his success. 1970 was not a successful year with mechanical failures and, after some outspoken comments, Bryan's services were dispensed with by Greeves in August 1970. Curiously Bryan writes that Derry Preston-Cobb of Greeves encouraged him to go to Husqvarna, presumably in preference to CZ who were seen as stronger rivals.

At Husky he had three successful seasons on the home front winning the 250, 500 and 125 championships in 1971/2/3 respectively. A move to Suzuki in 1974 was not so successful in the larger classes but he again won the 125 championship. Rides on Moto-Villa, Maico and KTM completed his competitive career because, as he puts it, the drive to win had then gone away. He remains the only rider to have won all three championships.

But his involvement with moto-cross did not end there as he ran a successful Moto-Cross Training School, later sponsored by Honda, before embarking on his current venture in Borneo Biking Adventures (which from the description does seem to be God's Wonderful Country for Motorcycling). What of the paths not taken? Well, the book could have been sub-titled 'My Life and Loves' as the partying life-style alluded to on his move to Nailsworth featured prominently in his life and in the book, with some surprising 'discoveries' in later life! A further distraction from competitive success was his development of a large nightclub and restaurant complex just when his career had taken off with Greeves. The antics described in its development are hilarious but on reflection Bryan felt he could have achieved more, certainly on the international circuit, if he had not had this involvement.

Although self-published, the quality of the book is very high although some of the pictures are no doubt reproduced from contemporaneous press cuttings so are not very sharp. I found this an enjoyable and educational insight into the scrambling and moto-cross scene of Bryan's era, and also explains where the surprising inspiration for Bryan's helmet graphic came from, namely Phil Read!
Self-published by Bryan Wade in 500 copies. Hardback 252 x 178 mm, 193 pages with 141 mono and 37 colour pictures. Available via **https://bryanwade.co.uk/buy-a-book/** £32.99 shipped

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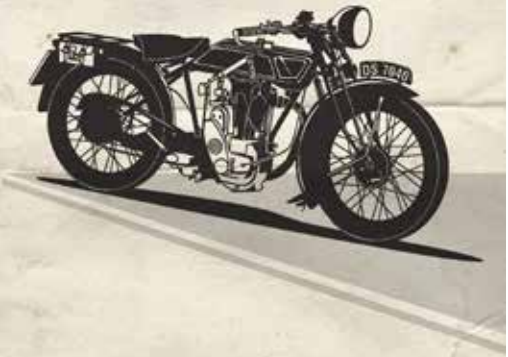
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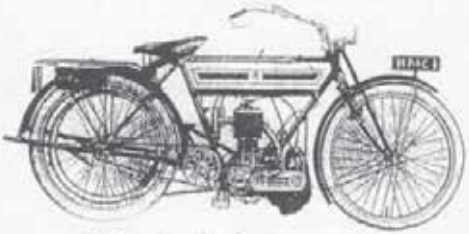
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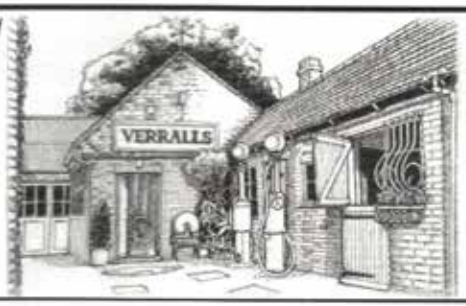



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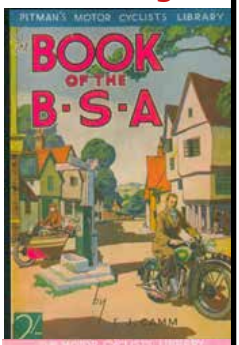
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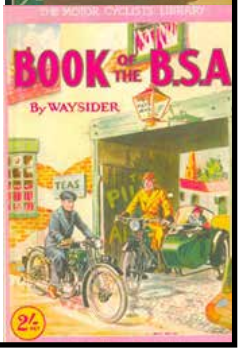
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# The Eleventh Golden Era Run

Organised by the North East Section of the VMCC

## Sunday, 28th July, 2019

A sociable non-competitive event for all pre-1931 motorcycles and three-wheelers, starting from the Yorkshire Air Museum, Elvington, near York.

The Golden Era Run has become a premier annual event for early machines, and the organising team has just been presented with the VMCC's prestigious E.E. Thompson Award, presented 'for outstanding efforts in promoting or organising Club events'. Entrants have a choice from two routes on quiet roads in the beautiful Vale of York. On their return to the Air Museum all will receive great Yorkshire hospitality at a roast lunch served in the Museum's own NAAFI.

**Two circular routes are offered:**

**Flat:** About 30 miles over roads suitable for even the earliest single-speed machines.

**Hilly:** About 60 miles, taking in more challenging roads for those who enjoy a hill or two.

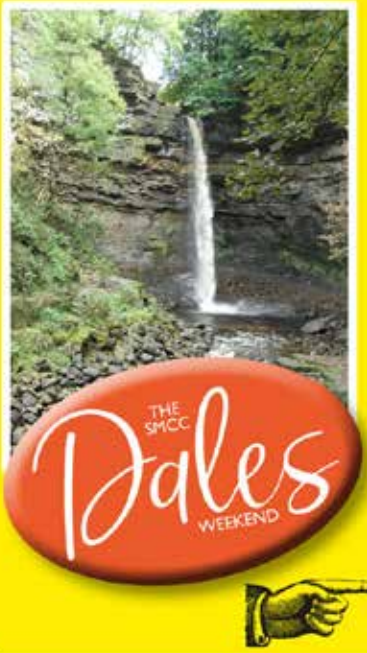
Entry is primarily for VMCC members, however members of the Sunbeam Motor Cycle Club and those from abroad are also most welcome. Numbers are limited so please apply early to avoid disappointment. Advance entry is essential, since no entries can be accepted on the day.

Information and entry forms from: Graham Wilson, 160 Green Lane, Cookridge, Leeds, LS16 7JQ. Phone: 0113 217 6509, or 07772 724078, Email: genicwilson@ntlworld.com, or download from the VMCC website, NE Section.

## Sunbeam MCC Ltd.
## New Group
## Dorset/Hampshire Area

**A new group is planned with club activities for members in the Dorset / Hampshire area, at venues to be decided. Regular club nights with technical presentations are proposed, together with social meetings and attendance at shows with a club stand, with a view to running riding events in the area. Suggestions welcomed. Those interested please contact Martin Goodman. mr.goodman # btinternet.com 07973 436268 (7pm - 9pm)**

# THE SMCC DALES WEEKEND - 29th/30th JUNE, 2019




Come and enjoy a weekend of riding your motorcycles at the one or both of the following Club Events arranged to cater for all Club eligible machines set in the North Yorkshire Dales.

**Saturday 29th June,** provides the opportunity to exercise all pre 1940 machines on the **Three Dales Tour** comprising a run of approximately 80 miles through stunning scenery, involving some very steep and challenging hills, as you would expect in this unique part of the country. The Run starts and finishes in Arkengarthdale.

**Sunday 30th June,** sees the **Second Northern Pioneer Road Test** for pre 1915 machines starting and finishing at Tennants Auctioneers in Leyburn. This 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.

In addition to these two fine runs for riders, we also invite owners of machines who do not wish to ride to bring their machines along to display at either event.

**For more information on either event call Wallis Holmes on 01325 460554 or email him at - multuminparvo@hotmail.co.uk**

# CLUB EVENTS CALENDAR

| Date | Event Venue | Contact | |
|---|---|---|---|
| Noon<br>Saturday<br>1st June | **Club Meet**<br>The Vine, Great Bardfield, Braintree, Essex CM7 4SR | Frank Mace<br>0749-700981<br>**frankmace # ymail.com** | All welcome. |
| 7:30pm<br>Thursday<br>6th June | **Club Night**<br>Six Bells, Chiddingly<br>East Sussex BN8 6HE | **Volunteer Organiser Needed!** | All welcome |
| Sunday<br>9th June | **Rose of the Shires Run**<br>Stoke Bruerne,Northants | Rob Bayman 07850 870094<br>**robertbayman # btinternet.com** | Pre-1940 |
| 8:00pm<br>Tuesday<br>11th June | **Club Night**<br>Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG | Richard Tann<br>0208-953-5732<br>**richard.tann # btinternet.com** | All welcome. |
| 8:00pm<br>Monday<br>17th June | **Club Night**<br>West Kingsdown Village Hall<br>Kent TN15 6BZ | George Smith<br>01474-852960<br>**t110george47 # gmail.com** | All welcome |
| Saturday<br>22nd to 29th<br>June | **36th Welsh Week**<br>Llanbister, Powys<br>LD1 6TL | Bev Kemp<br>01597 840308 / 07876 597697<br>**vsekemp # btconnect.com** | Pre-1940<br>**Entries Close: 1st May** |
| Saturday<br>29th June | **New Event**<br>**The Three Dales Tour**<br>Arkengarthdale, North Yorks. | Wallace Holmes<br>01325-460554<br>**multuminparvo # hotmail.co.uk** | Pre-1940 |
| Sunday<br>30th June | **Second Northern Pioneer Road Test**<br>Leyburn, North Yorks | Wallace Holmes<br>01325-460554<br>**multuminparvo # hotmail.co.uk** | Pre-1915 |
| 7:30pm<br>Thursday<br>4th July | **Club Night**<br>Six Bells, Chiddingly<br>East Sussex BN8 6HE | **Volunteer Organiser Needed!** | All welcome |
| Noon<br>Saturday<br>9th July | **Club Meet**<br>The Vine, Great Bardfield, Braintree, Essex CM7 4SR | Frank Mace<br>0749-700981<br>**frankmace # ymail.com** | All welcome. |
| Sunday<br>14th July | **Garden of England Run**<br>Headcorn, Kent | Jo and Julian Swift<br>01233-756346<br>**julian # julianswift.com** | Pre-1940 |
| 8:00pm<br>Monday<br>15th July | **Club Night**<br>West Kingsdown Village Hall<br>Kent TN15 6BZ | George Smith<br>01474-852960<br>**t110george47 # gmail.com** | All welcome |

| Date | Event Venue | Contact | |
|---|---|---|---|
| Sunday 28th July | **Oil and Steam Run** New Event<br>Launceston Steam Railway<br>Cornwall. | Paul Dyson<br>07974 230840<br>**pdyson # jumbler.co.uk** | Pre-1940 |
| 7:30pm Thursday 1st August | **Club Night**<br>Six Bells, Chiddingly<br>East Sussex BN8 6HE | Volunteer Organiser Needed! | All welcome |
| Sunday 11th August | **57th Graham Walker Run**<br>Beaulieu, Hampshire | Ian McGill 01293-771446<br>**pioneerorganiser # gmail.com** | Pre-1940 |
| Saturday 24th August | **Second Bolney Vintage Run**<br>Bolney, West Sussex. | Rob Pond<br>01306-628297 / 07907 694751<br>**robertpond123 # yahoo.co.uk** | Post-1914 - Pre-1931 |
| Sunday 25th August | **Third Summer Pioneer Run®**<br>Wings Museum, New Venue<br>West Sussex RH17 6JT | Rob Pond<br>01306-628297 / 07907 694751<br>**robertpond123 # yahoo.co.uk** | Pre-1915 |
| Saturday 31st August / Sunday 1st September | **Gingerbeards Trial**<br>**Greybeards Trial**<br>Jackson Woods, Horsmonden<br>Kent | Neil Sinclair<br>07885-660939<br>**sinclairndlp # hotmail.co.uk** | Any Bike/ British Bike Riders over 40 years old |
| Sunday 8th September | **Twelfth Constable Run**<br>Monks Eleigh, Suffolk | Marian Johnson 01255 470063<br>**marj_35 # btinternet.com** | Pre-1940 |
| Saturday 14th September | **11th Sunbeam September Challenge**<br>North Yorkshire | Alec Thompson<br>01751-431478<br>**alec.thompson7 # pobroadband.co.uk** | pre-1931 |
| Sunday 29th September | **Sixth Romney Marsh Run**<br>St. Mary in the Marsh, Kent | New Organiser : Ian Gilbert<br>07515 026970<br>ladylou1936 # gmail.com | Pre-1931 Flat-tank only |
| Sunday 20th October | New Event<br>Have-A-Go Day : Practice Trial<br>TBC East Sussex | Neil Sinclair<br>07885-660939<br>**sinclairndlp # hotmail.co.uk** | All welcome |


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# Pioneer Run® 2019: Epsom Downs

**Photos: Richard Jones**




In the Paddock on Epsom Downs




Col. Mike Robinson sets off on his 1912 Rudge Multi.