Sunbeam Motor Cycle
CLUB NEWS
Issue 904 June - July 2020

Always Ahead!



Rick Parkington aboard his 1921/22 Martinsyde Tait Special at Ramsgate Sprint in 2015.
Photo: John Mijatovic

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd
Founded 1924

President Ian D McGill	01293 771446	pioneerorganiser # gmail.com
Chairman Arnold Marshall	01797 270209	chairman # sunbeam-mcc.co.uk
Committee Member Rob Pond	01306 628297	robertpond123 # yahoo.co.uk
Editor and Advertising Julie Diplock (SMCC)	01797 344277 PO Box 85, New Romney Kent TN28 9BE	sunbeameditor # hotmail.co.uk
Events Secretary Nick Goodwin	01273 708390	events # sunbeam-mcc.co.uk
Membership Secretary and Club News back issues Brian Empsall (SMCC)	01543 264968 19 Swinfen Broun Road Lichfield WS13 7AP	membership # sunbeam-mcc.co.uk
Pinhard Prize Officer Tony Lloyd	01737 555413	aj.lloyd # virginmedia.com
Pioneer Registrar / Ayers Collection / Veteran Rep John Waghorn	01322 224605	jdwpioneer # outlook.com
PR Officer Jon Dudley	07860 910978	publicityofficer # sunbeam-mcc.co.uk
Quartermaster / Post-Vintage Rep Jane Anderson	07539 773164	janegog # hotmail.co.uk
Regalia Officer Rob Smith	01474 854239 20 The Briars, West Kingsdown Sevenoaks, Kent TN15 6EZ	regalia # sunbeam-mcc.co.uk
Secretary Paul Bullock	01959 562716	secretary # sunbeam-mcc.co.uk
Show Organiser John Buckingham	01903 536244	john.b60 # ntlworld.com
Treasurer Trevor Dadswell	01622 726695	treasurer # sunbeam-mcc.co.uk
Trials Secretary Neil Sinclair	02380 403949	sinclairndlp # hotmail.co.uk
Vice Chairman & Archivist Roy Plummer	01424 772598	royjplummer # yahoo.co.uk

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

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Registered Office : Mathieson Associates , 12 Montacute Road, Tunbridge Wells, Kent, TN2 5QR

Editorial and News

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Hello Everyone,

I hope you all received your new Sunbeam Times newsletter last month, it will have been emailed to you if we hold your email address, otherwise posted. If you have an email address and received your copy in the post then do forward your email address to Brian Empsall our membership secretary.

Meanwhile apologies for the lateness of this issue, despite all the events I organise being cancelled I've still been very busy with work, Covid 19 has made life very difficult for many of us.

Thanks go to Jane Anderson for all her input to this issue, including the transcription of Dave Pittuck's End to End article. Look out for Jane's new 'Our Members' series - why not put yourself forward? We'd love to hear from you! *Stay safe and well everyone, Julie*

Club Matters

Arnold Marshall, Hon. Club Chairman

2020 Annual General Meeting

Because of the Corona Virus situation, we were prevented from holding a formal AGM as scheduled. Having circulated the agenda, accounts for 2019 and list of proposed Club Officers and Honorary Members, we informed the membership that we will assume that the accounts and proposed Club Officers and Honorary Members are accepted unless notice of objection was received by the Club Secretary prior to the 18th May 2020.

There have been no objections to the Club AGM papers circulated with the April/May Club News. Consequently the Accounts for 2019 will be recorded as accepted and the proposed Club Officers and Honorary Members recorded as elected.

We welcome Nick Goodwin to the post of Events Secretary and record our thanks to Baz Staple, the retiring Events Secretary.

Club Officer Vacancies

It has been suggested that my recent notice calling for volunteers to fill various Club Officers positions may give rise to the false impression that there has been a falling out of Committee Members, leading to a mass walk out, this is far from the case. The Committee is working in complete harmony to further the interests of the Club. However, Club Officers normally commit to serve for three years but once elected can find themselves serving for longer, partly out of a sense of duty and because getting members to volunteer to take over is so difficult.

All the officers standing down in a year's time have served the Club well and have done their time. They now want to hand over to new blood with new ideas, energy and enthusiasm to continue to take our expanding Club forward.

Fortunately, Sue Wells has agreed to take over the Membership Secretary's role from Brian. Nick Goodwin is taking over the events secretary's job from Baz and Roy Plummer, who is already looking after our Photographic Archive, is taking on the Club Archive from Julian.

Deadline for August / September Issue: 15th July 2020

Club Matters

Arnold Marshall, Hon. Club Chairman

Club Officer Vacancies Continued

Our thanks go to Brian, Baz and Julian for their help and support over many years and our grateful thanks to Sue, Nick and Roy for volunteering. The Club Officer roles are now less arduous than previously. We now have only two Committee Meetings plus the AGM scheduled per year. It is not essential to attend Committee Meetings in person, meaning that volunteers can be located anywhere, reflecting our expanding membership.

We still need a Chair Person, Treasurer, Secretary and President to ensure the future of this great Club, so please step forward.

Sunbeam Times

You will read below a piece by our Treasurer concerning his efforts to circulate the Sunbeam Times by e-mail. My concern is to gather e-mail addresses from members who received their copy by post.

Obviously, we do have some members who do not have computers meaning the only way to distribute the Sunbeam Times to them is by post. However, I am sure there must be members who, for one reason or another, have not yet notified us of their e-mail address.

If you do have an e-mail address which we do not know about, please let our Membership Secretary have it so we can minimize postal distribution and thus the cost of providing this new service set up to better inform you of Club matters during the current Covid situation.

Finally, I am sure you will want to join me in thanking Julie for her initiative and hard work writing and producing such a brilliant additional service and Trevor for his considerable work on the distribution side, and Julie for printing and enveloping those copies that went by post.

The Sunbeam Times Newsletter

Trevor Dadswell

You may have read in your April/May issue of the Club News that the Club was considering issuing a bi-monthly Newsletter in between the Club News. Well, by now most of you should have either have received an e-mail from news # sunbeam-mcc.co.uk with the subject heading “Sunbeam Times – Issue 1” (which contains a link to access the newsletter itself); or should we not have an e-mail address for you on our membership list, should have had a copy in the post.

I have had some teething issues with the first sending by e-mail. Some e-mails have “bounced” meaning that the e-mail address is either no longer in use, or had been recorded incorrectly – in the majority of cases these have now been resolved.

I receive feedback via the e-mailing company I use which shows that of the 510 members sent e-mails, fewer than 100 had not been opened by the recipient.

This could be due to having an e-mail address which is still valid but which you no longer use, or your e-mail provider has determined that the item is “spam” and has diverted into your spam-box.

Another reason maybe that your anti-virus software has treated the “link” as suspicious. The use of a link instead attaching the actual “Sunbeam Times” to the e-mail is that it greatly reduces the size of the file.

Of the 400+ who opened the e-mail just under 300 have clicked on the link and received their “Sunbeam Times”.

On the back of your address label you will find the e-mail address we have for you. If it is incorrect or inaccurately recorded, please inform the Membership Secretary.

If you have any comments to the content of, or would like to contribute to, The Sunbeam Times please contact the Editor. Please do not send e-mails to the news # sunbeam-mcc.co.uk as this e-mail is used solely for sending-out mailings and is not monitored. Address any queries, questions or comments to the appropriate Club Officer whose details can be found on page 2 of the Club News.

Well done to Julie for the production of The Sunbeam Times - stay safe everyone.

Nominations for Awards at 2020 AGM

Paul Bullock

Award	Winner
Charlie Jenner Cup	**Dave Pittuck**, for his help and support to many of our Members over the years.
Editors Cup	**Baz and Jenny Staple**, for their many contributions to the Club News.
Len and Marjorie Savage Ladies Cup	**Jo Swift**, for her dedication to organizing and running the Garden of England Run every year.
John Neave Cup	**Frank Mace**, in recognition of his contribution to the Club's activities in Essex.
John Grondona Cup	**John Waghorn**, in recognition of John's long standing support of the Club plus his valuable stewardship on Pioneer dating.
Presidents Cup	**Anne and Roy Plummer**, for their continuous help for the Club behind the scenes.
John Olley Cup	**Richard Tann**, in recognition of his contribution to the Club's activities in Hertfordshire.
SMCC Sprint Record Cup	**Rick Parkington**, for his consistent and regular participation at Kop Hill Climb.
Trials Cup	**Neil Sinclair**, for organising and running the Club's Trial Section.



Neil Sinclair our Trials Secretary pictured at The Star Group Event at Haslemere in 2014.
Picture: John Sapsard

New Event Secretary

Baz Staple

The Events Secretary email address - **events # sunbeam-mcc.co.uk** will remain unchanged but the recipient is now Nick Goodwin instead of Baz Staple.

Nick and Baz have been working in tandem for a while now and Nick is conversant with the necessary controls and procedures. The Baz Staple email address will be **jennybaz.staple # gmail.com**

Roland Victor Allis

Jane Anderson



The granddaughter of Roland Victor Allis contacted the Club to offer us a number of items of motorcycling memorabilia including photos, cups and a 1927 Sunbeam Motor Cycle Club badge.

Roland Victor Allis was in the earlier 1920s a 'known' sidecar passenger at Brooklands. He almost certainly would have passengered for a number of riders but he is best known for crewing for Ian P Riddoch who from 1921 (ish) until 1926 was one of the leading outfit drivers battling for top three places with the likes of Bert Le Vack and Ted (ECE) Baragwaneth.

Look-out for a more in-depth article in a forthcoming issue of Club News.

From The Membership Secretary

Brian Empsall

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

Stephan Besselink	Netherlands
Mark Hall	Hampshire
Arend Heijs	Netherlands
Graham Hudson	Surrey
Alexander Thomas	Oxfordshire
George Turner	Dorset
Martin Turner	Dorset
Ron Wills	Hampshire
Rene Zeindler	Switzerland

Brighton Speed Trials 2020 - Saturday 5th September

Given the present uncertainty with the COVID-19 pandemic it's impossible to know how things will stand in September, though the VMCC Sprint Section continue to plan for the event.

The VMCC Sprint Section will once again be organising the motorcycle side of things at the annual Brighton Speed Trials by kind invitation of our friends The Brighton and Hove Motor Club.

The Brighton Speed Trials is considered to be the longest running motor sport event in the world as it first ran way back in July 1905. Jump forward 115 years and Saturday 5th September 2020 sees the yet another running of this iconic event, the current format being a standing-start ¼ mile sprint along Brighton seafront's Madeira Drive.

Up to 200 cars and 75 motorcycles are expected to take part during the day.

It's not unusual to have a mix of bikes entered from the 1920's or 1930's right up to current day, and when we say "entered", the bikes in the paddock are the bikes that are given the beans along the seafront!

Spectator entry includes access to the paddock area, so not only can the variety of machines be seen at close quarters, the riders / drivers / mechanics can be chatted to.

Frosts Cars Ltd of Brighton are the main sponsor for yet another year, and we thank for them for continuing to support this historic event. Thanks are also in order for the marshals, medics and behind-the-scene teams.

So, if you fancy a day at the sea-side and at the same time don't mind seeing cars and bikes in competition (the fastest bikes can reach over 175mph), the annual Brighton Speed Trials could be worth a visit.

For updates check online:- VMCC Sprint Section website **www.vmccsprint.co.uk**

VMCC Sprint Section Facebook **www.facebook.com/vmccsprint**

Brighton & Hove Motor Club **www.brightonandhovemotorclub.co.uk**

Letters

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

Message from the Editor: *Thanks for all your input, it's always great to have feedback. The writer of the Best Letter of the Issue will receive free entry a Club run of your choice, excluding the Pioneer Run.*
If you are posting photos or literature then do enclose a return SAE if you would like them returned.

The Queen's Own Royal West Kent Regiment

Hi Julie,
Calling all old Queens Own Royal West Kent servicemen or any service men of that period. I'm missing some paper work to the following army motor cycle events that I was involved in during my National Service 1959/61. Both years I rode in the Army motor cycle Championships.
The 1960 event was in Wales, a super two-day event, I have a super programme of that event. In 1961 I again rode in the Army Championships but do not have any paper work for the event. Again, a two-day trial in the Aldershot area, I remember the off-road sections being very sandy. Also in 1961 the West Kents had a team in the Eastern Command motor cycle Championships, and we came away with all the major awards. It started with an overnight map reading trial followed on the Sunday with off-road trial sections somewhere in Sussex. Again, I would like to know the location and is there any paper work relating to any of the above? All these events were ridden on girder fork BSA M20s, bog standard with road tyres and 4½ inch ground clearance. REME checked each bike at the start of a trial and no modifications were allowed, you couldn't drop tyre pressures as there were no security bolts and you would soon pull a valve. So off-road dry was OK but in the wet it was hard work.

I've tried the Army Motoring Association but their records do not go back that far. So, is there anyone out there who can help?

Thank you Julie for putting together some super Club News and may it continue for a long time yet. Stay safe, and healthy. Yours Richard Mummery.

Merlin: Belstaff Alternative.

Hello Julie,
It was interesting to read the letter of Richard Woodcock with regard to Belstaff wax jackets. The price for a new jacket stated at £650 was indeed staggering.

In case readers are looking for an alternative there's a company, Merlin Bike Gear, who's website says since 2014 they have been licensed to manufacture garments using waxed cotton produced by Halley Stevensons.

Based in Dundee, Scotland, Halley Stevensons are specialist manufacturers of waxed and oiled cottons, supplying the high street brands such as Belstaff and Barbour. They sell a variety of waxed cotton jackets and one particular jacket, the Atlow (available in Black or Olive) is a style similar to the Belstaff, which includes a waterproof and breathable membrane, CE shoulder and elbow armour, a foam back panel and removable thermal liner.

I bought my Merlin jacket about 4 or 5 years ago and am quite happy with it. Today's prices appear to be around £160 - £250 depending on who's offering a discount. See **www.merlinbikegear.shop**

With thanks
Tony M from Hampshire

Mystery Object Page 10 Issue 903

Dear Julie,
I believe that it is the tool for removing the inner race of an angular contact bearing or similar.
It is adjustable over a fairly wide range, whereas one can be made readily on a lathe for a single size.
In this photo (right) is a similar tool to the mystery object and one I made for a magneto bearing.
I hope this helps.



Yours sincerely,
Peter Griffiths

Editor's Note: *Stuart Towner also responded in similar vein.*

Newsletter Quiz

Hi Julie,
I just read the newsletter, and I think it works well. Always nice to have a quiz too – and it's a good one although question 11 should say E.O.I not I.O.E because Martinsyde were exhaust over inlet not the other way round; everybody gets that wrong...!

Cheers, Rick Parkington **www.rickparkington.co.uk**



One of our Best & Lloyd pump Oil- Sight- Glasses

Rod Lloyd of Lloydhansa Ltd.

This man is very knowledgable and helpful. He supplies pump gaskets as well as a range of sight glasses, plus gear knobs in various sizes and glasses for your acytelene lamps.
His contact details are **lloydhansa # gmail.com** 07973 259319
I look forward to seeing you all soon.
Best Wishes,

John Kidd



Triumph Junior Spring Frame Conversion

Hello Julie,

I hope you are well and managing to cope ok in these bizarre times.

I thought that members may be interested in the unusual rear suspension that has been fitted to my Triumph Junior. My Dad bought the bike in 1960 and after restoring it rode the bike in many VMCC events including the Banbury Run. As the years rolled by Dad obtained more glamorous bikes and the Triumph didn't seem to get used as much. When I turned 18 I couldn't wait to start riding the bike and it didn't disappoint. The brakes were awful, the handling was interesting and the belt slipped if it was wet, but what a lovely fun bike to ride. I completed two or three VMCC Coventry to Brighton runs, several Banbury Runs and numerous local events. As with Dad, my family now occupies much of my time but hopefully she will be back on the road in the not too distant future.

When Dad first got the bike he tried to find enough frame parts to return it to original condition but after doing a little research he decided to leave the rear suspension in place. It transpires that it was designed and made by a Mr A.E. Robbins of Rugby. His plan was to market the suspension as after-market bolt on accessory. I have a copy of an article published in 1920 from "The Motor Cycle" where they road tested our Triumph with the suspension fitted.

It would be interesting to know if he sold any others and whether any survive today.

Kind regards, Ian Alexander





A SPRING FRAME CONVERSION SET.

FRAME springing which can be incorporated in existing machines is a feature in which many of our readers will be interested, and especially so when the adaptation can be made by the rider himself.

Such a device has been patented by Mr. A. E. Robbins, of London Road, Alcester, near Rugby, and we have tested it on a 2¾ h.p. two-stroke Triumph and find that it answers the claims which are made for it.

Briefly, the arrangement consist of a rigid frame composed of two triangles, which replace the existing back forks of the machine. These are attached at the lower end of a vertical member directly under the saddle, or, in the case of machines fitted with gear boxes, the pivots are fitted at the rearward end of the gear box member. Springing about each of these pivots is an arm which carries the rear axle nuts, and a swinging link is pivoted at the extremity.

This link-work at a chamber for a pair of helical springs. One of these springs is of the semi-elliptical pattern, and is secured to the right part of the frame a little more above the pivot previously mentioned. The other is a C spring, and this is anchored to the rear member of the triangular back frame.

The action of these springs is particularly smooth, and the compensating effect during and at the

An embodiment of aluminium fitted to an P.N. four-cylinder engine.

MUDGUARDING AN P.N.

THE owner of one of the latest pattern 4 h.p. four-cylinder P.N.'s, which is illustrated, evidently has a keen eye for comfort, and not only has he fitted a large aluminium visor, with a valance at the sides and front, but he protects the engine, the Gabbet, the managing director of P.N. (England), Ltd., however, fears that this shield will prevent the ready cow from being adequately ventilated, and that the oil, in consequence, will become too heated.

A Triumph two-stroke lightweight fitted with the Robbins



Captain Sir Thomas Moore and His Scott

Dear Julie,
I can tell you about the photograph of Tom Moore in last month's Sunbeam Times. The motorcycle is a 1922 Scott Standard Squirrel, and the event is the 1954 Old Timers Rally, organised by the Hull Autocycle and Light Car Club. The awards he is holding are The Old Timers trophy, a silver veteran car, as the event was originally for cars and motorcycles, and a rose bowl which was a team award.

How do I know this? I have the programme here, and I won that trophy at the 1955 Rally on my 1926 Scott Super Squirrel, when I was younger. I still have the bike, and I still ride.
Yours sincerely,
John Thompson, SMCC
Peco Marque Specialist



Capt. Tom aboard his 1922 Scott



Photo: Bradford Council's Museums And Galleries Service

Editor's Note: *Apparently, a Scott ridden by Capt. Sir Tom Moore has been located in Bradford Industrial Museum. Bradford Council said: "We couldn't believe it when we found out that one of the bikes that we have on display in our Bradford Industrial Museum was once rode competitively by Capt Tom..."*
The bike was restored in the 1950s by photographer C.H Wood, who used it to compete in scrambling races. It also needed to be re-registered and the number was changed from DN 3612 to AK 222. The bike now belongs to Mr Wood's son, David, and is on loan to the museum. Left is pictured C.H. Wood in 1954 scrambling at Dob Park near Otley West Yorkshire.
I'm not convinced this is the same machine, your thoughts please?
www.bradfordmuseums.org

Perry Vale and the P.V.

Hi Julie,
One little thing I forgot to say was with regard to the mention in one of your magazine articles regarding PV motorcycles. I was brought up in Perry Rise which is an extension of Perry Vale and my Mum was born and lived most of her life there. Although the PV company was clearly gone after the war I have never seen any mention of the factory in Perry Vale, the only factory I recall was a shirt maker. However in about 1966 I purchassed a Thames van from a showroom/garage at the very bottom of Brownhill Road Catford (walking distance from Perry Vale) and while there the garage owner showed me a PV motorcycle and he told me that it was one of the last made and that they were manufactured there. More than that I can't remember, it was a long time ago. I do remember my dad being very interested.
Take care, Frank Kateley.

Norah Everitt and the P.V.

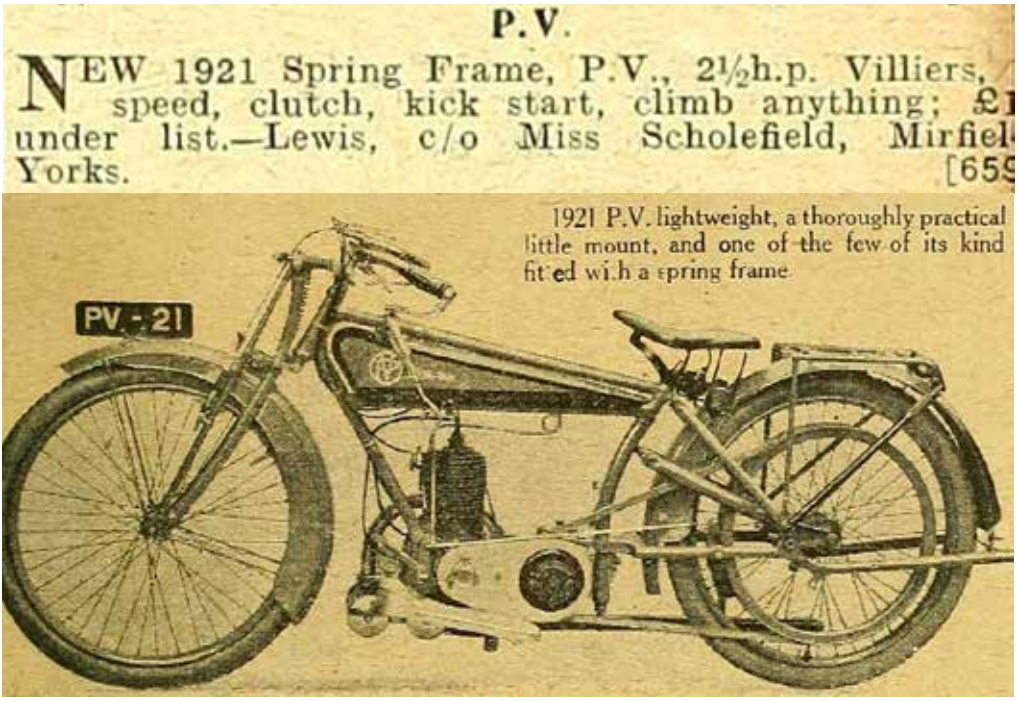
Dear Julie,
A rather niche turn-up, with a mention in the Norah Everitt article in the last edition of the Club News of her owning a P.V. at some point - although it's disappointing that she didn't think much of it, especially given I am finishing restoring a 1924 version, and am part-way through doing a 1921 bike.

'Mirfield' rang a bell, and I found this small ad from June 1921, which seems to give a more glowing account of the bike's capabilities.

Given the modest stature (and output) of the P.V. works, I'd be surprised if there was more than one of these in Mirfield (population ~ 19,000, then and now).

The Villiers engine was a proven fitment, so maybe Norah's bike just needed the spanners out on it to check the basics.

Attached the small ad, and a press shot of what the bike would have looked like. List price was £75.
Nick Smith


P.V.

NEW 1921 Spring Frame, P.V., 2½h.p. Villiers, speed, clutch, kick start, climb anything; £1 under list.—Lewis, c/o Miss Scholefield, Mirfiel Yorks. [659

1921 P.V. lightweight, a thoroughly practical little mount, and one of the few of its kind fitted with a spring frame

PV - 21

Obituary

Marjorie Ayers 22.12.1924 – 7.4.2020

Baz Staple



Our immediate past President, Marjorie, faded away peacefully, aged 95 on 7th April in her very good care home, where her long time friend, Jo Todd, visited her regularly. Jenny and I visited her less regularly and, although regrettably she had lost her eyesight, we were able to witness her continued interest in the club, her sense of humour and understanding of life. Jane and Simon Ayers supported her brilliantly throughout.

Marjorie was immaculately spoken and was the very epitome of an elegant lady. All those who knew her describe her as a "lady". This might suggest she was aloof and distant but this was certainly not the case, as she exhibited kindness and friendship to all. She was indeed a lovely person and a great character.

Marjorie and her two brothers were brought up in West Norwood. She attended St Martin in the Fields High School for girls where she did well and enjoyed music. On leaving school she went to work in a drawing office surrounded by men and it turned out she was a rather accomplished draughtswoman.

She met her future husband Captain Anthony 'Tiny' Ayers, on leave from his posting in Malta, at a Christmas Eve dance in 1948 and Tiny proposed a few days later, on New Year's Eve! Tiny had to return to overseas duty almost immediately and they got married on his return in August 1949, a very short courtship! Marjorie then became embroiled in army life, spending time in Malta. As a lifelong Royalist it was a huge source of pride that she and Tiny were living in Malta at the same time as the future Queen and Prince Philip.

Then in 1956 Tiny was posted to Uganda for two years to lead a team mapping the country and Marjorie tagged along. One might have thought living in tents in the outback an unappealing prospect for a newly married young lady, but Marjorie leapt at the opportunity and had the time of her life. A book was later written about this important work in which Marjorie gets a mention, talking about life as a woman in the wilds.

They were back in the UK for a time and in 1967 Tiny was promoted to Lt.Col. and posted to

Obituary

Marjorie Ayers 22.12.1924 – 7.4.2020 **Baz Staple**

Washington to lead a specialist survey team. Again, Marjorie was in her element, enjoying every minute of the celebrity lifestyle as the wife of a senior British officer. They were a very popular couple. When they arrived back in UK in 1969 they hosted many motorcycle meetings and functions at their spacious Edwardian home in Sanderstead, Surrey. After they took over the Pioneer Run organisation in 1982, a sizeable number of our Dutch friends started to enter and Tiny and Marjorie would host a pre Pioneer Run lunch for them in which the catering was accomplished with aplomb by the charming Marjorie. A more able hostess could not be envisaged.

They also got involved in organising numerous other events, taking over the Graham Walker Memorial Run and inaugurating Welsh Week, along with Ted Langridge.

Sometime in the 1960's, Marjorie starting working with Brian Verrall when he ran an antique business, which included advertising the odd motorcycle, in Maddox Street, just off New Bond Street. The shop was close to Fenwicks the department store, a shop that Marjorie loved! When the business became more focussed on old bikes, and Tiny had retired from Army life, he started working at Verralls in Tooting Bec Road. Marjorie accompanied Tiny on frequent occasions just for the camaraderie and atmosphere.

Marjorie did other voluntary work and, always thinking of others, was a volunteer at St Bartholomew's Hospital (St.Barts) and for over 25 years she would visit lonely patients in hospital. Ever generous, she supported dozens of local, national and armed forces charities.

For many years they organised "stuffing Sunday" – sending out the initial invites to the Pioneer entrants, and then the final stuffing when the programmes and numbers etc. were sent. This was attended to by some 8 to 10 people for which Marjorie catered, after the work was done, with a super two course lunch accompanied with beer or wine. This day usually lasted well into the evening and became a lovely social occasion.

After Tiny's demise in 2007 Marjorie became the first lady President of the Sunbeam Motor Cycle Club, a job she took to like a fish to water.

Then in 2016, following a fall at home, Marjorie moved into first a residential home and then a care home. In both, her infectious smile and perpetual good humour made her a favourite with the carers right to the end. One carer in particular used to chat to her in French and another, from Africa, could exchange a few words in Swahili.

A couple of anecdotes... Tiny when with friends at home would refer to Marjorie's 'do anything' attitude by saying (tongue in cheek) "I gave up a jolly good batman to marry her".

Once when we visited them at their home we were told they had just sorted out a leak in the garage roof. I said to Tiny "Did you get up there then?" The reply was "Not ****** likely, Marjorie did it"!

In summary, Marjorie led an enviably full and happy life, shared with her many friends, all of whom reminisce about what a wonderful, vivacious and witty lady she was.

So it's now time to say goodbye to a Sunbeam club legend and friend to all and no fool as to what was right or wrong.

Marjorie was laid to rest on 21st April at Greenlawn Memorial Park, Warlingham, Surrey alongside her beloved Tiny.

Compiled jointly by Jane & Simon Ayers, Geoff Morris and Baz Staple

Obituary

Eric 'Spike' Holman 28.06.46 - 26.03.20

Frank Mace

I first met Spike through the local motorcycle club in the early 1990's, but it wasn't until passing a stricken Triumph motorcycle, followed by a familiar figure striding along the dual carriageway, that we really got to know each other during that long car journey home.
Firm friends, we never looked back.

Spike was born in Broad Oak, East Sussex and was an East Sussex man through and through, settling a few miles away at Cross in Hand with his wife Josie for the rest of their lives.

As a young man he was very interested in railway locomotives, an interest that was to last him all his life, and he would cycle many miles or travel great distances by train to observe particular locos with his lifelong friend Terry. Both were members of the local model railway club.

He enjoyed fishing with his father who had been a prisoner of war captured at Dunkirk and died when Spike was eleven. Spike followed him in his profession as a plumber. His apprenticeship was particularly thorough involving Spike having to work down wells and learning the art of lead roof work. His soldering skills were legendary which put him in good stead in later life when motorcycle restoration came along.

His interest in motorcycles followed from his love of cycling including competing in Cycle Speedway. His first bike procured for travel to work was a Norton Jubilee, followed by a Triumph Bonneville, which he loved and kept until marriage and children came along. When in a position to do so his interest was reawakened by the purchase of a tatty incomplete 1939 Triumph Speed Twin which he restored to perfect mechanical and cosmetic condition.

Mainly self-taught, he was a jack-of-all-trades and master of them all. He was extremely competent at all types of building work, electrical work and model making to name a few. He had huge hands which were capable of the most intricate work including clock repair.
As his large circle of friends will testify, nothing was ever too much for him. He was always more than happy to help and generous with his time. He loved restoring motorcycles and completed a great many; his favourite was the Speed Twin, but also an AJS R8, a V-Twin AJS, a flat tank M18 Norton, a Matchless and a couple of Sunbeams to name just a few, the most difficult one due to lack of parts being a Triumph 6/1.
I spent many hours in his garage watching and learning from him as he would take an incomplete basket case and resurrect it to former glory. He was a patient teacher and a great inspiration to me, setting me on a new pathway through life, an enjoyable and interesting one, that I had never envisaged for myself.



Spike with his Speed Twin.

Obituary

Eric 'Spike' Holman 28.06.46 - 26.03.20 **Frank Mace**



He was an accomplished rider, try as I would I could never keep up with him, a regular for Club Runs, organising and leading many, as well as taking part in Rallies both here and abroad including the Ballard often accompanied by his daughter Tracey riding his Speed Twin.

For several years he and Josie ran both the New Conyboro Run and the Cream and Steam Runs for the Club and he was a regular at the Chiddingly Meets and Welsh Week.

My most treasured memories in this respect were the holidays we had with Bill Pile and Ted Finch, all SMCC members, where each year we loaded the bikes in my van and took off, twice to France, to Scotland, The New Forest, The Forest of Dean, Dorset etc. Spike was famous for his beer drinking capabilities and his favourite was always the local Harveys, but was not always popular as a roommate. Known as the 'Human Compressor' his snoring would make the building shake!

He had to learn a new set of skills when Josie became ill; cooking, though a master at barbecues, keeping house, shopping, as well as caring for Josie whilst she was at home. Two weeks after losing her he was diagnosed with terminal cancer, which he fought with great bravery and positivity, still restoring and selflessly helping others until the end

He was a very special friend, not only to me but many others and he touched all our lives. I personally will miss him terribly, my life will not be the same, but I will not forget him or all the skills he taught me. I have many, many wonderful memories

Our sincere condolences and thoughts go to his daughter Tracey, his son Gary and their families.



Club Meets

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.

Anticipated Next Dates at Chiddingly: Thursday August 6th; September 3rd.

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.

Anticipated Next Dates at London Colney: Tuesday August 11th, September 8th.

Club Meetings at The Horse and Groom, Essex — Frank Mace

The Essex meet now takes place at noon on the first Saturday of the month at the **new venue** The Horse and Groom, Cornish Hall End, Finchingfield, Braintree, Essex CM7 4HF. For more information contact 07497 000981 or email **frankmace # ymail.com** .

Anticipated Next Dates at New Venue: The Horse and Groom:
Saturday August 1st, September 5th at noon

Club Nights at West Kingsdown Village Hall, Kent — Rob Smith

These are held on the third Monday of the month from 8pm to 10:30pm at West Kingsdown Village Hall, London Road, West Kingsdown, Kent TN15 6BZ. (Behind The Gamecock Pub) OS grid reference O/S 188 574 629. Tea or coffee and biscuits provided, for more details contact George Smith on 01474 852960 / 07929 883665 or **t110george47 # gmail.com**

Anticipated Next Dates at West Kingsdown: August 17th, September 21st.

Meanwhile here is a film star, which will be the subject of the West Kingsdown club night should we ever be allowed to meet up again.



Out and About

Ariel Sloper Wins at Bristol Motorcycle Show

Viv Brackett

Jim Devereux's 1931 Ariel Sloper won Best of Show at the Bristol Motorcycle Show at Shepton Mallet on the weekend of 1st & 2nd February 2020.

Jim works with Sammy in the Museum's restoration workshop restoring and maintaining the Museum Trust's 500+ bikes on display in the New Milton Museum. Jim said 'it was really something to achieve the Best in Show award this year.'

Jim bought the Ariel in 1993, it was totally derelict and in an incomplete state, having been repatriated from Southern Ireland. Over the next 20 years Jim sourced and made the missing parts and gradually restored it to the superb bike it is today, Engine: 500cc 4 valve head, which was the fashionable thing to do in the early 30s, being popular with many manufacturers.

The Ariel Sloper first appeared in 1930 at the Olympia Show and were only produced until 1932 when the company went bust, when the son of the original boss took over the company. The Ariel model range was completely revamped from then onwards.

Jim has ridden approximately 4000 miles since he restored the Ariel. He attends VMCC runs, rides for pleasure and to work when the weather is dry!

The Ariel Sloper is one of a large collection of Jim's Ariels, it is not an easy bike to ride, especially in heavy traffic, due to the hand gear change and the unusual right hand rear brake pedal.



Features and Articles

65, Dartmouth Road, London, SE23.

Frank Kateley



One spring morning, during a tea break at the little motorcycle shop where I worked, I received a call from Jenny, my pal's sister. She had just passed Harold Daniell's shop and seen an ad in the window "Mechanic Required". At one o'clock I jumped on my RGS and shot off to Forest Hill; two weeks later I started work in the workshop at the back of Harold Daniell's famous Norton shop. I had a lot to learn. I say famous because I had grown up in Forest Hill and Harold was a local hero, winning the Senior TT three times was a big thing back in the day. As kids we had often passed the shop on our way to the local swimming pool, sometimes there was a new Manx on display. Often we pressed our noses on the window to see if we could get a glimpse of the great man, he was the "Rossi" of our day.

Harold was a good engineer and knew all there was to know about Nortons. He spent quite a lot of time showing me just how he wanted things done. My dad (who had raced a Norton in his time) said that working on the bench with Harold was like "sitting on the right hand...". I think Harold got a bit bored of being in the office and liked to get his "hands on" in the workshop. I learnt one important lesson very early on while working on an old Dommie with electrical troubles. There was no output from the dynamo, the brushes seemed ok so I went up to the shop to see if we had a new one or a service exchange in stock. Harold said "if the chap wanted a new one he would have asked for it but he brought it in to be fixed." So back to the bench I went and sorted it out. Even though selling spares was the trade, I learnt to mend things and fitting a new part was a last resort, a lesson for life which has stood me in good stead ever since. My early training as a scientific instrument maker also stood me in good stead in this direction. I thought if that's what was wanted, I would sort the workshops out. So in my spare time I had a big clear out, gave them a coat of paint and some better lighting etc. I now felt at home, as it was like the instrument makers.

The old shop looked just as it had done for many years. Above the windows were listed in gold lettering most of Harold's more important wins and lap records. We seldom had any other make of bike in the shop, just Nortons. The 65 Dartmouth Road premises provided a small showroom, about six or eight bikes, some spares and all the consumables, like spark plugs, oil, tyres etc, an office at the rear and a workshop below and at the rear. The workshop below was provided with some useful engineering equipment: lathe, grinder, pillar drill, press etc. The work benches in both workshops, one of which I still use today, were made from wartime Morrison air raid shelters. On the other side of a small service road another shop, no 63, provided the spare parts store, which included just about every part for every model and year. Many of the spare parts were ex WD still in brown grease. Every corner contained some interesting gem if you knew what you were looking at. Dave Stanley was the spare parts man; he was a wizard and knew most part numbers off the top of his head and could cross match parts from models dating back to the twenties up to the latest AMC produced bikes. The other member of the team was Pat Adams who's cool, calm efficiency with the paperwork back of house kept the whole place on an even keel. Spare parts were sent all over the country and to many parts of the world. I sometimes had to help out wrapping spares and most afternoons Dave needed a hand taking the parcels down the road to the post office. We had great fun wrapping odd shaped bits, exhaust pipes, frames, wheels etc. The shop didn't close until six in the evening and often days ended with Harold, Dave and myself leaning on the shop counter yarning and serving the odd customer who called in on their way home from work. On one such evening a young lad came in and

asked if he could buy a Manx fly screen for his 250 Royal Enfield which was parked outside. Harold said he couldn't and when asked “why not?” was told that “it wouldn't catch the flies up”. The poor lad left scratching his head. One very notable feature of working at the shop was the loyal customer base, many old guys had been coming in since before the war, there were no frills, just good service, sound advice and an honest deal. One such customer was the owner of a well-known manufacturer of sand paper and emery cloth who had a private Norton museum. He sent various parts of his Nortons to be mended both large and small in a large black chauffeur driven limo. I worked on all the Norton models young and old except for a short-stroke Manx engine which was passed to Harold's brother in law Steve Lancefield. I got to know Steve quite well over time. He lived and worked his magic in Harold's old family home which looked just as it had when he was a boy (as in family photos). Steve came with me one day to look at a 350 Manx I was thinking of buying. I left without buying it after Steve had pointed out that this was wrong and that wasn't as it should be. I felt quite sorry for the poor guy selling it as I don't think he expected such an expert to turn up. Anyway, at about this time I decided that perhaps three wheels rather than two would be more suited to my racing talents, or in the case of two wheels lack of. At about eleven in the morning and three thirty in the afternoons I would get called up to the back office for tea, the exciting thing was that you could never tell who would have “just dropped in” to see Harold. It was like a who's who of motorcycle racing past and present, I just sat in awe and listened. It was just the same if I went to serve at the counter for some reason, many of the well-known racers of the day would come in for Manx parts, things like exhaust valves which being sodium filled were both very expensive and hard to get at the time. I must say that for me just looking at some Manx parts on the shelves was magic, they were like the crown jewels. It made me smile when I found that some of the Manx bits were kept in race trophies, main bearings in a Swiss GP winners’ cup. One well known rider of the day who I got to know quite well was Joe Dunphy, who passed on to me racing leathers and Manx wheels for the race outfit which I was building in the back workshop. Another upside of working at Daniell's shop was that with that name on my entry forms I had no problem getting entries for race meetings, which was a problem for most people starting out at the time even at club level. Another frequent visitor to the old shop was John Hudson, he always came on a Norton, most often a Dommie. He would spend time in both the shop and my workshop, perhaps to sort out some ongoing problem with a new model. What a nice man he was, he came to visit my wife and I for supper on a number of occasions, as did Steve and his wife. The South East of London and indeed the Forest Hill area was somewhat of a mecca for motorcycling with a number of very well-known dealers in the area most of whom I got to know through working at Harold's. The Norton (AMC by then) managers were very true to Harold and to the last he remained the main dealer for that part of London and I think he got a commission on all Nortons sold by other dealers in the area. One further abiding memory I have of Daniell's was of Harold, Dave and myself leaning on the shop counter listening to the 1966 World Cup Final on the radio, the world outside the shop had come to a standstill, the streets were deserted and buses had stopped.

On a cold January morning in 1967, Dave and I turned up for work to find the shop closed, Harold had died during the night from a major stroke. He was only in his late fifties and left a wife (his second, the first had also died at a young age) and two children. The motorcycling world came en masse to his funeral and the motorcycle press and clubs paid tribute to one of the great men of our age. The BMCRC devoted their whole magazine in tribute to Harold with contributions from many of motor cycling’s royalty.

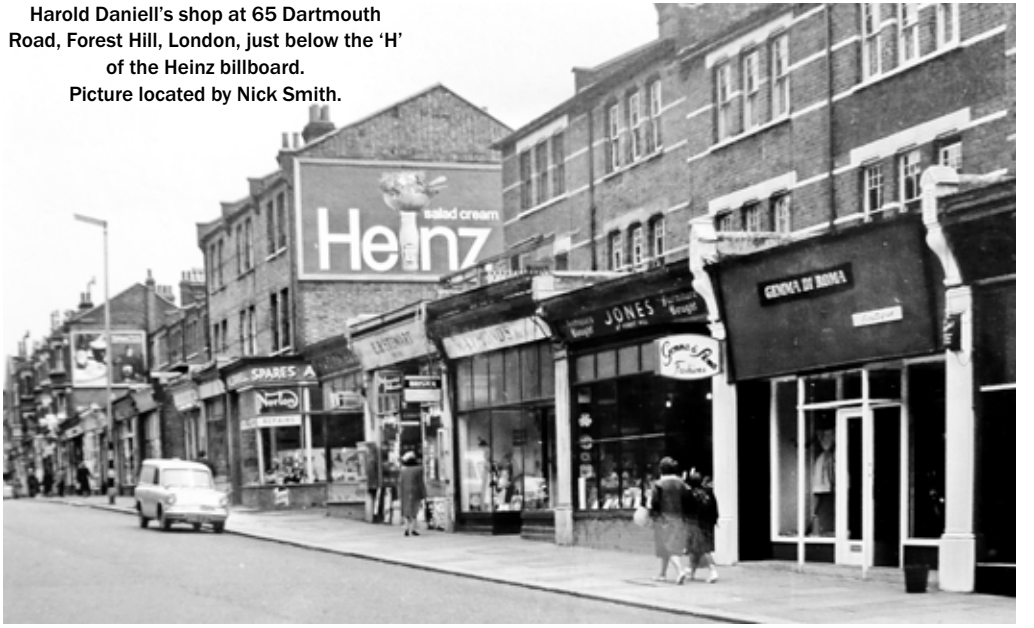
Dave Stanley who knew the shop and its trade from top to bottom agreed to carry on and run the business for Mrs Daniell and in order to be on hand, moved into the flat above the shop. All went well, but of course it wasn't the same without Harold. We continued to work hard but have fun and provide the same sort of service that Harold had strived to give. Both Dave and I got to know the folks at the Woolwich factory on regular trips to collect our spares order or new bikes for the showroom.

65, Dartmouth Road, London, SE23 Continued. **Frank Kateley**

I think that it was quite late in '67 when the "new model", a silver and orange Commando with lots of plastic bits on it turned up at the shop. It was a bit of an embarrassment really so we put it in the side window. A little later in the year Dave and I went to the launch of the Commando held at the Connaught Rooms in London. I think that we took the silver and orange Commando with us, but I'm not sure. The shop business carried on for about another two years after which Mrs Daniell decided she wanted to close, so very sadly we shut the door for the last time and the stock was sold off to other dealers. Dave and I were to go our separate ways but still remain good friends to this day some fifty years later. We kept in touch with Harold's son John until he also died, again at a young age, last year not long after he had joined me while marshalling at the bottom of Bayr Garroo during the MGP. Although John was not a racer he did still ride a Norton.

After a short time working at Geoff Dodkin's Velo shop and a year building McLaren race cars I went to Gus Kuhn's in Clapham to look after their racing stable which included Seeleys and, of course, Commandos, which they raced with great success. I particularly enjoyed preparing and looking after their Nortons for the 24-hour races in both Spain and France where we discovered firsthand how the new Commando drive system could smash gearboxes. In my spare time I was helping a racer friend, Roy Simmons, another Norton rider, with a Commando engined bike. We fitted a Panther rear wheel, which had rubber shock absorbers and dealt very well with the lack of a cush drive in the very strong Commando clutch. It was quite pleasing to find that Norton came up with a similar plan a little later. During all this time I was still looking after some of Harold's old customers' bikes just for fun. Today, some fifty years later, I still ride Nortons both on the road and track but only parading, I never was a solo racer. An old friend lent me a 500 Manx which I rode on a parade lap at last year's MGP. I am hoping to run on the Island again in the Manx this year with any luck. My home workshop is full of Norton bits and besides my own bikes I build one or two engines and gearboxes for other folks, but just for fun these days.

65, Dartmouth Road, "The Old Shop" is now a hairdressers, which would amuse Harold, as like me these days, the man who had coined the name "Featherbed" had very little hair. What an adventure and a privilege to have worked for the great man.



Harold Daniell's shop at 65 Dartmouth Road, Forest Hill, London, just below the 'H' of the Heinz billboard. Picture located by Nick Smith.

What Would Harry Think?

Steve Baughn



Nothing, I have found, quite fills me with contentment like contemplating a brand-new motorcycle in the middle of my shed. The bright plated fixings. The shiny chrome and paint. The new tyres. The spotlessly clean and uncrashed look that it will never have again. It's a pleasure I've afforded myself four or five times in the fifty-three years since I passed my test, and it's always interesting to see what has changed since the last time I indulged.

In the main, advances in technology have enabled manufacturers to supply better built and more sophisticated machines for an affordable price, and steady development has increased power. The basics however seem to change very little. My first new bike, a 1967 Bantam contained little that would have surprised a good engineer like Harry Ricardo in 1917, save for the solid-state rectifier and the sophisticated (!) carburettor. Coil springs existed in 1917, as did hydraulic dampers, though these were at that time aircraft technology. All the engineers of the day lacked was the means to manufacture them cheaply enough for everyday vehicles and the materials technology to make them durable.

A rush of socialism to the head in 1977 saw me the proud(ish) owner of a Co-op Bonneville. A young Harry Ricardo would have found little on that Bonnie he could not have figured out for himself given access to '70's fuels, rubber compounds, alloys, and oils. Indeed, a Honda 750 of the 70's was simply more of the same, though better thought out and developed. Ditto the 80's. And 90's.

What then has changed from 1917 to the present? Any great leaps forward in design? Any astounding developments that would have had our hypothetical Harry leaping from his tub crying 'Eureka!'? Well, no, not really. No doubt the infestation of microprocessors in my latest new Triumph would have baffled him, but then it baffles me. I've no doubt he and I could have pontificated at length on the wisdom of replacing a perfectly good, cheap, reliable, fail-safe easy to fix Bowden cable with a jerky electronic throttle (which, the handbook warns, can fail fully open). I could have entertained him with my views on a generation that seemingly cannot design a toaster without putting an internet connection in it. (The internet, that well know solution to a problem which did not exist. Now that's something he wouldn't have seen coming...) I could have saddened him with the news that in 15 years' time any vehicle with an internal combustion engine will be on the wy to being no more than a garden ornament. (or 'Yard art', as the Americans call derelict cars, thus, for the first time ever, adding a phrase to the English language that actually enriches it.) All in all then, I doubt that I could impress him much with my new motorcycle. Complicated rear suspension linkage? Simpler than the valve gear on a Victorian steam locomotive. Hydraulic disc brakes? Simple and obvious once you've got the materials. Sliding telescopic pillar front suspension? An engineering abomination. Fuel injection that's nearly as good as carburettors? Weird electronic ignition systems, less reliable than magnetos? If they're so marvellous then why do light aircraft still use carbs and the aforesaid magnetos, as they did in 1917? ABS? Traction control? Unnecessary gimmicks for the terminally inept. Four-valve heads? He invented them. He developed an engine with a variable compression ratio. What happened to that?

Don't get me wrong. I think he would like the bike. I think he would be impressed by the power output. He'd like the heated handlebars. And the electric start. And the brakes. Would he be impressed by the fact that we still ride along freezing to death despite having 200lbs of redhot engine between our knees? That we now make six gears do the job of three? Or that we still waste two thirds of the energy in a gallon of petrol and have failed to improve fuel consumption at all? Not so much, I think.

Obscure Makes: Jesmond and Dene

John Hodson

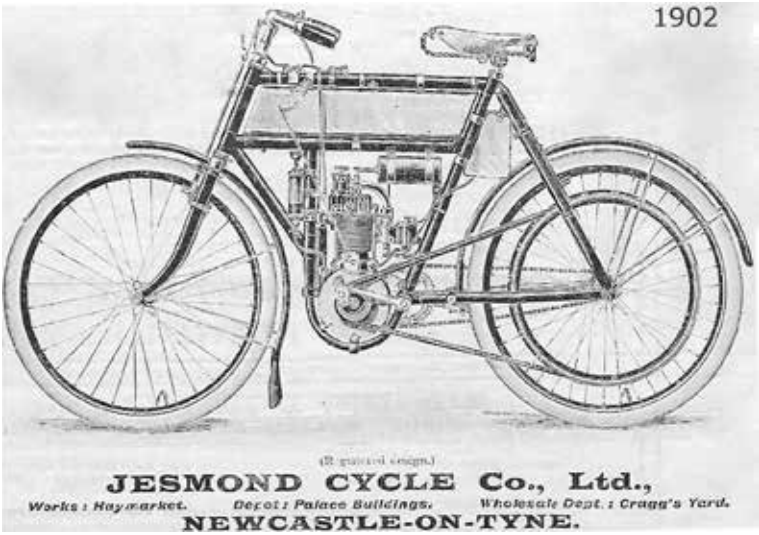
Jesmond


James Moore on the Newcastle to Edinburgh and back Reliability Run, 1902.

At some time around 1876 Robert Moore and his family moved from Lowestoft to Newcastle upon Tyne. Not only did he make a change in where he lived, his occupation changed from shipping clerk to common labourer. The 1881 census shows James Moore living with Robert his father, and the rest of the family. James Moore had taken a keen interest in bicycles as a youth, in 1891 at 21 years old; he was established as a bicycle maker in a shop near Northumberland Street, Newcastle. By 1901 Moore had progressed to being a bicycle maker employing staff. His company, the Jesmond Cycle Company Limited, was registered in 1897. Around the turn of the century Moore is fixing Fafnir engines into strengthened bicycle frames.

In October 1902 Motor Cycling announced that the Jesmond Cycle Co were to bring out a motor bicycle of their own design "which will embody several improvements on many existing patterns" The engine was mounted vertically in a strongly stayed loop frame, constructed of Reynolds tubing, which they had registered as being of their own design. The method of attaching the engine allowed easy access to the valves, cylinder and piston rings for adjustment or repair. A spray carburetter with float feed was fitted. The petrol tank was considered to be of neat design and was constructed of heavy gauge brass sheet. The accumulator was carried in a wooden box behind the saddle with the coil mounted close to the engine. A Fafnir engine of 1.75hp or 2.25hp was used and belt direct drive.

Three Jesmond motor cycles, of 1.75, 2.25 and 2.5 hp, were exhibited at The National Cycle and Motor Show held at the Crystal Palace in 1902. Fafnir engines were again used and the 2.5 hp model had a water-cooled cylinder head, a petrol tank holding 1.25 gallons, an oil tank and a Longuemare carburetter. On the 2.5hp model a water tank was fitted at the top of the vertical down tube of the loop frame. Duplex front forks were fitted to an especially strong crown, front and rear wheel rim brakes were provided and drive was directly by belt. Attention was paid to ease of maintenance as the valves were easily accessible and the timing gears were marked to facilitate accurate timing. An accumulator was fitted near the seat pillar and induction coils were attached to the second horizontal frame tube. Finish was reported to be excellent and on the most powerful model the exhaust valve could be governed so as to regulate speed.



In 1903 The National Cyclists' Union Review reporter wrote the following comments "Far be it from me to say that perfection has been attained, but it is this building of motor cycles by those who are able to combine the experience of the road with that of the

workshop that is going to give us the humanly perfect machine. And each Jesmond introduction is a step nearer to that". The 1903 models were similar to those of 1902 except that for water cooled models a radiator of neater design, but equally efficient, was now used, two accumulators were fitted along with a two way switch so that the accumulator could be easily changed. The exhaust valve governor continued to be fitted so that the speed could be regulated from about 4mph to top speed, without altering the mixture or sparking advance.

Despite good reviews of their motor cycles by the publications of the day and positive feed-back from riders, the company was in difficulty. In September 1903, at a meeting of the members of the Jesmond Cycle Company Ltd, it was concluded that as the company could not meet its liabilities, it should be voluntarily wound up. In the same year James Moore left the Company to form The Dene Cycle Company.

I am not aware that a Jesmond motor cycle survives but perhaps you know better?

Dene

In 1906 The Dene Cycle Company was based in St Thomas Street, Newcastle.

James Moore was an accomplished motor cyclist, for example, he came second in the Newcastle Motor Club speed judging competition in May 1908. In July 1907 he was leading in the first stage of the Newcastle to Edinburgh and Back Reliability Run until he was forced to retire due to a stripped chain wheel. Up to this point "his Dene had been running with clock-like regularity".



One of the first machines to be produced by the new company made use of a 3.5 hp Fafnir engine, Dene girder forks modified with Chater-Lea springs, Renolds all chain drive, Dene two speed gear and a leather cone clutch. A Longuemare carburetter, Eisemann low tension magneto, Brooks saddle and 26 x 2½ inch tyres completed the specification.

It would appear that Moore was also a competent engineer. In 1906 a two-speed Dene counter-shaft gear with clutch was introduced. In March 1908 he visited the offices of The Motor Cycle with a hub gear he had produced and patented for motor cycle use. The two-speed hub gear also had a free engine facility.

In January 1908 Moore advertised a Dene motor cycle for sale from his home address. The bike was fitted with an 8hp Buchet two-cylinder engine, Bozier two speed gear, chain drive, Bowden and band brakes, 26 x 2½ inch tyres and a Brooks B100 saddle. "Splendid condition, little used", also a Montgomery sidecar, price £37-10s. Reason for sale "too powerful"! Perhaps this was a one-off to test the market? No more appear to have been made.

In 1910 the machines produced were fitted with Precision engines, belt drive and sprung forks. Rear hub gears were gradually replaced by two speed gearboxes. The range of machines produced included V-twins as well as singles. A Dene with 5.6hp twin cylinder Precision engine, Armstrong three-speed gear, Bosch magneto, Brooks saddle, Hutchinson passenger tyres and 1" Dunlop belt drive was advertised for sale for £65 in 1911. It is interesting to note the return to belt drive, perhaps this resulted from Moore's bad experience with a stripped chain wheel in the Newcastle to Edinburgh run of 1907.

The 1911 census describes James Robert Moore as a motor cycle manufacturer.

In common with many motor cycle manufacturers, the First World War interrupted production as they were engaged on general engineering work, presumably in support of the war effort. Before the end of the war Dene started to concentrate on retail sales of motor cycle components. The small advertisements in The Motor Cycle over the period 1916 to 1920 show spares such as Precision

engine components, belts, wheels, spokes, a Bosch magneto, Royal Enfield spares and a JAP 8hp engine being sold. In 1920 Triumph and Douglas spares were advertised. By 1921 the range of spares sold had been extended to most makes of popular British motor cycles and the fitting of gearboxes to single speed Triumph and Rover machines, for £26, was also offered. Owners of other makes were invited to apply for a quotation.

I have not been able to establish when motor cycle production restarted but a 1918 4hp Dene, with a three-speed Sturmey Archer gear was advertised by a London dealer in December 1918. Post war production appears to have been on a small scale and limited to large models with JAP V twin engines and Sturmey Archer countershaft gearboxes.

Motor cycle production ceased in about 1924. It would seem that the Dene with JAP V twin engine manufactured in 1924, first registered in November 1924 according to the DVLA and currently at the Beamish Museum, was perhaps one of the last produced.

James Moore died in 1924 but that was not the end of the Dene Company as they continued as dealers and repair agents for many more years under the management of James Moore's son Norman. The shop in the Haymarket continued in business until 1970. How do I know? I had cause to use their shop as a student in Newcastle in the late 1960's. You can see artefacts rescued from the shop and two of the three surviving working Dene motor cycles at the Beamish Museum, Beamish, Co Durham. The other Dene is now in the USA.

Acknowledgements

Thanks are due to Howard Burrows, Jonathan Hill and John Waghorn for information on Jesmond and Dene motor cycles.

Sources of Information

Census returns 1871 to 1911, Jesmond Motor Cycles in the 2019 Pioneer Run Programme, Tyne and Wear Archives and Museums: Newcastle's Motorcycling Pioneers, Motor Cycling October 1902, National Cycle Show Report, The London Gazette October 1903, National Cyclist's Union Review 1903, The Motor Cycle July 1907, January 1908, March 1908 and May 1908, Motor Cycling 1902, Dene Motor Cycle Co. Catalogue, 1921.



Dene Workshop in Sandyford Road 1923 with Dene motor cycle and detached sidecar and James Moore

Our Members : Rowena Rosenthal

Jane Anderson

Rowena's roots are in Oldham, Lancashire, but early in her life, her family moved to Cambridgeshire. Her father was a motorcyclist, and she often rode pillion; her first memories of motorcycling. This resulted in an aspiration to ride motorcycles, but she felt very discouraged from doing so after failing her first car driving test.

After leaving school, Rowena worked in various capacities, and then trained in nursing home care. She now works in care full time; with both adults and children, but currently specialises in the care of adults, disabled not only physically but mentally. A challenging and demanding task.

In 2010 she met Peter Rosenthal, aka Pete's Bikes, son of Richard and Elaine, and thereafter became immersed in the world of motorcycles. She rode pillion with Peter for a while, but he then encouraged her to ride for herself. They married in 2018.

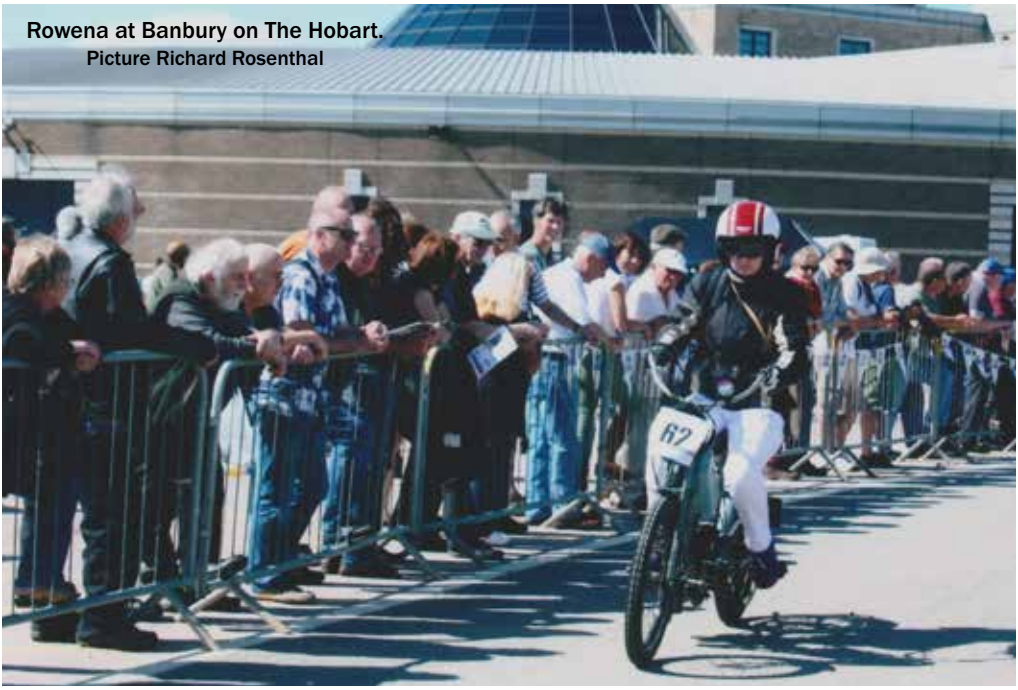
She was inspired to buy a 1958 NSU Prima Scooter, which Peter was selling, and she financed its purchase from savings and a parental gift. Learning to ride on a Kreidler Florett, Rowena passed her test astride a retro Honda CG, then immediately stepped up to a 350cc Triumph 21.

After supporting Peter and Richard at Pioneer Runs for several years, Rowena entered the event on the family 1910 Handy Hobart, a machine not entirely straightforward to operate. After disappointing breakdowns at this event over several years, she finally reached Madeira drive in 2016, a triumphal moment.

A 1914 Douglas, acquired from Australia by Peter, and totally restored by a friend, awaits her next Pioneer Run.

When she is not working, Rowena supports Peter with his business, helping at jumbles, packing and sending spares, and in any other spare moments she likes to cook, read, sew and keep fit by running. Currently, she is working with Richard restoring a 1938 250cc Reynolds two-stroke motorcycle, alongside learning general workshop skills and lathe operation.

Rowena is enthusiastic about veteran and vintage motorcycles, but in fact she embraces all ages of motorcycles, whatever they are, for what they are.



Rowena at Banbury on The Hobart.
Picture Richard Rosenthal

Extracts From My Life On Two Wheels: Part Two

Ian Young

My Ellan Vannin - The Isle of Man.

Over my active years I visited the Isle of Man no less than 27 times. My association with the island began in the seventies when a very active and versatile local VMCC member gave us all a full and colourful account of the unique TT event plus all the VMCC activities going on during TT Fortnight. I willingly agreed to accompany him on a visit there and I decided to ride my Vincent Comet up to Liverpool where we had arranged to meet. I set off on a lovely June morning savouring the warmth and sunshine and leaving Abingdon early to allow plenty of time for the ride. Just past the tourist town of Burford the bike came to a sudden halt. I went through all the obvious causes for the malaise but with my limited mechanical knowledge at that time I could not find anything as a likely cause. At this stage I was convinced that my virgin trip to the Isle of Man had ended here. Whilst contemplating my options a van stopped and the driver turned out to be an active old bike enthusiast. Unbelievably this 'Knight in shining armour' offered to take me back to Abingdon in return for £5. I naturally jumped at the offer realising that I now still had a chance to get to the Isle of Man. I quickly prepared my Vincent Rapide after thanking my saviour. I then rode this at great speed and was fortunately able to meet up with my friend as originally planned. As an aside the problem with the Comet was stripped teeth on the fibre automatic timing gear. At the docks in Liverpool in those days all petrol in the tank had to be drained out, no doubt the staff carrying out this operation were able to run their own vehicles for some time afterwards. Finally, we were loaded and the bikes securely lashed down. In those days it was a four-hour crossing and we settled down amongst the huge crowd of TT enthusiasts to enjoy sunbathing on the decks of the ferry aptly named 'The Mona Isle' being the other name for the Isle of Man.

I did not know at this stage quite what to expect of my destination but all around me conversations were taking place regarding the riders and bikes entered for the various races. One could not help feeling excited about the visit and before long the lovely sight of the sea front at Douglas came into view. Soon we were waiting and watching the bikes being unloaded and I was fascinated by the different nationalities as borne out by the registration plates. By now I was in full holiday mood as I followed my pal up to the top of this 40 mile long island before reaching the delightful town of Ramsey in the North. I was simply stunned by the magnificent scenery around us and the fascinating coastline which we were passing before arriving at this lovely little seaport of Ramsey. All around us were bikes of all ages and types obviously exploring this stunning island. We were both to stay with a genuine Manx family all of whom displayed the local accent which is like a mixture of Irish and Liverpuddlian. To this day I can recognize it and this was recently in evidence whilst listening to an interview with the famous Manx cyclist Mark Cavendish about his performance in the Tour De France and other major cycle races. Long before the era of package holidays the Isle of Man was a very popular holiday resort particularly with the people from Lancashire. Since my original visit the population has gone from 28,000 to 70,000 mainly because now it is a huge base for the financial services industry.

The day following my arrival was a non-race day which allowed me to explore the Island chaperoned by my pal from Abingdon. Naturally he took me around the 37½ mile course and I simply could not believe that brave riders could pilot machines around the course at such speeds. Everywhere we rode the sound of bikes was ringing in our ears from all directions. In those days there were no speed limits and the local police took a very liberal view of the various antics of the TT fans on their bikes. At night the long breath-taking sight of Douglas seafront came to life with noise from fast food establishments shops etc. catering for up to 60,000 TT visitors. It seemed there was hardly a space on the seafront to park more bikes outside the large number of hotels and boarding houses. In the back streets furious activity was taking place as bikes were 'fettled' for the forthcoming races. Believe it or not at the time of my early visits the first thing one had to do was obtain a Manx driving licence. Over the 27 years of my visits I have stayed all over the island and viewed the racing from just about everywhere on the TT course.

The very popular VMCC events take place on non-racing days and range from timed road runs to social

gatherings at places such as Castletown once the capital of the island plus a visit to the now defunct motor cycle museum at Snaefell. On one of my visits I took a veteran bike which was a mistake as it was difficult to steer it between the tram lines on the sea front at Douglas. On one run I ran out of petrol and waited patiently for a fellow member to stop and hopefully rescue me. It came in the form of Ken Blake the person who had started me on this hobby all those years ago. The problem was that neither of us had anything to put petrol in despite me hunting for discard coke cans. Eventually Ken removed the rubber from his bulb horn and patiently filled it with his petrol to transfer to my tank.

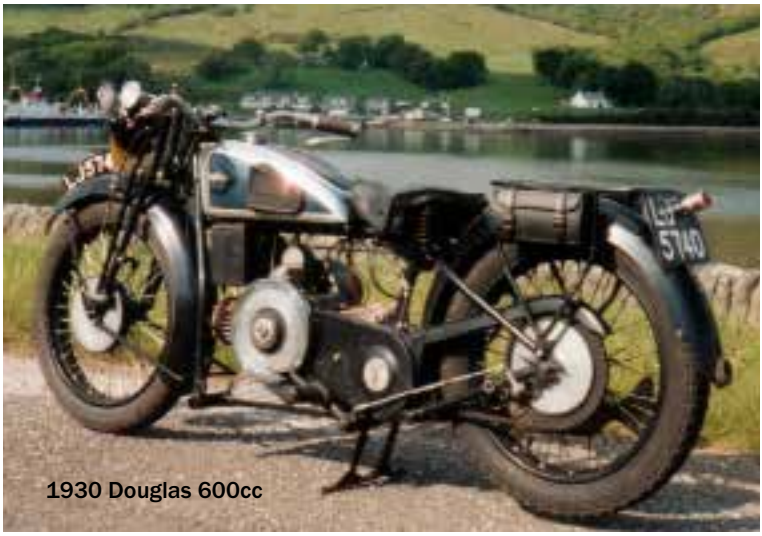
The VMCC events are always well supported whether at the Manx Grand Prix or the TT with entries at times reaching 200. I have carried out the task of commentating at both gatherings which requires me to study the entry list both of riders and their machines.

When I first visited the island there was quite a number of senior citizens watching the racing and it was fascinating listening to their conversations. Unbelievably many of them could not only recall the winners of races 60 plus years earlier but could often remember their lap speeds as well. One year whilst watching the racing at Quarter Bridge I got into conversation with an American who on spotting my VMCC badge said 'gee you want to see my collection back home'. With that he took out a strip of photos and to my utter amazement amongst them was my 1911 TT Rover still wearing its Reading UK registration number. It's a small world sometimes.

My mentor Titch Allen unfairly described the Isle of Man as being the nicest prison he knew owing to the difficulties of there being few specialists for old motor cycle repairs plus the problems of travel. To support the two major motor cycle events annually there are a host of other motor cycle events beyond the actual racing. Trials stunt displays and sand racing plus numerous one-make club gatherings around the island. Over the years I have met visitors to the TT who have travelled from all over the world to savour the unique atmosphere of the event. Someone rightly described it as the greatest show on earth and I would endorse this.

I like many was privileged to be there to see the return of my local Oxford hero namely Mike Hailwood. That year saw record numbers of visitors coming to see him perform his usual style and magic on the course. Such was the enthusiasm that year that the two breweries almost ran out of beer! I had the great honour to sit next to him at a dinner at Palace Hotel and I got him to sign the menu for me. He turned to me and said to my amazement that it was a bit hairy on the roads here.

For race goers, the Manx radio gave a superb commentary by the now departed local Geoff Cannel. One year I had taken my beloved 1930 Douglas 600 and I was judging at a gathering in Peel. When the heavens opened my flywheel clutch became waterlogged. When the time came to depart a call went out on the loudspeaker summoning the driver of the breakdown vehicle. Much to everyone's amusement the call went out for Douglas take a Douglas back to Douglas – howzat!



1930 Douglas 600cc

My Life On Two Wheels: Part Two Continued. **Ian Young**

At night the pavements in Douglas are crowded with enthusiasts examining the vast variety of machines parked with owners enjoying a drink at the outside bars. Different languages are heard but there is never any trouble. The sea front shops are bursting with regalia from sweatshirts to funny hats and books on the history of the races and profiles of the famous racers. One year I was invited to go to the top of the new race tower next to the grandstand. From there on a clear day you could see England Ireland Scotland and Wales.

There is a noticeable difference in atmosphere between the TT and the Manx Grand Prix. The TT is naturally seen as the major event with full works support plus major sponsorship. The 'Manx' is recognised as the privateer's race with up and coming racers hoping someday to graduate to ride in the TT. Many of the Manx Grand prix teams, riders and mechanics are found camping behind the grandstand and it is fascinating to hear and see them preparing machines. The atmosphere during both the TT and the 'Manx' is electrifying to say the least and watching the unique racing around villages and mountains makes F1 car racing tame in comparison. Sadly the event gets little or no cover in the media or national press. Preference is given to snooker darts and other armchair 'sports' as they dare to call them. One year the Duke of Cambridge paid a visit and was sampling the course whilst piloting a new Hinckley Triumph. He had lunch with the governor and various top riders but unfortunately was not seen again. On one of my more recent visits a young Japanese guy had spent £6000 flying his Gold Star BSA to the island in order to take part in the VMCC events. He had a permanent smile on his face all week and was beside himself when we awarded him the VMCC Overseas trophy; such is the appeal of the island.

In the twenties two bikes were made in the Isle of Man one being the Aurora and the other a radically designed machine called the Peters one of which is known to be in the ownership of someone in Kent reputed to be a relative of the designer.

When I first visited the TT there were still races for 50ccc machines which could be heard at a great distance screaming around the course. Over the years I have collected many books showing the TT visitors and it is amazing to note that many of the small hotels are still there bearing the same names. Amusingly in the 30s there was a men-only holiday camp in Douglas called the Cunningham camp. Again, in the early days the Manx language was still spoken and in recent times an effort is being made in the schools to revive it. One trip I was visiting a local in Ramsey who owned a nursery and during tea he suggested that I should speak to the customers siting outside on my 1938 AJS. This turned out to be that popular comedian Norman Wisdom. He explained that he owned this particular model only because being short he could still get his feet on the ground. He had lived in the island for many years and during race week he would happily entertain the spectators with his famous 'fall about' act which he also did in front of the Queen whilst collecting his Knighthood at Buckingham Palace.



Norman Wisdom on my 1938 AJS.

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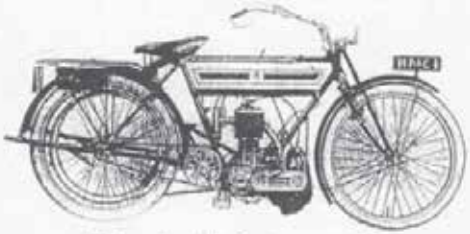
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Taming the 1908 Fixed Engine Triumph

Graham Hudson

My experience with this machine is at the best, minimal. I attempted my maiden journey on my local street with a growing band of neighbours looking on, intrigued by the noise I was making. After much frantic pedalling the engine fired and I was launched, only to be halted in my tracks by a car pulling out in front of me. Four times the engine stopped in my two-hundred-yard journey and I arrived back at the start gasping for air and seriously questioning my decision to enter The Pioneer Run.

Now I have ridden motorcycles since I was fourteen years old, but never a Veteran and now at the age of seventy one, my transport is a Vincent Rapide and a Royal Enfield Bullet, good machines which possess the basic essentials i.e. they start and stop at the riders request at least most of the time, unlike my Triumph which seems to totally have a mind of its own.



The Triumph at purchase.

My decision to purchase a Veteran was based solely on my desire to enter and hopefully complete the Pioneer Run. With this in mind I contacted and visited Verralls and was introduced to the Triumph by Ian Hatton, whose enthusiasm was infectious and after managing to start the engine, without a test ride I purchased the feral cat and took her home.

Following the maiden run, I discussed with Geoff Morris and Chris Ronalds the problems with starting and riding a fixed engine, and was assured that my experiences were not unique. I also read articles which amongst other suggestions recommended fixing lead piping to one pedal to enable it to stay down for a speedy step on, prior to pedalling and dropping the valve lifter. I however decided that the solution lay in being astride the machine with the engine running before driving off.

The solution I first adopted was to fabricate and install an additional stand which would allow the spinning rear wheel to be lowered to the ground slowly allowing it to slip on the road surface whilst smoothly propelling the machine forward, in other words turning the rear wheel and road surface into a clutch. The stand would need to be central and allow the bike to rock forward with the rider's weight, whilst standing on the pedals and allowing the rear wheel to spin and the engine to run. Then with a transference of weight to the saddle the rear wheel could grip the road surface and forward movement could be expected. How wrong could I be. Confident that this solution would work I took to the road once again with neighbours gathering for the show and not wanting to fail, I revved her up. I tentatively transferred my weight to the saddle and with a rising cloud of blue smoke, a pungent smell of burning rubber and the front wheel now up in the air, I waited in vain for forward motion. None. Finally the engine stalled and so with a polite acknowledgement to my many supporters and a heavy heart it was back to the drawing board.


The centre stand

Taming the 1908 Fixed Engine Triumph Continued **Graham Hudson**

After a few days I revisited the problem. There now seemed only two solutions open to me. Either get a hip replacement or my preference, get a proper clutch. I scoured the internet without success and then realized that since the country was now in lockdown, I had better find something to do for the next few weeks. What better time than to make a clutch?

I set myself a few design parameters, the most important being that any alterations could be easily reversed without leaving any permanent damage. Any parts changed would need to be stored for refitting later if required. In a few days the design for the clutch was complete and I contacted steel suppliers to deliver the raw materials required for the construction. After many hours of work with my lathe, bandsaw and mig welder, the clutch was finished and ready for trial.

I considered testing this at night to avoid the publicity but in the end I went for it in daylight, with the neighbours looking for an opportunity to create a bit of a carnival atmosphere. All initially went well and then disaster, the clutch seized up. I had only managed twenty yards this time but at least it was from a standing start.

I had underestimated the pressure in the clutch when the plates were open and the plain bushes I had used had failed. I therefore decided to use sealed ball races and run the clutch in an oilbath. Various tests were carried out in my garage and with the combination of the centre stand and the clutch, I felt confident that a smooth pullaway would now be possible.

I was so confident of success that I asked my son-in law to film the test run for display on YouTube. Without doubt this added to the pressure of the occasion, but despite a few glitches, like neighbours talking to me whilst filming, all went according to plan and I completed the test without any problems. Further rides have since been undertaken and I can report that the feral cat is now transformed into a sleek tigress, controllable and obedient, well almost, those brakes!

To see a demonstration of the clutch and stand in operation please search YouTube for 1908 Triumph with Clutch and Stand.

I am now fabricating another clutch for evaluation purposes. This clutch is being made with the idea of reducing the man hours required for the complete clutch, by purchasing ready-made components where possible, which may only require alteration to fit. I am hopeful that this clutch will be ready for evaluation sometime in June. The plan is to produce these clutches in a limited number, for anyone prepared to pay a deposit and join the waiting list. In order to gauge demand, if you are interested please contact me by e-mail: huddo52 # yahoo.co.uk.

I hope that this may prove of some interest to you and I look forward to meeting some of you in the near future, hopefully on the Pioneer Run.



The clutch showing the release mechanism

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

Part One **Charlie Jenner and Dave Pittuck**

What better way to give an old vehicle a birthday present than to use it on the road in some memorable way! Such were our thoughts behind the 90th anniversary celebrations for the 1896 Leon Bollee Tricar. Everyone, but everyone makes the End to End journey, if a long run is the objective, so why should we be different? So John O'Groats to Land's End it would be in 1986.

As with many events, much work is required behind the scenes to pave the way for reliability and success at the end of the day.

We chose to follow a route based on a 1910 motorcycle trials event- a route of some 890 miles passing through Inverness, Pitlochry, Stirling, Moffat, Carlisle, Lancaster, Tarporley, Worcester, Bristol, Taunton, Exeter, Bodmin and Land's End. Charlie thought that such a journey would take us 14 days, and Dave thought 12 days.

Being uncertain of our actual daily mileage on the Bollee, we decided to book only the night at the John O'Groats Hotel, and trust to luck with bed and breakfast for the rest of the journey. The hotel booking was made for Saturday night 30th August 1986.

Charlie made his first driving acquaintance with the Bollee in October 1985, six and a half miles around the 'test route' just to get the flavour of the controls, and then into the workshop for a winter strip down and mechanical inspection. We concluded that the Bollee was not designed with ease of maintenance and accessibility in mind. It is one of those machines on which to take off this, you have to move that, but to move that, means moving something else!

After the winter's work, we were confident that the Bollee was in fine fettle. Part of the exercise was to develop a set of spares to overcome on the road disaster.

We felt that a likely source of problem might stem from the gearbox. If you can recall the noise made by the old mangle when your grandmother was wringing the last drop of water from the week's washing, that's about the noise that issues forth from the Bollee gearbox on the road. 1896 driving instructions included that the driver should stop every 30 miles or so and paint oil on the Bollee gears. We decided to set up an oil drip feed system over the gears to ensure adequate lubrication for the event. The container strapped to the rear of the driving seat, originally used to store the SBP 2 spirit to fuel the hot tube ignition burner, was redundant on our Bollee, since our hot tube ignition is fuelled by gas. We used the container to store thick sticky oil for purpose of the drip feed exercise. The drip feed proved effective but messy, for normal use we prefer the use of modern spray type open gear oil-one application of which will last more than 100 miles.

1986 we made the year of the Bollee, entering it in several events, mainly to 'get some miles on the clock', and identify mechanical weaknesses before the End to End. In fact, the greatest mechanical weakness proved to be Dave's shin bone! Along the way, the Bollee developed a violent kick on starting, and thrice Dave was left hopping mad. We resolved to bump start the Bollee thereafter for safety and self-preservation. In the main, we continue to do so, although occasionally we will start it on the handle to remind it who is the boss!

We have all learnt not to introduce last minute changes to a proven vehicle. As previously mentioned, the hot tube burner on the Bollee is fired by gas. We found that the particular size of Calor gas container used, chosen to suit the limited space available in the depths of the Bollee, was held by only a few stockists, but we had taken steps which we were certain would ensure adequate supply on the route.

Two weeks prior to the event, we ran out of gas. It was a Saturday evening and we had made plans to use the Bollee on the Sunday. Rummaging around in the workshop, we found a 'Tamar' gas blowlamp. We decided to modify the Bollee gas connections to enable us to try this alternative gas. It worked, so now we continue to use 'Tamar' gas which is available from many retail sources. A last-minute change which we knew to be taboo, but which we feel, with hindsight, was the right one to make.

To be continued.

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

Photos From The Photo Album **Charlie Jenner and Dave Pittuck**



Trial runs in spring 1986 following extensive mechanical preparation in the winter months. Charlie's experience and enthusiasm for things mechanical and his willingness to impart knowledge onto young upstarts like Dave were a key to success in preparing the Bollee.



My Journey into Motorcycling

Renny Morgan

I was introduced into the world of motorcycling in around 1974, when my mum met Baz Staple and we formed a new family. I was seven years old and Baz and his son Martin had a number of motorbikes that were in various states of repair and refurbishment. If memory serves there was the veteran Fafnir, a 1950's trials Matchless, a 1930's Velocette with a Brooklands exhaust and Martin's Bultaco trials bike, all very exciting and exotic to a seven year old.

As an inquisitive boy, I used to spend time in the garage watching Baz fettle his bikes and occasionally things needed a little helping hand to get them apart or to do them up, so I developed a new catch phrase "are you going to hit it with a hammer!" which was asked a little too often by me, as I didn't understand all that was going on.

I got introduced to the Pioneer Run, as you couldn't leave a seven year old at home alone, all those bikes and people, what a sight smell and noise; in my early years the bike was left on the Parade and we would all go to a restaurant for lunch in The Lanes, all very grown up. Baz has completed 50 runs and at a guess I have supported about 40 of those: as a child, a hanger on, as the tender driver when mum was the passenger in the various combinations and now as general support and help.

I have three main stories of the Pioneer Run, the first when Baz was riding the 1903 Rex and unfortunately it got a puncture in the rear tyre. If I recall this was about halfway to Brighton and we had stop and pump up the tyre about every 15 minutes until we eventually found a garage with tyre sealant and got him on his way; which was a relief as my arms were starting to ache with all the pumping.

My Dad also came from a family of motorcyclists, with him owning a souped-up BSA Bantam and tearing up the streets as a youth. I recall the story of my Dad and Grandad being out for a ride in the sixties and them being stopped by the police and my grandad about to be told to behave himself, thinking he too was a young tearaway on a bike. When he calmly took is helmet off and displayed his perfectly bald head he elicited a "mind how you go" type of response from the officer in question. This leads onto my second Pioneer story where Baz let my dad ride the Bradbury one year, which was a truly family affair as his mum also joined us for the day and a grand day out it was.



Renny Morgan in the 1912 Bradbury sidecar with Baz Staple riding at The 1996 Pioneer Run.

Finally as a treat and thank you to me for the years of support, I was privileged to be given the opportunity to travel down in the sidecar on the Bradbury, which was a new experience for me, as I had only every ridden off road or pillioned on the back of a mate's bike.

Away from the annual Pioneer run, I was taken to Brands Hatch and got my first smell of "R", seeing big Mick Grant on his green machine, what a sight to behold. We attended trials, scrambles and the Festival of 1000 bikes over the years.

Back in 1978 aged 12, whilst on our summer holiday and after watching Junior Kick Start, I asked if I could have a go and surprisingly Baz bought me a 175cc CZ, which of course needed a little fettling to get going, declutter for off road use and of course a set of knobblies. I was very lucky as near our home was a wood and a sympathetic

My Journey into Motorcycling Continued **Renny Morgan**

land owner that allowed us to ride our bikes on his land. Only being 12 this meant pushing the bike out of the estate (all uphill for about ½ mile), along a flat stretch and then sit on and coast downhill for another ½ mile to the entry to the woods. Once there Baz, Martin and my brother Terry (also CZ equipped) and I would spend time riding round a large open field to get warmed up and then move into the woods where there was an old "bomb hole" where we could ride sections. It was a great way to spend a Saturday or Sunday morning, either with friends, brothers or all the family, with various machines out having fun. Once done it was a reverse of the way there, push up the hill, along the flat and then a downhill coast to home. Different days back then.

Through the years, with my partner Gaynor, those that have done the End to End, Pioneer, Welsh Week, Warwickshire and Shropshire runs will have seen us out and about continuing to support Mum and Baz on their adventures and some will have had photos taken and shared on these events. Plus, we now support Martin and Marian too, having driven the support vehicle on their own end to end adventure and Gaynor riding shotgun for Marian, as she tenders for Martin on the Pioneer Run every year.

We are still very much connected with motorcycling but alas I have never taken my bike test and never ridden on the road but on occasion I still have a play off-road, either riding a Big Red or one of Martin's trials bikes when we visit him.

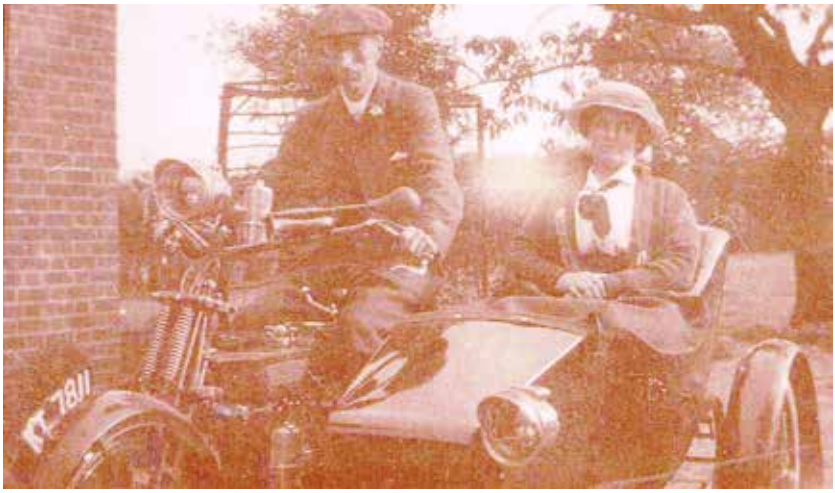
In these current times, it has given me a chance to reflect on the joys, fun and adventures I have had growing up around motorcycling and I really look forward to all forms of motorsport be it competitive, classic tours or runs, once again providing pleasure and friendship to all those that take part and support.

Canon Frederick William Warland

George Smith

Canon Frederick William Warland, the Rector of Kingsdown, was known to ride a Royal Enfield. I am not sure of the size of the engine. The registration is from early 1916. With Canon Warland is his wife Annie.

It would appear that Canon Warland would drive the outfit about but when on official business he sat in the chair with dog collar on and a Homberg hat. The outfit was driven by the gardener-cum-chauffeur William. His son Frederick Leslie was killed during the last months of the First World War. Note that the place name was Kingsdown during the First World War, it did not become West Kingsdown till the mid-thirties.



Our Members - John Taylor

Jane Anderson

Born and brought up in Sussex and Surrey, John was much keener on motorcycles than excelling at school. He took out HP to buy his first motorcycle, a Francis Barnett Falcon, and passed his motorcycle road test at the age of 16.

Thoroughly investigating every lane in the area and beyond on their motorcycles, there were many regular rides with friends. After discovering the fairer sex, there was a brief excursion into the ownership of a bubble car in a cold winter, but he soon returned to motorcycles.

John's interest in mechanics led him into a technical apprenticeship at a local sawmill, where he also acquired an ability to weld. He maintained commercial vehicles, operated a mobile welding service, and widened his mechanical knowledge whilst working for a plant hire company. He enjoyed stock car racing and grass track, becoming Southern Champion of that sport.

In 1967 he married Annie, and they had a daughter, Sharon, and in 1970 he started his own garage maintenance business in Ashington, his home town, with a recovery service attached.

John joined the VMCC in the 1980's, and added to his collection a 1914 Ariel 'NZ', which he saw at Beaulieu in 1989, and spent the next 10 years on its rebuild. He marshalled at the Pioneer Run, and became interested in much older motorcycles.

He joined the Sunbeam Club in 1999, and became a keen collector of Ariels, which he declares as 'straightforward to work on and easy to repair'. Currently, John is retired, but still enjoys rebuilding motorcycles and its challenges.

John and NZ, have ridden the Pioneer Run every year since 1999, and he is a keen follower and leader of many events in his local VMCC Goodwood Section, the Sunbeam MCC and the Sussex British Motorcycle Club. He also takes his machines to Europe for touring holidays.

He is affectionately known as Tinker by his friends, and his cheery presence and distinctive voice are very much enjoyed. He is always ready to assist anyone with mechanical difficulties and a much-valued team player.

Editor's Note: Our new series, look out for more articles by Jane!



John Taylor Tinker 1930 Ariel Special at Brooklands 1998

Two Wheel Fraternity

Nick Goodwin

The word fraternity isn't too popular in this country, maybe because of its association with American student films of the 80's and the French Republican motto. The description of the meaning of the word has a degree of mutability but has been described as a group of people sharing a common interest in a spirit of friendly brother (sister) hood.

Most summers I usually join my family at an old house in Brittany by making a 300-mile journey from Dieppe. Last year my 1969 Norton Commando, actually a mixture of about 6 different bikes, started to judder to a halt with 90 miles left to my destination. Managing to freewheel down the next slip road I made a call to the breakdown services requesting a trailer to take me the rest of the journey. Whilst I waited for two hours about four bikers stopped to ask if I was ok. I thanked everyone but said I was awaiting rescue.

When the rescue arrived, the man said he didn't have time to look at my bike and would just take it and leave it at a car garage on an industrial estate, with no accommodation in the area. I would then be stranded over the weekend with few tools. At that moment another biker rode past with the hand gestures to ask are you ok? I gave the universal cut-throat gesture back. Long story short: I said 'non' to the 'roadside assistance'. The young biker took my bike back to his house on a rickety trailer, charged my battery up overnight and found me accommodation in a local cheap hotel. Biker fraternity or code of the road in action. The next day I managed the remainder of the journey, the culprit being a sealed unit regulator.

I had the chance to 'pay it forward' recently. I got flagged down on the road by a young lad who said he knew where my garage was because he could hear me start my bikes up from across the railway tracks. Would I charge his battery for him so that he could start his track bike? I had to smile at his presumption that he could ask a complete stranger to help out. The next morning he gratefully collected his re-charged battery.

Closer to home, I would like to thank fellow members for help and advice with old bikes, particularly Rick Bailey, Dave Pittuck and Chris Ronalds. Vive la Fraternité!

Hints and Tips for Repair and Fabrication

Baz Staple

Whilst I have a MIG machine my welding skills are not first class and I don't get enough practice to progress.

However, I'm a great fan of silver soldering, a good substitute for brazing. You need stick or wire silver solder, which is available from Cup Alloys, www.cupalloys.co.uk 01623 707955. They can also supply the appropriate flux in powder form which needs mixing with water into a paste and applying to the job. Silver solder is available in different heat ranges but 630 to 660 degrees C is suitable for most purposes. As in welding the joint needs to be v-ed out, or if two pieces need joining it's best to drill out each half and put a wire or post in to get a strong joint.

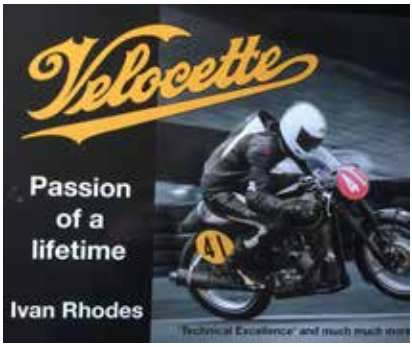
A hearth can be made up using house bricks below and on each side, and the job should be heated up to a glowing red when the silver solder will start to run in and flow. Before putting on the flux paste it's a good tip to paint the areas where you don't want the solder to go with Tippex, correcting fluid available from stationers. Silver solder flows beautifully into joints and doesn't run all over like soft solder and with a little care makes a beautiful clean joint. The finish is brass-like. I've repaired broken handlebars with this method and used same for many miles after in complete safety. If the job is plated a little silver plate dabbed on camouflages the spot.



Book Review

Velocette: Passion of a Lifetime by Ivan Rhodes

Nick Jeffery



I am sure that there are far better-qualified Velocette-owning members than I am to review this book but I must admit to a fascination with the history of this multi-generational Goodman family company and over the years I've absorbed as much reading material on it as I can. Apart from the Jeff Clew/Bob Burgess 'Always in the Picture' marque history and Rod Burris' development history of the 500cc pushrod models, I've devoured accounts like Joe Kelly's PhD thesis 'The History of Veloce Ltd'; the memoirs of race shop mechanics Frank Panes and Hedley Cox; and Len Moseley's 'My Years with Velocette'. Each gave a certain insight into how the firm ticked based on the experiences, perspectives and prejudices of the individuals involved.

However, none of these cover the engineering side of Velocette products, from two-stroke to Thruxton, in depth that was so ably recorded by Ivan Rhodes in his 'Technical Excellence Exemplified', published in 1990 and reprinted several times. Velocette of course made significant contributions to motorcycle technical progress with such developments as the positive-stop foot gear change and tantalising 'what ifs' like the immediate pre-war supercharged Roarer racer and road-intended Model O. Ivan's first book was a veritable feast of detail on all technical aspects from start to finish of the firm. Every Velo enthusiast will no doubt be aware of this but, to give an example of the level of detail, how many makes have benefited from a full chapter on the care, feeding and management of their clutch? (Oh, sorry, I forgot the Vincent!)

Anyway, this new book is described as the 'comprehensively updated and lavishly illustrated' Second Edition of Ivan's earlier book, but if you were expecting it to merely contain expanded technical material you would be utterly wrong as it is far, far more than that!

Firstly, it is physically larger, 280 pages versus 192 and landscape format which permits a better page layout for photos. Yes, the technical content is expanded with new material, enhanced with colour pictures, but Ivan has also taken the opportunity to record in detail a number of his amazing projects to resurrect famous Velos over the years like the supercharged Whiffling Clara and Roarer racers and road-going Model O. He also brings the Velo story up to date with a chapter entitled 'The marque takes on a life of its own' to describe the activities of recent successful Velo racers and enthusiasts like Aussie Stuart Hooper with his near-200mph single that, Burt Munro Indian-like, started as a Venom road bike.

Ivan's first book did not include the flat-twin LE/Vogue/Valiant/Viceroy models but this too has been addressed. Fellow Velo arch-enthusiast Dennis Frost with his encyclopaedic knowledge of these models has contributed a comprehensive section on them backed up by super pictures and drawings. And finally, almost in the 'now-it-can-be-told' manner now that the collaborator has passed, Ivan's knowledge of, and friendship with 'Velocette people' has generated a most interesting chapter. Here Ivan recounts biographical information and records of discussions with characters such as family members Peter and Bertie Goodman, Chief Designer Charles Udall and his brother Len, Phil Irving, Harold Willis, Stanley Woods, Freddie Frith and Mick Grant.

Just two interesting insights from this: It was fascinating to see Charles Udall's comment that as Chief Designer he always wanted the supercharged Roarer to be liquid-cooled but he was over-ruled

Velocette: Passion of a Lifetime by Ivan Rhodes Continued **Nick Jeffery**

by Percy Goodman who insisted that it must be air-cooled even when engineering considerations suggested the opposite. This was apparently because Percy felt that the racing bikes should bear some relationship to the road machines, which seems to me to be a rather warped view of priorities if the object is to win races! And Charles said Bertie Goodman was the person who wanted to proceed with the disastrous Viceroy scooter whereas Peter said Bertie was dead against it!

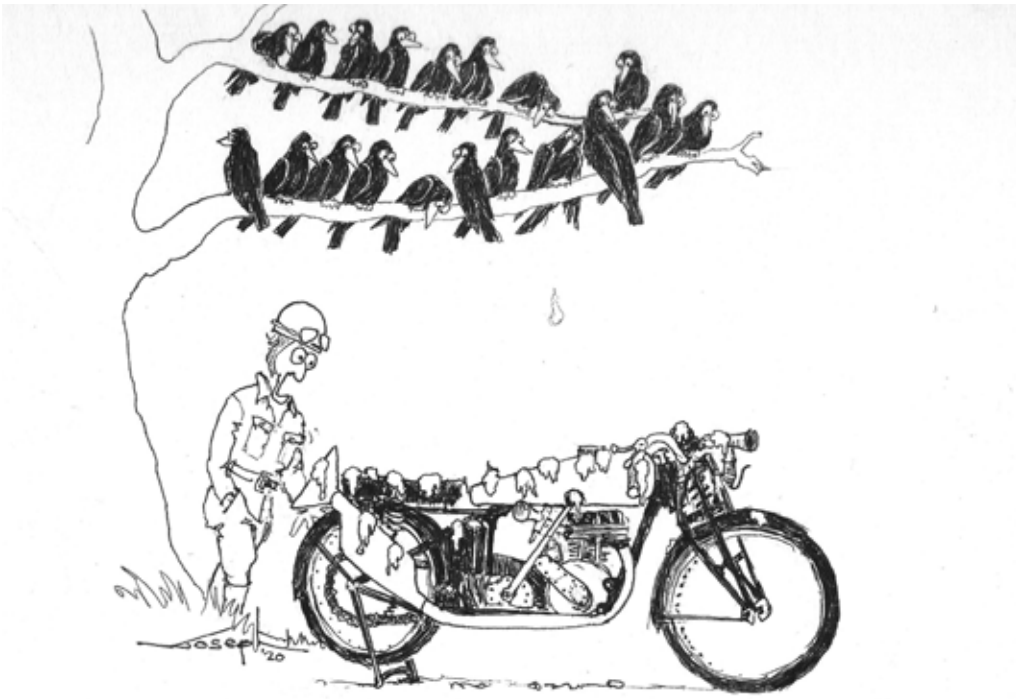
This is a beautifully produced book and should be of interest not just to Velo buffs but anyone interested in motorcycle technicalities and company histories. Niggles about the book? I suppose I would have liked to have seen the activities of Ralph Seymour of Thame recorded, especially his beautiful Métisse-framed racers; and the Mead and Tomkinson Barcelona racer described; and some record of the abortive project for the Viceroy scooter to be manufactured in India ... but you can't include everything. A very minor comment is that it is surprising that the Goodman family tree included in the book, with certain members highlighted in green presumably indicating their involvement with the company, does not highlight A.J. Adams who was Eugene's son-in-law and was Company Secretary and Director.

Even if you own 'Technical Excellence Exemplified' you won't be sorry if you add this to your bookshelf!

Published by Ivan Rhodes in Landscape format 300 mm wide x 215 mm high 280 pages £30 + P&P
Available from: Velocette Owners Club ***www.velocetteowners.com***
and National Motorcycle Museum ***www.nationalmotorcyclemuseum.co.uk***

CORVID-19

John Joseph



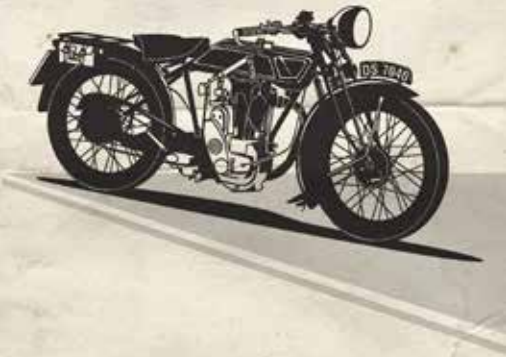
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Trials

With all competition suspended here's a couple of pictures from my archive. **Paul Bullock**



Post-war trials Matchless



The 1924 Victory Trial

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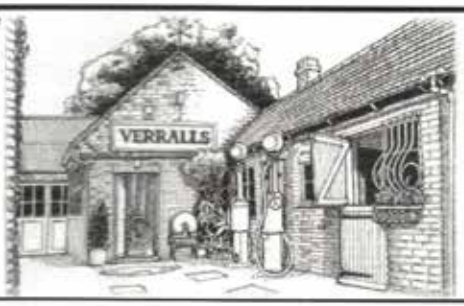
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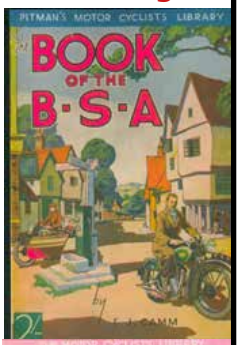
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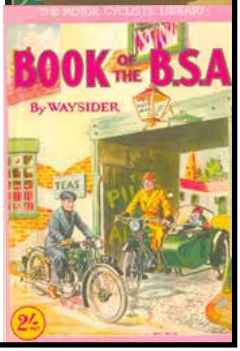
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Date	Event Venue	Contact	
Noon Saturday 1st August	**Club Meet.** New Venue The Horse and Groom, Cornish Hall End, Finchingfield, Braintree Essex CM7 4HF	Frank Mace 0749-700981 **frankmace # ymail.com**	New Venue All welcome.
7:30pm Thursday 6th August	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Saturday 8th August	**Third Bolney Vintage Run** Bolney, West Sussex.	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Post-1914 - Pre-1931
Sunday 9th August	**Fourth Summer Pioneer Run®** Wings Museum, nr Handcross West Sussex	Rob Pond 01306-628297 / 07907 694751 **robpond123 # yahoo.co.uk**	Pre-1915 New Venue
8:00pm Tuesday 11th August	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
Sunday 16th August	**58th Graham Walker Run** Beaulieu, Hampshire	Ian McGill 01293-771446 **pioneerorganiser # gmail.com**	Pre-1940
8:00pm Monday 17th August	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
7:30pm Thursday 3nd Sept	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 5th September	**Club Meet** New Venue The Horse and Groom, Cornish Hall End, Finchingfield, Braintree Essex CM7 4HF	Frank Mace 0749-700981 **frankmace # ymail.com**	New Venue All welcome.
Sunday 6th September	**Thirteenth Constable Run** Monks Eleigh, Suffolk	Marian Johnson 01255 470063 **marj_35 # btinternet.com**	Pre-1940
Postponed to September 2021	**12th Sunbeam September Challenge** North Yorkshire	Alec Thompson 01751-431478 **alec.thompson7 # pobroadband.co.uk**	Postponed pre-1931
Sunday 27th September	**Seventh Romney Marsh Run** Romney Marsh, Kent	Martin Hirst 01225 8111036 **gizmomrsduck # aol.com**	Pre-1931 Flat-tank only New Venue

New Feature starting Page 25



Rowena, Richard and Pete Rosenthal pictured at the start of The 2014 Pioneer Run
Photo Dennis Frost



Rowena with the Dayton Trophy, VMCC Banbury Run 2014.
Picture: Pete Rosenthal