Sunbeam Motor Cycle CLUB NEWS

Issue 894 October - November 2018

Always Ahead!



Judy Westacott (1928 Scott) and Rick Parkington (1923 Sunbeam) at VMCC Mallory Park
Photo: Rick Parkington

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

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

www.sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club Ltd

Founded 1924

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Editorial and News

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Hello Everyone,

Very autumnal now, and our last Club event of the year The Romney Marsh Run will have taken place by the time you read this. This is the last one I will be organising, as I need to spend more time riding my bikes. I'm hoping I can hand-over, maybe to a non-riding member? Richard and myself are happy to help with the route and on-the-day, and the venue are very happy to continue. Do contact me if you're interested, it's a great way to get to know other Club members.

There's also a need for a volunteer to organise the Chiddingly Club Nights - for details see page 13.

Other news is that I had to drop out of the London to Paris run, as I hurt my back kick-starting my Triumph model Q and there was no way I could ride, let alone green-lane, to Paris. So apologies to all the folk that sponsored me, I'm now busy planning the vintage side of the trip.

All the best, Julie

2019 Pioneer Run® : New Route

Arnold Marshall

The Sunbeam Motor Cycle Club inaugurated the First Pioneer Run® to Brighton in 1930. The Run has been repeated every year since, except when prevented by the war 1940 – 45, the fuel crisis in 1974, the foot and mouth outbreak 2001 and bad weather in 2013. Consequently, in 2019 the Club will be celebrating its 80th running of the event on Sunday the 24th March.

Recognised internationally as very special in the Veteran motorcycle movement the Pioneer Run® always attracts the largest gathering of pre-1915 solos, sidecars and tricycles in the world, providing the public with the opportunity to see some 300+ early machines aged between 105 – 123 years old, in action on the road and on display at Brighton.

Promoted by the Sunbeam MCC Ltd, and run under an ACU International Permit, the Event attracts regular entries from France, Belgium, Holland, Germany, Eastern Europe and the U.S.A.

For some time, the Club has been concerned about the safety of riders where the traditional route re-joins the A23 at Pyecombe. Therefore, 2019 will see a new route avoiding this increasingly dangerous hazard, details as follows.

The 2019 Pioneer Run® will be started at 08.00 hrs from Tattenham Corner, Epsom Downs by the Mayor of Epsom and Ewell. The 49.7 mile revised route then follows the A217 through Reigate to join the A23 at Gatwick, diverting via Handcross and Lower Beeding to join the A281 through Cowfold, and Henfield, then on to the A2037 through Small Dole and Upper Beeding and on to the A283 to Shoreham and left on the coast road to Brighton and Madeira Drive. Arrivals will be expected at Madeira Drive from 10.00 hrs onwards.

Awards will be presented by the Mayor of the City of Brighton and Hove, together with the Mayor of Epsom and Ewell at the Sunbeam MCC marquee at 14.00 hrs.

The 2019 event is sponsored by Bonhams Auctioneers, The National Motorcycle Museum, Hagerty Classic Bike Insurance, The Classic Motor Cycle magazine and Bascomb & Drew.

Deadline for December / January Issue: 15th November

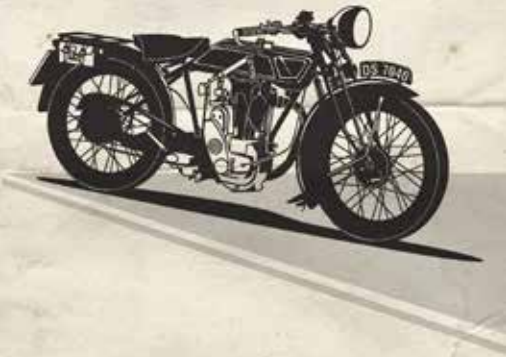
CLASSIC BIKE INSURANCE?

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- ☐ Go out to the garage, pull off your bike's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

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HAGERTYINSURANCE.CO.UK

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Member Discount from Hagerty Insurers

Arnold Marshall

I am very pleased to announce that we have secured a discount for club members from leading classic vehicle insurer Hagerty.

To obtain your 15% discount make sure you quote code 'CCSMC' when contacting Hagerty, on both classic car and motorcycle policies. The discount applies to new policies and on the renewal of existing policies, and is immediately effective.

Hagerty will also support the Club by giving us 10% of all discounted policies, which will be a great boost to our coffers so make sure you quote code 'CCSMC' when contacting Hagerty for a quote or renewal.

To contact Hagerty, please see their advert on the facing page.

Shropshire Mid-Week Break May 2019

Judith Coote

This long-standing and well supported event is in the final stages of planning, having secured rooms at The Valley Hotel, Ironbridge as our base from which to explore the wonderful Shropshire countryside.

Next year's event will follow the usual format, providing three full riding days with refreshment stops along the way ensuring you see the best of Shropshire including many places of special interest. Dates for your diary are 13th – 16th May 2019. Arrive for evening dinner on Monday 13th, riding on Tuesday, Wednesday and Thursday; depart after breakfast on Friday 17th May.

Hotel rates are £75 per person per night, dinner, bed and breakfast based on two people sharing, and a single rate of £99 DBB.

For those wishing to research the hotel and locality, the details are The Valley Hotel Best Western at Ironbridge, Telford, TF8 7DW – **www.thevalleyhotel.co.uk**

Please note there will be a support vehicle (not breakdown) following the routes with us on every riding day.

Previous participants will be sent entry forms and regulations. New entrants wishing to give this excellent event a try please contact Judith Coote on 01926 497475, or email **jacoote58 # gmail.com**

Event entry details and regulations for downloading will also be posted on the Club website calendar. Closing date for entries is 28th February 2019.

Secretary's Scribblings

Paul Bullock

Thank you to all those Members who took the time to complete the questionnaire which was sent out recently. Several suggestions were made which the Club committee will be looking at. Several members said that they may be able to assist at shows where the Club has a stand, either by assisting on the stand or supplying suitable bikes to put on display on the stand. As we do not in many cases know the name and address of the members who offered help could they please contact either the Club Secretary or the Events Secretary, (e-mail addresses inside the Magazine cover), to let either of us know which events you can assist at. The more people who can help, the easier it becomes and the more events we can have a presence at.

New Marque Specialists

Julie Diplock

Our marque specialist scheme continues to grow, as Club member Frank Dolman has kindly volunteered to assist with any Douglas queries, you can contact Frank on 01223 881059.



From the Membership Secretary

Brian Empsall

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

Martin Hirst	Wilts	Sam Walker	Nottinghamshire
Steven Isles	Bristol	Gill Young	Wilts
Richard Orriss	Hampshire	Nigel Young	Wilts

2019 Subscriptions.

If you are entering the Pioneer Run you will need to include your subscription for 2019 with your entry. Please do not forget to also include payment for any family members .

For members not entering the Pioneer Run, subscriptions are due at the end of the year and renewal details will be in the next edition of Club News.

Membership cards will be sent with Club News in February.

Correction

Julie Diplock

Apologoes, I mis-captioned the photo of Olga Kevelos that accompanied Nick Jeffery's book review of 'Playing with the Boys'. Olga is actually astride a Greeve 20T, which she was asked to evaluate by Greeves. I should've looked more closely at the photo!

From the President

Ian McGill

Closing Dates – A Plea On Behalf Of All SOMs From Our President.

Members will have seen a closing date on all entry forms issued by the Sunbeam MCC. This is to ensure that the Secretary of the Meeting has sufficient time to get such items as tickets or vouchers, if required, prepare the programme and issue any final instructions before the event.

However, time and time again we all have late entries through the post or pathetic apologetic phone calls with a 'please may I enter – I lost your entry form' type plea.

A good example of this was the 2018 Pioneer Run® when I received 40 entries after the closing date of 31st December, bearing in mind that entry forms were sent out on 1st October allowing three months to enter! Late entries totally wreck the running order and means that riders are left out of the programme, consequently people that purchase a programme have no details of them or their machines.

More recently with the Steam and Cream Event, our usual take up for this is 20 plus members and friends, which I catered for when negotiating the cost with Bluebell Railway. Come the closing date I had 12 entries booked and paid for, this would have very much affected the cost of tickets but with a week to go I had 22 seats booked, my point being that had all 22 entered by the closing date a lower ticket price could have been procured, thereby benefiting the Club funds.

Graham Walker run 2018 yet again more late entries!

Please take note that the Pioneer Run® 2019 is on the 24th March, 2019 and entries will close at midnight on the 31st December, 2018. Entries received after this date will be returned.

NO LATE ENTRIES – NO EXCEPTIONS – BE WARNED.

Editor's Note: *Our smaller runs such as The Romney Marsh Run do accept entries on the day.*



Welsh Week 22nd to 29th June 2019

Baz Staple

As regular entrants to this long-standing event will know, John Appleton and Colin Bentham are standing down from organising this event after many years of superbly satisfying the entrants' needs. Aberystwyth was the traditional base for this event since 1984 but since the University could no longer accommodate us, we moved to Radnor Revivals in Llanbister in 2015 where the hosts, Tim, Bev and Jack Kemp have provided the routes, food and backup in an efficient and most satisfactory way and this group will take over the full organisation on behalf of the Club in 2019. The accommodation is in comfortable and well equipped lodges, good homemade food thanks to Bev and daily rides of 80-100 miles per day in beautiful Welsh countryside, with coffee, lunch and tea stops en route. For those with caravans, campers or tents, there is ample space for these with a communal toilet wash house.

Event entrant numbers have been reducing in the past couple of years and in order to obtain sufficient entries to cover the overheads the event no longer will be confined to club members, so it is important for regulars to get your entries in, in case it fills up. Regulation and entry forms will be available shortly.

The latest very sad news is that the extensive workshops have been badly damaged by a horrendous fire and Tim has lost some of his valued cars and bikes, let alone part of the premises and his large collection of specialist tools. If they were not busy enough, they now have to contend with the insurance matters and paperwork. I'm sure the regulars will have every sympathy for their sorry predicament. Secretary of the Meeting is Bev Kemp, email **vsekemp # btconnect.com**

Pinhard Trophy - Nominations Invited

Tony Lloyd

Once again, we are seeking nominations for one of the UK's most prestigious awards: The Pinhard Trophy which is in the gift of Sunbeam MCC. This award has been presented since 1950 to the best under-21-year-old sporting motorcyclist competing under ACU or Scottish-ACU jurisdiction.

Last year's winner was GrassTrack and Speedway rider Luke Harris and the cup was presented to Luke at the ACU Awards ceremony in January. He was active with three speedway teams, captaining Reading Racers to a League title and also riding with Cradley Heathens and Eastbourne Eagles. He has been riding since he was three years old and the judges were impressed by his efforts in supporting other youngsters just starting out. He still helps his Dad setting up and clearing local grass tracks. As an ambassador for the sport he has appeared on the BBC to represent Reading Racers.
On hearing of his win, Luke said, "Thank you to everyone who has judged me as the winner of the Pinhard Trophy. It is such a prestigious award to win and I am very thankful to be chosen. A big thank you to Terry Golds who has been sponsoring me for the past three years, his help has been very much appreciated! Thank you also to The Sunbeam Motor Cycle Club for allowing me to be a part of this great award!".

The Trophy is a huge three-gallon cup together with a retention replica tankard. The Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club. A list of previous winners is available from our website

All sections of the ACU together with the SACU are invited to submit entries as well as anyone who feels personally eligible to make an entry. Entries can be for active competitors or administrators under-21 at the beginning of November 2018.

Particularly, because of their wide knowledge and interest in the sport, we look to Sunbeam members for suggested entrants which I follow up via internet. Alternatively, members are entitled to sponsor candidates personally. Over recent years off-roaders have deservedly taken the trophy but there are a couple of minority groups that we need re-dress. Personally, I'd like to see a woman, a Scot or a roadracer win, but that's just me. Editors of leading motorcycle periodicals are invited as judges together with the General Secretary of the ACU and three officials appointed by The Sunbeam MCC: Ian McGill, Chris Mawer and Joan Westbrook.

Entry forms and rules are available from the website or aj.lloyd # virginmedia.com 07751 300233.

Letters

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

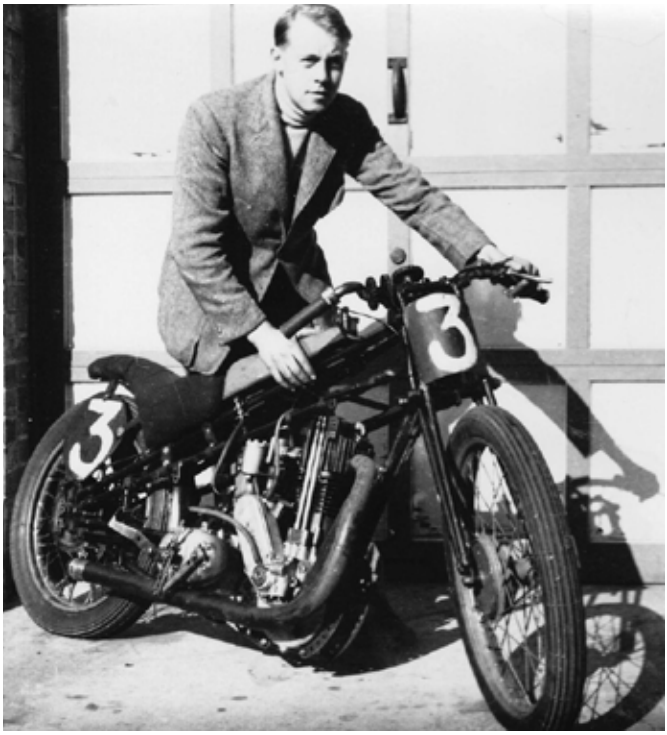
Message from the Editor: *Thanks for all your input, it's always great to have feedback. The writer of the Best Letter of the Issue will receive a Sunbeam MCC Machine Badge. This extremely attractive badge is made from enamel and brass in the traditional manner, with an integral bracket to fit any machine.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



Diminutive Special and a Rare Cotton Blackburne

Dear Julie,

I thought members might be interested in these pictures. They were taken by 'Wink' Wheeler of a machine built by him in the 1930s. 'Wink' was a Rottingdean (Sussex) boy and the village then was quite a hotbed of motorcycle interest. Frank Williams lived in nearby Saltdean and campaigned 'The Village Fire Engine' a very rapid Cotton/Blackburne - this machine was subsequently bought by another 'Rottingdeaner', the late Ron London who sprinted it at Gatwick and other venues. Sadly, Ron was killed during the war in his role as a Spitfire pilot and the machine reverted to Frank (and incidentally was sold a few years ago at Bonham's for a tidy sum). Fortunately, my late father-in-law Bob Copper was a good friend of Ron and treasured this picture of him and the Cotton (below). Ron also had a Frazer-Nash, so his taste was impeccable on both two and four wheeled chain-driven machinery!



Little is known of the diminutive special, save that it was built by 'Wink' and probably equally as much as an engineering exercise as for fun. Labelled OHC 125, it has been identified as possibly starting life as a 150cc Triumph? The builder went on to grammar school and subsequently university, he spent his life in engineering and had a career at Ricardo Engineering which is no doubt a name familiar to many members. As can be seen, the nearside view differs from the offside so I can only assume it was two different incarnations of the same machine.

Can anyone throw any more light on the photos?

Keep up the good work

Jon Dudley, Peacehaven

Diminutive Special and a Rare Cotton Blackburne Continued



Photos of the mystery special, labelled '125 Cammy'.

Jessie Ennis and The London Ladies MC

Hi Julie,

It must have been in 1993 when I made the first holidays with my family in England. Money was short, but I wanted to go to the big island in the North Sea, which it still was in those days; the Channel Tunnel came later. We were visiting Stanley Kirkham, a very good friend, who invited us for a few days to his house. We visited the Davida factory, had a stay with Tony Cowley in Doncaster and later went down to the Kent area to attend the Festival of 1000 Bikes.

I saw a bunch of New Imps for the first time, in Germany I thought I had the only one. Internet? Didn't exist! Among the members of this rare marque club were an old lady and her husband, their names Jessie and Bill Ennis. I'd known Jessie only from reports in our newsletter but now I stood face to face with her. She was a small lady of about 80 years. I took all my braveness and spoke to her. I was very happy to find her a very kindly lady and we were soon talking as if we'd known each other for decades. We were talking about historical happenings, for example WW 2, because I wanted to know what an eyewitness would think about this time and even more importantly, what she thought about the Germans today. A somewhat spicy theme, but I was interested in this as I'd never had the chance to do this before.

But most important: her motorcycle past! Maybe she'd told me that she was a member of the LLMC, but she told me that she was the lady works rider for the New Imperial Factory in the twenties. She showed me a big photo-album of those long-gone days. I remember the picture where she was standing with her New Imperial in front of the Land's End cliffs; a picture with the cups and other awards she'd won and pictures when she and her brother had a motorcycle stunt show. She was jumping through big glass panes and rings of fire, standing on the seat, one leg in the air and other uncommon riding styles, especially for ladies.

This was quarter of a century ago, but I had a videocam in those days and the tapes have been burnt onto DVDs in the meantime. When time allows it, I look into the past on cold and windy North German evenings. Then I see Jessie turning around the pages of her photo album, see her being interviewed by the BBC and see her riding on David Jarvis' New Imperial Model 30 Unit Construction. By the way, the LLMC is even a theme in the actual "Classic Motorcycle" and there is a picture of 1936, which shows Jessie on a New Imperial on the left side. Fine memories, long ago...

Regards Uwe Kartens

Editor's Note: Many thanks for your letter, it's won you a Sunbeam MCC machine badge. I remember seeing Jessie riding a lap of Brands Hatch at the Festival of 1000 Bikes, and she was featured in SMCC editions February and June 2015, available to view on our website www.sunbeam-mcc.co.uk See also PAGE ??? in this issue for more on the LLMC

Asbestos String Removal

At the Garden of England Run I was asked about a suitable replacement for asbestos string used on some motorcycles. I was not able to answer the question at the time.

A bit of research has revealed that there are a number of alternatives to asbestos, the best ones seem to be based on fibre glass. AB Technologies, **www.abthermaltech.co.uk** 01202 830425, produce materials suitable for motorcycle use. Another supplier is PAR Group, **www.par-group.co.uk** 01706 363790.

Asbestos is a difficult material to work with safely, however the Health and Safety Executive has produced a guidance note (a25) **www.hse.gov.uk/pubns/guidance/a25.pdf** which covers removal of asbestos ropes and seals.

Regards
John Hodson

Obscure Makes: Osmond

Dear Julie,
As usual there is always something new to learn in every 'Club News', well for me anyway. In the August / September issue I was surprised to find out that Long Sutton in Lincolnshire produced a motorcycle manufacturer. My mother in-law was born there in the 1940's, and she returned to live in the Market Town just over 25 years ago.

My mother in-law would like to give the Long Sutton Civic Society a copy of the article, which I hope is acceptable? Apparently, they had no record of the Osmond motorcycles, or the link to Long Sutton.

It only took 25 years, and now I am her favourite son in-law, (well her only son in-law, actually).

So many thanks John Hodson, and to all involved in producing this article.

Best regards,
Graham Gasson

Welsh Week Wizards

Dear Julie,
May I as a member of the Club who has been on the Welsh Week offer my sincere thanks and appreciation for the work and fun John Appleton and Colin Bentham put into this event?

I know from experience how difficult it is to organise any event, but for a whole week when neither of them live in close proximity of Wales is extremely difficult. It is always a superb week, thank you both for everything you've done for the Sunbeam Club.

Tim Penn



1926 Sunbeam Trophy

Dear Editor,
I unearthed a Sunbeam MCC Trophy dated June 1926 from a relative. The winner was an H J Wisewould, who was a relative. The H was for Harold we know, but he was always called John. As the club started in 1924 he may have been a foundation member, John died in the mid-seventies.

Does anyone have any records from this era for our family history? The trophy is about six inches tall with silver maker marks on the rear, with a Bakelite base.

We would love to obtain any information your club or members may have about him.

Eric Berzcans, Australia. Email: **ericb807 # yahoo.com**

Obituary

Ronald (Ron) Leslie Farthing

Vic Youel



I cannot remember when I first met Ron, but since the early eighties he was always present at major auto-jumbles and until recently at Kempton Park, and the Stanford Hall and Banbury VMCC events and many others. His stall was the one to visit with an increasingly wide range of very useful spare parts that had been made in India and elsewhere. He always supported the Shepton Mallet jumble run by his local VMCC section and he always carried useful veteran and vintage rare second-hand parts. At one point he was also the dealer that carried a very good range of crash helmets.

They often say that you can ruin a hobby if it becomes a business on which you depend but Ron was one of those rare people (with his accountancy background) who was highly successful as a business man and shrewd dealer whilst simultaneously enjoying his hobby. Combined with his passion for vintage and veteran motorcycles and his encyclopaedic knowledge, he pursued his lifelong hobby often participating in the Pioneer Run to Brighton on one of his veterans as well as many other events. He was not an engineer but enjoyed building or restoring machines and always knew which specialist to co-opt and where to source that rare part.

My good friend Eric Patterson of Ascot and Kempton auto-jumble fame was telling me that he first met Ron in the seventies at Beaulieu and soon Ron had organised a company called ERA Imports and they subsequently bought a Florida shop full of machines and spares for sale in the UK. Ron and Eric subsequently travelled all over the world, Greece, India, Egypt and many other places importing saleable machinery and old ex-WD stocks of parts.

Although I was on Ron's list of pre-war Triumph contacts I really got to know him and his second wife Sheila when he organised a round England run for Parkinson's disease. To participate a minimum sponsorship of £500 was mandatory in his business-like manner. We started from his old home at The Firs which housed his museum and enormous literature collection. I was amazed at the good connections that Ron maintained across the UK with all sorts of knowledgeable help with spares should any of us break down. Ron became a regular participant in FIVA and other European rallies and when I accompanied him and Eric to rally in the Czech Republic and Switzerland in 2003 it became apparent he had dealer connections all over Europe with people similar to himself who enjoyed their hobby whilst building a business from it.

He subsequently moved to his present home and invested in the local village hall to house his collection of bikes; the hall itself was "vintage" with a stage and kitchen housing his rare spares. Ron was one of the establishment and a member of an international network as far as our hobby is concerned. He was an honourable gentleman and always kept his word.

Ron fought hard against heart and stroke issues for the past few years but sadly finally succumbed to cancer. Ron was the much loved husband of Sheila and the late Susan, and with Susan was the father of Hilary, Nicola and Stuart and grandfather of six.

Club Meets

Club Nights at West Kingsdown Village Hall, Kent

Rob Smith

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

September

We showed a DVD about the extraordinary life of the late Wing Commander Ken Wallis MBE, the man who designed, created and flew the autogyro 'Little Nellie' in the 1967 James Bond film 'You Only Live Twice'. Ken's father Horace and his Uncle Percival were enthusiasts of all emerging forms of transport in the early 20th Century; when Sunlight Soap did a promotion offering a Rex motorcycle for a large number of coupons the brothers used their Ely, Cambridge-based business importing and selling groceries to acquire all the coupons off the soap packets for a penny or so until they had enough for their motorcycle! The brothers raced early motorcycles and were also inspired by the early aviators to build an aeroplane, the Wallbro monoplane constructed in 1908 from one-inch steel tube and a J.A.P. V-Twin engine which first flew in 1910. Tragically soon afterwards the shed housing the Wallbro collapsed destroying it and their father who had financed its construction decided that was that with aeroplanes. Many years later Ken and his cousin built a flying replica of the Wallbro.

Ken Wallis was born in 1916 and he too gained an interest in all things mechanical and powered. He built a bitza direct belt drive motorcycle when he was aged 10 and rode motorcycles on the road later. In his teens and twenties he built and raced boats using motorcycle and car engines as well as building a number of 'specials' using Austin Sevens and Bentleys etc. Ken wanted to buy a Speed Six Bentley in the mid-1930's for £15 borrowed from his father but Horace decided a 3-litre car was big enough so Ken used the money learning to fly! Before war broke out Ken joined the R.A.F. despite having to fool the doctor his eyesight was better than it was at his medical. After flying coastal patrols in Westland Lysanders he was posted to 103 Squadron, Bomber Command and survived a full tour of operations in 1941 flying Vickers Wellingtons. Ken moved on to fly night fighter operations in De Havilland Mosquitos but when it was discovered he had a faulty eye he was removed from front line operations and spent the remainder of the war training new crews and researching and testing weapons.

During the war Ken made miniature pistols capable of firing, the smallest one the same size as a modern 20p piece, also miniature slot racing cars using Perspex and pieces of crashed and scrapped aircraft of a superior design to the 'Scalextric' which came many years later. He also made a miniature camera capable of taking good quality photographs of anything from coins to air-to-ground photographs and 100 shots per film! Ken was inspired to build his first autogyro by the type carried on the German U-Boats for sending an observer aloft when at sea. He designed and built his first autogyro after the war and such was the ease of flying he was inspired to build several more. Ken got his appearance in the Bond film through giving a radio interview on another film he had been asked to fly for which Ken Adam, then Art Director for the Bond films, heard broadcast and invited Ken to Pinewood Studios to demonstrate it to Bond producer Cubby Broccoli.

Following his appearance on the silver screen Ken was in constant demand for the rest of his life to fly 'Little Nellie' in air show displays and there was much interest in putting his design into limited production for military or commercial use. Sadly, these plans never came to fruition due to the company Ken went into partnership with altering many aspects of his design without consultation, which resulted in the agreement being terminated. Ken broke 34 World Records with his autogyros

Club Meets

West Kingsdown Continued **Rob Smith**

between 1968 and 2002 and continued to fly them and give talks and attend events until he passed away in 2013 aged 97. Truly a legend in his own lifetime.

Thanks to you all for coming along.

Next Dates at West Kingsdown:

Monday October 15th

Monday November 19th

Club Nights at Six Bells, Chiddingly, East Sussex **Paul Rees**

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

The September club night was a very poorly attended evening, which was a great shame, as George Smith brought along his pioneer Dayton and gave us a most interesting talk on its restoration, even firing it up during the evening. Sincere thanks go to George for his time and generosity, as he refused any financial reward, or expenses towards his costs for the evening.

Finally, as I made clear at the April club night, I will, for personal reasons, not be organising the club evenings in future. Up to now there has been no response from anybody willing to take over. I would suggest that it is a task which could be shared among members, making it a far less daunting task than it is for one person.

Over to you, the membership!

Paul Rees.

Next Dates at Chiddingly:

October 4th

October club night will feature a 1970's quiz, run by Dave Masters, in his own inimitable style. An evening not to be missed.

November 1st

November club night will be the annual bring and buy auction. As before, it is not exclusively for motorcycle related items, but can include anything you think may be of interest to members

Club Meetings at The Vine, Essex **Frank Mace**

The Essex meet takes place at noon on the first Saturday of the month at 'The Vine', Vine St, Great Bardfield, Braintree, Essex CM7 4SR, 'phone: 01371 811822, www.vine-greatbardfield.co.uk - all welcome. Next meeting at The Vine is 2nd June at noon, then again on the 7th of July.

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

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.

Advance notice for the festive season, the December meeting of the Sunbeam MCC, Scott Owners Club and friends will take place on Tuesday 18th December at 8pm, when we share a Christmas buffet with the VMCC East Herts Section. All welcome, please bring your partner. There is a small charge of £2 contribution to the buffet but only for men, ladies do not pay. The usual Broadlakes Lodge Social Club venue. Please note this is one week later than our regular than our regular December meeting date.

Out and About

Reflections of Beaulieu from a Wall Autowheel

Michael Joseph

The weather forecast was foreboding, the rain persistent on arrival. As if by magic it stopped for the duration of the Graham Walker Run. At the prize giving I spotted a big black cloud and then it spotted me.

I had entered my 1914 Wall Autowheel strapped onto a Rudge Whitworth ladies' bicycle of the same vintage. I was so pleased when it fired up straight away that I forgot that the wet brakes were going to be next to useless. After about four miles on the short route I spied fellow Wall rider Ian Standen far ahead in the distance. The gap was slowly closing and I started counting: 75 seconds, and then 45 seconds, and then 20 and then . . . my engine stopped! The petrol tank had broken fee of its mountings and was dangling by the rubber feed pipe, cutting off the supply and adding years of patina to the tank in seconds. Luckily the fuel spraying over the exhaust did not ignite. Some cable ties held it back in place but now I was at the very back all on my own. To navigate, I followed the excellent arrows and there was also a reassuring pattern of iridescent oil marking the route on the wet lanes. I reached the Solent and an old wooden gaffer was making fine headway on the choppy water. Meanwhile the Wall was on a broad reach and going at full speed. It crossed my mind that if I broke down here, I would probably have to call out the RNLI. At 17mph there is ample time to enjoy and appreciate the scenery. Were those really water buffalo? Where am I? What country is this? Am I off route? The final run across the flat heathland was pure joy; the purple heather and grey skies being a perfect match. My little engine was happily going phut, phut, phut snapping away at my ankles and I knew I was going to make the finish. It was only at the very end that the New Forest ponies started shouting until they became a little horse.

Michael Joseph and 1914 Wall Autowheel



56th Graham Walker Memorial Run

Ian McGill

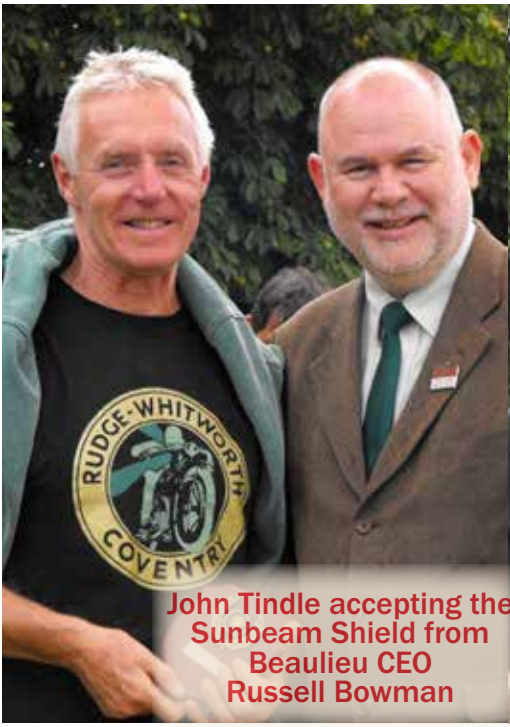
It was a pity that our wonderful hot summer could not have lasted another week, so unfortunately, we had a somewhat damp event. It rained on and off during the morning and during the social run around the New Forest, then for the award presentation the heavens opened, so all in all it happened very quickly. We are grateful to Russell Bowman (CEO at Beaulieu) for presenting the awards.

Sincere thanks to Lord Montagu and the events team for yet again supporting our event with this superb venue.

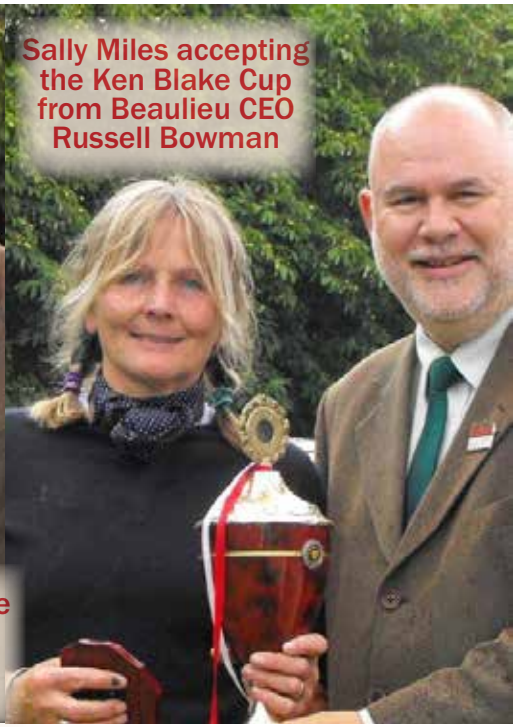
And a special thank you to all the entrants it's good to see you again, hope you enjoyed the day, and have a safe journey home. We look forward to seeing you again on Sunday 11th August 2019.

Graham Walker Award Sheet

The Schulte Cup: Best Veteran Solo - Chris Cook, machine 1911 Humber
The Walker Tankard: Best Veteran Three-wheeler - Tony Verbeeten, 1913 Grandex Special and s/car
The Public Schools Cup: Best Vintage Solo - Chris Green, machine 1926 New Imperial
The Walker Tankard: Best Vintage Three-wheeler - John Joseph, machine 1928 BSA and sidecar
The Peter Pan Trophy: Greatest Combined Age of Rider & Machine - Colin Chambers, machine 1904 Humber forecar (188 years total)
The Walker Tankard: Most Technically Interesting Machine - John Chubb, 1911 Wooler
The Smith Shield: Best overall Runner-up - Tony Windess, machine 1911 Bradbury
The Sunbeam Cup: Best Two-Sstroke machine - John Guy, machine 1929 SOS
The Longmoor Cup: Riders Choice of best machine -Rob Pond Machine, 1930 New Imperial
The Doug Dunford Cup: Best machine in Original Condition - Chris Cook, machine 911 Humber
The Ken Blake Cup: Best Lady Rider - Sally Miles, machine 1927 Douglas
The Sunbeam Shield: Best Post Vintage machine - John Tindle, machine 1938 Rudge



John Tindle accepting the Sunbeam Shield from Beaulieu CEO Russell Bowman


Sally Miles accepting the Ken Blake Cup from Beaulieu CEO Russell Bowman

The Second Summer Pioneer Run from Handcross

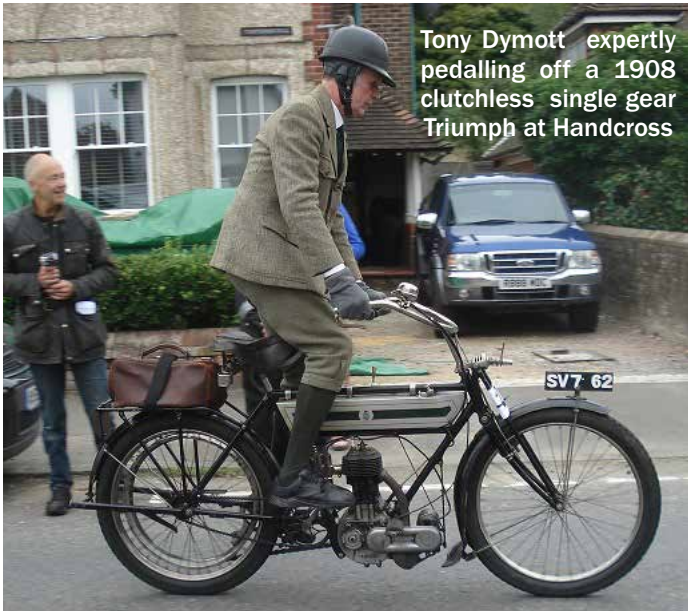
Geoff Morris

If last year's inaugural run of this new event was an unqualified success, then this year's enjoyable 'tour of Sussex' topped even that. Early morning on Sunday 19th August saw Quick's Yard in Handcross buzzing with preparations, as dozens of veteran motorcycles were 'readied' for the 'off'. An added attraction was the free run of Ian Hatton's Verralls emporium where a mouth-watering selection of motorcycles of all eras were on view and for sale.

Amongst the veterans entered, the 1911 Wooler two-stroke stood out, with its so distinctive bullet-like tank. Then there was the unusual 3½ HP 1910 Campion entered by journalist Richard Rosenthal- a rare survivor of this make and fitted with a contemporary after-market 'Mabon' clutch. A 1908 Triumph entered by Mike Lowe and imported back to its country of origin from Australia still had its original Adelaide retailer's brass name plate! A lovely detail.

Andy Coombes had his early 1911 Rover fitted with an as catalogued (in the Rover catalogue) Triumph hub clutch. The two factories were close together in Coventry and Rover simply thought the Triumph clutch highly suitable for their needs and marketed a clutch model. An example of co-operation by manufacturers even though rivals in theory. Richard Wakeling's 1913 Sunbeam 350cc (ex- Brian Moore collection) was at one time owned for years by arch enthusiast Louis Holland of Forest Hill, South London. I remember it well, almost 50 years ago. Louis also had a veteran and vintage car collection and was a real character.

Rudge Multis are normally 500cc, but that of Andrew Howes had a huge 'pot'- 750cc no less. The extra 'oomph' was Rudge's answer to hauling a sidecar. This unusual example had so called 'cellar door' filler caps for petrol and oil, an appropriate nickname when you look at them. This particular Rudge SP 2788 was extensively featured in the very first issue of 'Classic Motorcycle Legends' in Summer 1987. The ever-keen Jane Anderson entered her nicely detailed 1909 Lloyd Thomas and thus added to the panoply of fascinating machines about to take to the road.



Tony Dymott expertly pedalling off a 1908 clutchless single gear Triumph at Handcross

Having started, the bikes made their way out of Handcross onto the quiet B2110 towards Plummers Plain. Past Holy Trinity Church at Lower Beeding, past The Plough public house and then soaring down the Leechpond Hill dip with the pond on the rider's right – this is all a lovely stretch as we opened up the throttle controls a bit - ignition advanced to max. Then Leonardslee Gardens on the left, rumour has it that it may yet re-open. The remaining hammer ponds in this locality are a left over from the Wealden iron industry that once turned out iron for Armada cannons. The sound of waterwheel operated bellows and drop hammers to shape the iron, coupled with continuously glowing furnaces and forges were all hereabouts over 400 years ago. Historians say over 100 sites for iron working (big and small) are known in the Weald with an abundance of timber for charcoal readily to hand.

Then through pleasant Cowfold, known to many nowadays as a wheel building centre where Steve Rolfe of Wheelwise plies his trade renovating all kinds of spoked wheels. Past Cowfold and over the river Adur and shortly before Henfield I swung left on my 350cc Sunbeam onto the B2116, one of the official short cuts marked on the excellent route map. In fact, maps were hardly needed (even though I tend to carry Ordnance Survey maps with me), so good was organizer Rob Pond's bright signage.

This almost deserted road led to the village of Sayers Common, once blighted by traffic as it was once the main A23 Brighton Road. But the re-alignment downgraded the once thrumming A23 to the now quiet B2118 and the village breathed again. The veterans next passed over the modern A23 via a bridge with traffic below rushing towards Brighton; then into Mill Lane and left into Pooksbourne Lane, another quiet backwater. Next, straight over the A2300, becoming Stairbridge Lane, to meet up with the famous A272, the East-West route straddling Sussex. Left we turned and shortly right to once again travel along what was once another stretch of the old A23 Brighton Road through Bolney where 'The Motorcycle Workshop' garage premises beckoned. This was our breakfast stop and a truly welcome awakening of the senses as the waft of bacon and eggs and all the trimmings assailed us.

Tony and Jeanette Masters had once more opened up the spacious premises for the now well ensconced breakfast that was such a feature of last year. What a meal Rob's family and friends served up, the 'full works' with plenty of table room and seating all served with a smile.



The stunning 1911 Wooler at Quick's Yard, Handcross

Popular actor Ian Kelsey presented the award, within seconds he established a great rapport with the crowd with his wit and confidence and furthermore proceeded to dish out various awards with appropriately humorous remarks. He certainly made me laugh and his spiel was marvellous.

There was a really good crowd at the garage enjoying themselves and whilst there, Jane Anderson chugged past non-stop on her 1909 Lloyd Thomas making really good progress up the incline but missing out on the breakfast bean feast. After all that tucker and the riders feeling heavier, the bikes made slightly slower progress up the gradient, past the 'Bolney Stage' coaching inn to join the A23 for just a few hundred yards. Soon ducking under a bridge and turning left onto the B2215 which leads to Staplefield and thence back to Handcross. It was a great route for veterans, for me about 27 miles with various route options, and so well signposted by our Mr.Pond.

Thus ended a super second Summer Pioneer Run and all thanks to Rob Pond and family; Joanna and Paddy Dowzer for allowing us to monopolise their Handcross yard (sorry for the oil leaks!); Ian Hatton at Verralls and Tony and Jeanette Masters at Bolney and the special appearance of 'soap' and television star Ian Kelsey. I think a good time was had by all, judging by riders' comments and of course we had proper 'Sunbeam Weather'.

Sunbeam September Challenge 2018

Alec Thompson

Here we are again looking forward to meeting all of our entrants who really should be called our friends. In this our tenth event we are staging two routes.

The great day arrives, the clouds are clearing and the outlook looks good.

A short run of 50 plus miles is for low power veterans with a longer run of 75 miles over the moors taking in some of the finest wild scenery we have to offer in North Yorkshire.

A bit of a problem was encountered because the Highways department closed about 15 miles of our short route. A very good job we always survey the route the day before the event. This caused much panic so the day's route was re-planned.

The short route around the low areas of Pickering, Thornton le Dale, Allerston, Yedingham, the market town of Malton, before finally taking in the magnificent Castle Howard estate then leaving with a truly magnificent view of the Vale of Pickering.

We then travel on to the edge of the North Yorkshire moors and head north over the moor roads to Appleton le Moors with an optional route stop at The Moors inn. Beware of the local sheep just wandering loose and having a death wish regarding motorcycles.

Heading further north we pass through Spaunton before finally arriving at another jewel in the moors, Hutton le Hole. Leaving Hutton it is just a casual run returning to Cedar Barn.

The longer route covers the same early route as the veterans, before leaving at the outskirts of Malton and heading north for Kirbymoorside and the start of the moors and dale section. From Kirbymoorside to Gillamoor and down there's a surprise view before turning left for Farndale. How could anyone have planned for this beautiful valley to be flooded and turned into a reservoir? Thankfully after much petitioning and objections from all local residents the decision to flood was turned down.

Heading west along the valley side we reach Low Mill and head up and along the other valley side to meet up with the Castleton road. We finally reach The Lion Inn at Blakey for an optional stop and to turn over the route map.



A very chuffed Mark Baliki with 1925 Sunbeam

Leaving Blakey we head further north to the Rosedale turn off. Looking down the valley we see the majority The Vale of Pickering and in the distance the power stations of Ferrybridge and Edgburgh, truly an amazing view. Along the moor roads and down into Rosedale we head south to meet up with the veterans route and back to Pickering.

Returning to The Cedar barn Joy and the catering department have arranged a sit down meal of sausages, mash, veg and gravy. Just what you want after a day's motorcycling.

I would like to thank Joy, the Cedar barn staff, our travelling marshals and back up crew John, Yvonne and Rod. Most importantly all our entrants, without who the event would not be possible. Next year's date is Saturday 14 September.



Keith Hodgson
1912 Royal Enfield



Fred Taylor and Geoff Green

A Very Hot Windmill Rallye

Uwe Karstens

The Windmill Rallye was started in The Netherlands in 1964 by Jack Branse. A Windmill made of real silver has been awarded since. It is the European Championship of old motorcycles and their riders. Two and three-wheelers until the end of WW2 are allowed to start in this event.

Two years ago, the German A and B teams as well as the 'Vasen-Team' had won all three team events in The Netherlands. So, Germany had to celebrate the next event of this kind.

This year, the competitors from Sweden, Finland, Denmark, Poland, The Czech Republic, Poland, Switzerland, Austria, Northern Ireland, England and Germany had to travel to Schleswig- Holstein. The event was held in the city of Kaltenkirchen. A big organizational team together with a lot of volunteers spent more or less all their free time to run this event. The Veteranen Fahrzeug Verband (VFV) and the MSC Kaltenkirchen clubs were responsible for a trouble-free event.



Combined with the Veteranenfahrt Norddeutschland, an event held every three years at Kaltenkirchen, there were 216 entries on the list. I wanted to start with my New Imperial 247cc ohv Model 5 or with the side valve 346cc Model 2 New Imperial. My friend Heinz Kindler asked me if I could bring my little 98cc NSU Fox from 1949 for well-known Willy Hof, who would like to take part as a tourist as his bike was out of order. The scrutineering took part on Friday and as I arrived at 2.00 pm many competitors had already arrived. I did the paperwork and the Model 5 passed the scrutineering without any problems.

The bikes and their riders were introduced on the stage by Germany's Speedway World Champion Egon Müller, together with the German Bonham's representatives Paul Gockel and Heinz Kindler.

In the late afternoon we had a date with Snickers workwear, who sponsored this event. They also sponsored the team jackets for the German teams.

The evening started with great barbeque, a few Guiness or just German Pils.

Early on Saturday morning at 9.00 pm the first competitor started his 164 km long ride for the two-day time trial. The first break was at the city of Hohenlockstedt, where the Finish Hunters were drilled to claim their freedom from the Tzar's Russian Empire. Every year high ranking Finish military personnel visit the city to celebrate this important happening.

The Model 5 ran superbly to the ferry crossing of the Kiel Canal at Hohenhörn for lunch. While entering the other shore a beautifully restored BSA fell to the ground and broke off a footboard, chipping off some nice paint. A fine barbeque again, then passing the canal at Burg marking the half way distance. We had a coffee stop at MAS Motorräder in the little city of Wilster, another helpful sponsor.



We passed the river Stör in the small village of Beidenfleth and after landing a beautifully restored Dutch Harley Davidson caught fire. The fire was quickly extinguished, but the Harley was impossible to ride. (See photo left.)

A Very Hot Windmill Rallye Continued **Uwe Karstens**

My trouble started in the village of Dägeling, where my piston began seizing, a tribute to the hot weather conditions. So, I loaded the Imperial as well as the NSU, as Willy had suffered a strain, and made the 40-mile trip home to bring the Model 2 on which I started the Sunday route of 124 km. It was slightly hotter, and concentration levels fell. I confused signs of a cycle race with the rally signs, and missed three right-turn signs, right in the middle of a time trial. But eventually I reached the lunch break and finally the finish, where all finishers got a tin model of a Württembergia motorbike. Württembergia were only built for a few years in Potsdam near Berlin and used Blackburne engines and 15 bikes of this make took part in this event.

The prizegiving brought lots of special awards such as Concour de Elegance, best sidecar, best outfit, youngest rider, best team, to name just a few.

Nation Cup, no big surprises: Germany A won against The Netherlands and Netherlands B won against Germany B.

The Dutch and the Germans agreed that in two years the Windmill Rallye will be held Denmark. This gives other countries the chance to celebrate the event.

Manx Mountain Capers

Steve Baughn

Practice week for the Manx Grand Prix had been a washout this year, but the weather cleared up for race week and by the Wednesday we were out on the Circuit giving it our all, we being Julie Diplock on her Manx Norton, Rick Bailey on his Bailey Sunbeam Special and me on a rather neglected Triumph twin of uncertain temperament and dubious mechanical integrity. Let's take up the tale as we leave Ramsey.

Heading up out of town Rick's BS special is in the lead, though his plug has fouled yet again, causing some venomous backfires. As a result, I'm gaining ground as we head for the Waterworks, though the Norton is snapping at my heels and looking to pass. I miss a gear as we pull up towards the Gooseneck and the Manx pounces. Now I'm bringing up the rear, trying not to breath in too much second-hand Castrol R (I'm unhappily familiar with its medicinal qualities) and plotting my next move. I've noticed that the Norton oils the right side of its rear tyre and the road's damp, a tricky combination at the Gooseneck, where I'm hoping the Triumph's extra power will get me through. This turns out to be a forlorn hope, all three bikes charge around the turn in line astern with everything on the deck and no mercy on offer, oily tyre or no. Now it's full throttle up to Joey's, the Sunbeam has its plug up to temperature and is pulling hard and cleanly and the Norton is fending me off with yet more Castrol R. An indifferently ridden Honda provides a momentary distraction however, and I pass the Norton and close on the 'beam as we pass Guthries. I keep my eye on his right hand, for as soon as he lets go of the throttle and reaches for the gear lever, I'll take him, I think. This should be simple. On paper I've by far the most power, but the Triumph's heavier and less nimble than the other two (as is its rider), and so the Sunbeam stays stubbornly in front up the hill, leaving me to contend instead with the Norton, which has got its teeth into me and won't let go. Now the speed is rising steadily as we climb up to the Black Hut, but we're all balked by a slow Suzuki jeep, until the woman driving it turns off at The Bungalow and we're freed again to gallop up the mountain, playing Devil Take The Hindmost. The Sunbeam and the Norton are neck and neck in a maelstrom of noise and smoke, 500cc ohv against 350cc ohc, no quarter asked for or given. I hang back and risk a quick look at the speedometer, 55 and rising! I settle again to the chase, glancing at the clock a minute later to see the needle nudging 65, after that I decide not to look again.

Well I'm sure you get the picture, this was hooliganism of the worst kind, albeit in very slow motion. All I can say in our defence is that the combined age of the three motorcycles and their riders was almost four centuries and we've consequently had a lot of practice at being irresponsible and stupid. We'll be doing it all again next year and hope to see you there. Just remember, you don't have to be a twentysomething on a Fireblade to have fun!

A Sunbeam Summer



John Joseph unloads his BSA combination at The Graham Walker Run
Photo Michael Joseph



Lisa Buckingham at the Conyboro
Photo: John Joseph





Conyboro Run Repairs
Photo: John Joseph



Breakfast at The Summer Pioneer R
Photo: Geoff Morris





Club Stand at The VMCC West Kent Run
Photo Graham Buckingham

Club Members Rowena and Pete Rosenthal Tied the Knot





John Joseph with his 1928 BSA Combination at The Graham Walker Run
Photo Michael Joseph



Features and Articles

The London Ladies' M.C.

Richard Rosenthal

I was delighted to read Peter Maddox's short feature in the August-September issue of our SMCC News, page 25, entitled 'The London Ladies MCC.'.

Purely by coincidence I've been researching the London Ladies MC over the last months for a 'You Were Asking' feature in the Classic MotorCycle magazine and Peter's report that Ida Crow's residence no longer exists adds valuable detail to the story.

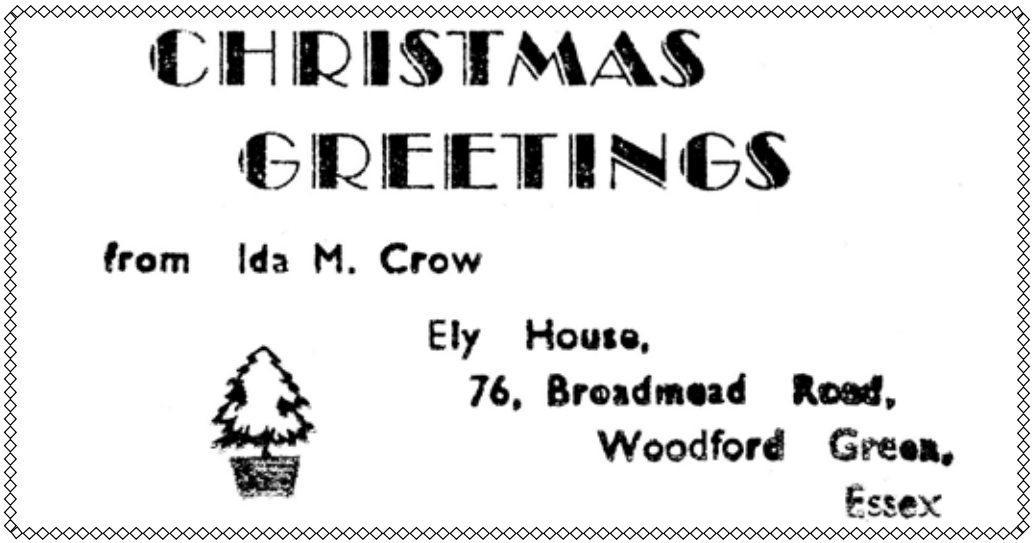
Although known by many, including its club members, as the London Ladies Motor Cycle Club it was founded in 1927 as the London Ladies Motor Club and was often known as the London Ladies MC or LLMC. Soon after formation the club became affiliated to the ACU, South East Centre.

From its founding the LLMC set out to run motorcycle rides out for members, sporting activities, fund raising ventures and pre-arranged meetings for members at selected motorcycle events and shows.

The first evidence I've discovered of the competitive element of the LLMC occurred on 29th September 1928, when The Essex Motor Club staged the first ever Ladies Only races at Brooklands, part of the two motorcycle race programme at a predominantly car race meeting staged that day. Both were of three laps with FC Millar (248cc Zenith-JAP) taking the flag at 82.18mph from Mike Couper (246cc New Henley) in the 1000cc Solo Essex Motor Cycle Handicap. The Ladies Only race attracted 10 entries, reports imply all were LLMC members, with Miss M Ruffell the victor at 77.81mph riding a 346cc Grindlay-Peerles-JAP tuned and prepared by Bill Lacey.

From founding until at least WW11 the LLMC ran a range of competitive events and officiated at others, either for the organising club or the ACU. The club was involved in a small range of charity fund raising activities, most notably trick riding displays, often in period fancy dress, at gymkhanas where on occasions they were joined by husbands, brothers and male friends for performing these turns.

However, much club activity focused around rides out, single days or it's suggested longer tours and the late wife of one of our good friends, Alan Underwood, was a member. Alan has related to me how much his wife Val and her mother Mary Norton enjoyed the club activities in the mid-fifties. Motorcycle trips including route finding tours and rides to places of interest or the coast were organised by the club's long-time official Ida Crow.



The London Ladies' M.C. Continued **Richard Rosenthal**

In common with many local and national clubs the LLMC publicised their events, rides out and meeting points in both the local press and the national motorcycle press as detailed in Peter Maddox's feature. It's unclear if the LLMC met regularly for evening club nights or the like.

The club had many notable officials including Lady Bowen as president (wife of Sir Harold Bowen, one-time president of the British Cycle and Motorcycle Manufacturers and Traders Union, Chairman of Raleigh Cycle Co) and Betty Debenham as press secretary (motorcyclist, author along with twin sister Nancy and both worked in promotion for BSA). Of the vice presidents Mrs Victor Bruce (aviator, record breaking car racer, businesswoman and power boat racer), Mrs Malcolm Campbell (wife of Sir Malcolm Campbell) and Miss Violette Cordrey (long distance record breaker, racer, and round the world car driver who sadly retired from public life on the tragic death of her husband who was killed while flying) are well known names.

The LLMC was largely run by long-time secretary Ida Crow, who may have held other positions too from time to time. Miss Crow graduated from London University in 1921 with BSc (Hons) and was a founding member of the club. Her accompanying Christmas Greetings card confirms she was still living at the address Peter Maddox detailed at the time of sending these cards. Val Underwood recalled Ida Crow in effect ran the club during the years she and her mother were members, at which time she often rode a Triumph Twin.

The LLMC irregularly published an occasional club magazine entitled 'The Magazine of the London Ladies Motor Club' and extracts from a December 1930 issue are currently on-line. It was in part of a period satirical nature which appeals to my bizarre mind. For example, in a section headed 'A novel degree - what would you do in these circumstances?' were the following conundrums:

Q: You are stopped by a policeman who alleges that your 147cc Fancy Blister was doing 50mph?

A: Write the makers and congratulate them, and enter the bike for the next TT.

Q: You have won a gold medal?

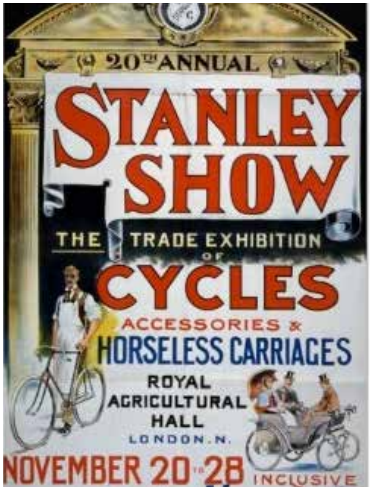
A: Take it to a goldsmith and find out if it really is gold.

My thanks to our friend Alan Underwood in compiling this and the TCMC features regarding the LLMC.

You are Invited to
The Chairman's Lunch
Saturday 5th January 2019
at The Shipley Bridge,
Antlands Lane, Burstow
Surrey RH6 9TE

The Stanley Show

John Hodson



In 1878 the Stanley Cycle Club, or the Stanley Bicycle Club as it was known as at the time, decided to exhibit examples of the leading makes of bicycle at their headquarters at the Aquarium, Camden Town, North London. Over the years the show increased in size and was held at various locations including Holborn Town Hall, Royal Floral Hall Covent Garden, Royal Aquarium Westminster and Crystal Palace Sydenham before finally settling in the Royal Agricultural Hall Islington. The last Stanley Show was held in Islington in November 1910.

At first the show was an exhibition of bicycles and tricycles but later on motorised vehicles with two, three or four wheels were accommodated. Initially the Stanley Bicycle Club ran the show but from 1886 the show was organised by a committee made up of manufacturers and Stanley Club members.

About 114 exhibitors attended the 1878 show in the Aquarium. These included Woodhead and Angois (later to be known as Rayleigh) who displayed an automatic non-vibrating front steering tricycle together with safety and semi racing roadsters. Starley Brothers had a Payebo machine with gold plated hubs on show together with their Psycho range of safety bicycle, tandem, tricycle and lady's tricycle models.

The first Stanley Cycle Show also included an amusement programme acts were; Ferguson and Mack the celebrated Irish comedians, Mr Henry Wardroper the imitable society satirist, Professor Beckworth's renowned swimming entertainment and Ella Zuila and little Lu-Lu on a wire 100 feet high!

In an article in the Bicycling News of February 1887 the reporter stated that the Humber machines "are acknowledged as near perfection as a machine can be". Singer and Company exhibited twenty-nine machines and Rudge and Company had twenty exhibits, to name just two more of the many exhibitors.



Moving forward to the 1899 Stanley Cycle Show, Mr C W Brown of The CTC (Cycle Touring Club) Gazette started his report of the show with a critical comparison with the National Cycle Show he had just attended at The Crystal Palace. Mainly due to the fact that the Stanley Cycle Show was not ready on time, he stated "it is evident that the Stanley management is very inferior, when compared with that of Mr Peach [of the National Cycle Show].

The 1899 Stanley Cycle Show was mainly made up of the smaller bicycle manufacturers and a comment was made at the time that the bicycles are often merely duplicates made up from parts turned out by the same component companies, although bearing different transfers. Exhibitors included Humber, Ormonde, Osmond, Enfield, Rudge Whitworth, Yorkshire County Cycle Company and the Westminster Cycle and Auto-Car Co (who exhibited "a dreadful contrivance" called the Timekeeper convertible cycle). In addition to the now established bicycles, tricycles and tandems, the 1899 Stanley Cycle Show featured novel brazeless, folding, front drive, and chainless machines.

I have not been able to establish exactly when the first powered vehicle appeared at a Stanley Cycle

Show; however, an electric tricycle was exhibited at the 1888 show.

The Stanley Cycle Show and the National Cycle shows were usually held at approximately the same time and in 1900 both shows were held from 23rd November to 1st December. A marked reduction in the number of cycle exhibitors was reported for both shows that year; this was attributed to depression facing the cycle industry and severe competition thinning down the number of exhibitors. However, the motor vehicle manufacturers were much more in evidence than in previous years, particularly car makers. It had been usual for the press to produce a preview of the Stanley Cycle Show but in 1900 two previews were prepared, one for cycle related items and another for displays devoted to motoring related items. A review of the motoring preview indicates that five quadricycles, six tricycles, five motor cycles, seventeen cars and five voiturettes were expected at the show. In addition to the motor vehicles themselves, exhibitors displayed lubricants, tyres, lighting, clothing and parts for the construction of vehicles. By now pedal cycles were taking second place to motorised vehicles.


STANLEY SHOW, 1902,

OF

MOTOR VEHICLES, MOTOR CYCLES,

Cycles, Accessories, and Machinery,

ROYAL AGRICULTURAL HALL, LONDON, N.,

November 21st to 29th, 1902.

Up to and including September 6th, 185 firms had taken space.

ENTRY FORMS AND PLANS NOW READY.

Intending Exhibitors should apply at once to

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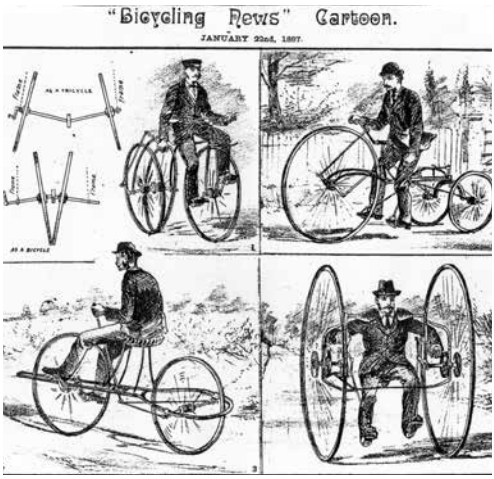
JANUARY 16th to 24th, 1903.

ENTRY FORMS AND PLANS NOW READY.

All space in the Ducal Hall let. Space now being let in the Queen's Palace. The dimensions of this building are 430 feet long, 70 feet wide.

In January 1903 the Stanley Show first automobile exhibition was held at Earls Court.

In 1904, despite the reduction of bicycles on display reported in 1900, a comprehensive display of bicycles and the like was provided at the Stanley Show together with a number of light-weight motor-bicycles, which might appeal to the cyclist, were at the show. These included machines offered by Ascot, Humber and Quadrant. More powerful motor-bicycles were also displayed and these included a Rover 2¼hp machine with direct belt drive, a 3hp machine from the Riley Cycle Co, a JA Prestwich motor-bicycle with Chater Lea frame, v belt drive and a 2½ hp JAP engine. Enfield displayed a 2½ hp machine. In February 1905 a very successful automobile exhibition, held at Olympia, was organised by the Society of Motor Manufactures and Traders and the RAC. The Stanley Show continued to be held for a few more years but with the increased use of motorised vehicles and perhaps a reduced interest in cycling together with competition from other shows, for example, The Olympia Motorcycle Show and the International Motor Show also held at Olympia, the Stanley Show was ceasing to become viable. The last Stanley Show was held in 1910.



Sources of Information:

Bicycling News, The UK National Cycle Archive, The Veteran-Cycle Club online library, The Cycle Touring Club Gazette, The Cyclist, Cycling, The Auto Car.

Tiny's Travels

David Moffat

Last Autumn I had an out-of-the -blue offer from a very generous friend “Would you like to ride my Zenith Gradua in the next Pioneer Run?” Arrangements were quickly made for insurance and collection of the model so I could familiarise myself as much as possible before braving the road to Brighton, not the ideal place to learn the foibles of a new machine with some quite unusual features.

This particular Gradua is a real rarity, a 1914 3½ hp V twin, thought to be the sole survivor of a model listed only in 1914 and 1915, using a short-stroke JAP engine. Before then Zenith's 3½ hp was a single, but '14 heralded an “All Zeniths are Twins” policy with 5, 6 and 8hp JAPs as well as the tiny one. The single returned briefly in '15, principally for a WD contract but also catalogued for civilian consumption. Not only is “Tiny” unique but is also largely unrestored and in excellent mechanical condition courtesy of former owner the late Mike Sherwin.

I'm not entirely unfamiliar with the Gradua model as I have a 1920 6hp twin undergoing long term restoration but my practical riding experience was quite limited. The Gradua idea is fairly straightforward in theory. The engine drives directly to the rear wheel by belt with infinite variations of ratio between limits (about 4 and 8 to 1) by an adjustable engine pulley. This is controlled from the saddle by a horizontally rotated handle which also moves the rear wheel back or forward to keep belt tension constant. There's no clutch as such but when the pulley is fully opened the belt rests on a loose running ring at the bottom of travel so doesn't drive, giving a free-engine position. This is useful but must be handled sparingly as the rotating pulley tends to rapidly wear the stationary sides of the belt.

A typical ride for me starts from my front gate onto a level lane, fortunately traffic free. Two-lever Brown and Barlow carb generously flooded and engine given a good oily splash round with drive engaged and exhaust valves lifted during the push from the workshop. Gradua gear wound right down to lowest ratio to avoid having to run uncomfortably fast. Air lever almost closed, throttle open about a third, magneto fully advanced and Tiny is away in two or three steps. Once aboard more air must quickly be given for the engine to run properly and the gear ratio raised slightly to gradually increase speed.

Conventional wisdom says do this in stages of a quarter to a half turn of the handle, trying to keep the engine speed fairly constant. This is particularly so with the small, short-stroke twin as it doesn't like to slog. The Gradua handle makes three and a half turns from lowest to highest ratio but the direction seems counter intuitive; anti-clockwise to raise the ratio/close the pulley flanges and vice versa. Of course, closing the pulley also moves the rear wheel forward to keep correct belt tension. This change of wheelbase doesn't seem to affect the handling at all. On a level road the highest ratio is quickly achieved and the cruising speed settles comfortably at about 30 – 35 mph by period Stewart speedo, probably a bit faster in reality.

If a lower ratio is required a half turn will suffice initially with the throttle left alone to keep engine speed as it was. Steep hills are best approached as quickly as possible with gradual half turn reductions of gear ratio as soon as the engine starts to labour. Serious slowing or stopping for junctions needs a bit of planning as there is virtually no engine braking and the ratio for getting under way again should ideally be achieved before it's needed. Free-engine can be used to help moving off from slow speed or a standstill. The rider can help the machine to get under way by paddling from the saddle and it might just be possible to close the pulley flanges at the same time by turning the Gradua handle sufficiently without stalling the engine. A downward slope is most helpful...

More assistance is available from the so called “Gear Grip” lever. The left handlebar lever for this device partially closes the engine pulley flanges without moving the back wheel, thereby gripping the belt from the free engine position to take up the drive. However, the lever operates in the opposite sense to a conventional clutch: it pulls IN to take up the drive and it must be held there until the Gradua handle is turned to close the flanges and raise the ratio once under way, easy if you have three hands! This is quite hard on the belt as it is slipping to an extent while moving off and is a surprisingly tricky technique to grasp after a lifetime of normal clutch operation.

Other aspects of Tiny are relatively conventional. Oil is fed by two separate systems; a large hand

pump on the front offside of the tank which feeds oil direct to the rear of the crankcase, thence to the JAP internal pressure system, and an extra Best and Lloyd sight glass drip feed on the tank nearside which supplies the rear wall of the front cylinder, a notoriously dry spot on a v-twin. Both are used to ensure good lubrication; normally a quarter squirt of the big pump every two or so miles and a 2-3 second drip rate through the Best and Lloyd. The crankcase was drained after every run letting out the equivalent of about one to two pumps-full so the settings seem about right. A small quantity of two-stroke oil mixed with the petrol keeps the piston rings and inlet valve guide happy.

Front brake is the usual ineffective wheelrim type but the rear one is a Mike Sherwin modification using a Chater Lea brake drum with a contracting band brake to replace the Zenith design which was a shoe on the back of the belt rim. A very clever assembly which seems to be more effective than the original and is known to have been used on some Zeniths in period.

We call this Zenith "Tiny" because that's the way it appears; everything seems very neat and compact compared to the larger capacity twins. The cylinders and crankcase are obviously smaller but to my great surprise the tape measure revealed that most of the cycle is exactly the same size as the others, the major exception being the Druid front fork which is slightly narrower.

Despite the worst winter in Cumbria for many years I managed about 150-200 miles on dry, salt free roads and in reasonable temperatures by grabbing every possible opportunity. However, our Pioneer Run was not to be as the weather beforehand was appalling with freezing temperatures and roads covered in slush and salt. As we know, the event went ahead with much reduced numbers and distance but we decided the conditions were unsuitable for any form of motorcycling, especially ancients on beaded edge tyres, so chose not to join the hardy few who did the abbreviated run.

I was disappointed but had the bonus of a very interesting off-season learning to ride an unusual machine which was great fun and has spurred me to more effort to complete my own Gradua restoration.

The generous offer was extended once again for the First Northern Pioneer Road Test run in July from Leyburn in Wensleydale. Weather and road conditions were up to usual Yorkshire standards and Tiny completed this excellent new Club event in fine style.

My grateful thanks go to Tiny's owner, who has reclaimed possession of the little Zenith and is having almost as much fun riding it as I did!



Tiny Sussex-registered Zenith reclining against Hadrian's Wall. Beautifully unrestored, with some nice period additions

Pioneer Dating Meeting –August 2018

Geoff Morris

At our Summer meeting, Pioneer Registrar John Waghorn brought along a widely encompassing selection of veteran machines to consider. These are listed below in the order that we looked at them.

1. This was an example of a well-known make which had apparently been bought as a vintage ma-chine but which the applicant hoped could be registered as a veteran once certain later modifications had been attended to. But after much research by our Registrar, the results put before the committee and we turned the machine down.

2. A neat Netherlands owned Wall Auto Wheel was then tabled. Attached to a ladies loop frame bicycle this excellent restoration was accepted without demur. The little 118cc engine (No. 25396) sparked by a U.H. magneto should be good for many miles of Auto Wheeling.

3. Another 118cc W.A.W. came next, once more coupled up to a ladies bicycle (very popular as this design with loop frame lends a period air). This one had engine no. 4427 and the ensemble was well finished. No problems with that.



1898 Clement tricycle

4. Rarity came next, in the form of an 1898 Clement tricycle with passenger trailer from Luxembourg equipped with a 400cc De Dion engine (no. 14301). This single geared machine with frame no.290, earned a well-deserved place on the register. These things can really motor as demonstrated at the incredible De Dion tricycle gathering and demonstration races at Brooklands at the end of last year.

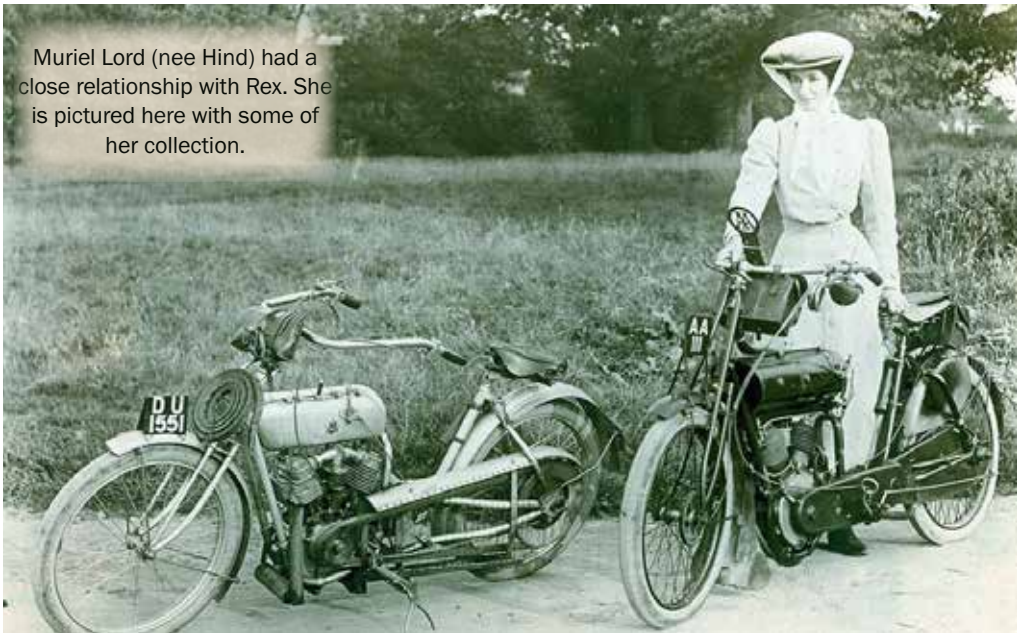
5. The neat Peugeot twins are not that common and a good 'Peugeot Freres' 1913 example surfaced at the meeting. The 'Peugeot Freres' engine (no.25530) is of 380cc capacity and coupled to a period Claudel carburetter. Simplicity itself, with an all direct-drive, the whole motorcycle was a very good example.



1913 Peugeot

6. The Birmingham constructed L.M.C. motorcycles (Lloyd Motor Engineering Co. Ltd) were soundly constructed touring machines especially in the late teens and early 20's. The example looked at was from the first year of production in 1907, so very rare. Housed in Cambridgeshire now, this is a single-cylinder of 454cc capacity fed by a B& B carburetter. With frame number A24 and registra-tion L534 it looked a solid machine.

7. A real rarity came next in the shape of a famous competition rider's machine of over 100 years ago. The 1910, 756cc, capacity V-twin engined Rex which ardent motorcyclist Muriel Lord (nee Hind) campaigned in all manner of trials and distance events was a real time warp motorcycle – def-initely one of a kind with its ladies open frame and big engine for a lady, in those far-off days. Muriel christened it 'The Blue Devil', by which it has been known ever since.



Muriel Lord (nee Hind) had a close relationship with Rex. She is pictured here with some of her collection.

The bike's big Rex engine is no.10063, housed in frame no. 20580. For decades it had been exhibited in Murray's Motor Museum in the Isle of Man but has since had its original registration number AU 1616 either lost, sold or transferred and now has to make do with age related number BF 8550. But still a fascinating motorcycle, with provenance by the spadeful. (Photo - right)



8. A Royal Enfield thought by the owner to be 1903 came up for consideration. Fitted with Minerva engine no.11031 (a single-cylinder) of 433cc capacity this early machine was fitted with trembler coil ignition for the sparks and a Longuemare carburetter to spray in the volatile mixture. The frame number is B83066, but this was such an early Royal Enfield that there is precious little about it in the contemporary journals. So, research is continuing and consequently the dating is in abeyance.

9. The name Peco doesn't roll off everyone's lips in connection with motorcycles but it is a contrac-tion of Pearson and Cole of Birmingham who were well known for engines alone, but also reported to have made a few complete motorcycles, even as mobile test beds. Several complete Peco motor-cycles were



PECO as found

entered in the 1914 TT races and mentioned in various journals of the time. The example considered has been known to me for over 40 years but in all that time it has been in pieces, dying for somebody to complete it. A well-known and competent West Sussex restorer has now 'polished it off'. Fitted with Saxon forks this unusual 350cc two-stroke has frame no.35 and engine no.218915. Currently single gear, it has original registration number OB 3070 and is an interesting addition to the Pioneer Register.

10. Humber motorcycles produced a compact 198cc model (1¾ hp) and a Dutch applicant submit-ted an early 1911 example of this nice looking lightweight. With frame number 164 and engine no.754 this was passed by the committee. Pictured right.


1911 Humber

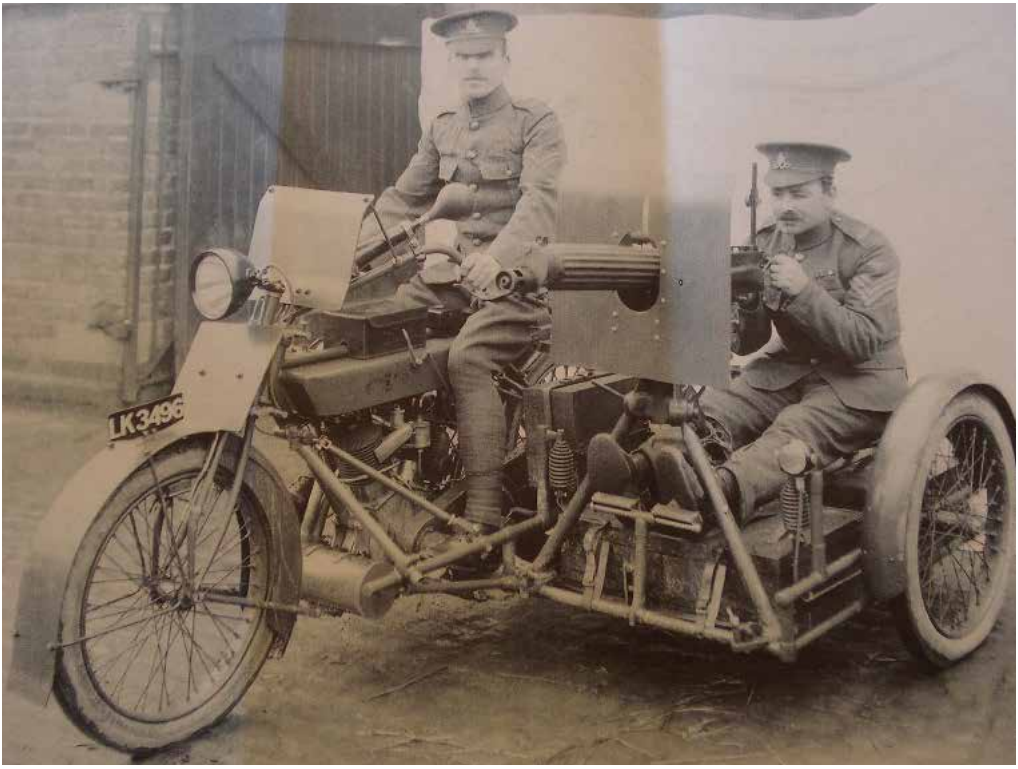
11. Yet another Humber but a bigger V-twin model of 349cc, also 1911, came next. Previously part of the Ken and Joyce Cobbing Collection this should prove to be a very rideable bike. It has Frame no.502 and engine no.754.



12. Four-cylinder Pierce Arrows are something else! So, the 1909 example presented was consid-ered with great interest. Of 688cc this machine with frame no. 09PA268 and engine no. 268 was accepted without problem. Registration number BF 8568. A real work of art, pictured left..

13. Last for discussion was a 1914 Matchless, model 8B of 996cc engine size and with three-speed gearbox. The engine was made by Motosacoche (MAG), number 2C1X34874 all fitted in frame no. C2367 and an AMAC carburetter supplies the mixture. One of our Committee members restored the exact same model many years ago, so we had a specific expert on hand. A luxurious motorcycle in-deed in civilian form but this restoration has a WW1 machine gun carrier and had the appropriate 'armament' on board. We don't date too many of these!





The Committee meeting was held at Wallington, Surrey and was fewer in number due to the holiday season. Our thanks to John 'Waggers' Waghorn our Registrar for all his behind the scenes endeav-ours.

Trials



Pictured is Jason Hammersley before the rains came on the Sunday.

Trials

Gingerbeards and Greybeards Trials

Neil Sinclair

On the 25th and 26th August we ran the Gingerbeards and Greybeards Trials at Horsmonden in Kent.
Val Holloway kind let us use her land which when dry makes perfect trialling conditions but becomes a whole different challenge when wet. Fortunately the rain held off until just after lunch on the Sunday, making conditions slippery for those riders still on the course in the afternoon.
We are grateful to the following club members for their help over the two days and we were covered in terms of numbers of marshals and observers.
Thanks to Baz and Jenny Staple, Dave and Sue Blanchard, Margaret Donaldson, Tony Lloyd, Joan Westbrook, Dennis Fleet and George Rhodes from the Croydon Club who observed on both days as a mark of his affection for Mike Holloway who ran the trial in previous years. Hopefully both Mike and Peter Donaldson would have been looking down on us saying "well done folks"
Special thanks to Rob Fleet, clerk of the course who laid out excellent sections for both days, and finally thanks to Val Holloway for the use of the land.

Results - Gingerbeards

Mick Jamieson Solo White Route – 6ml
Steve Lowery Solo White Route - 8ml
Mick Smith Solo Red Route – 1ml
Allan Shorter Twinshock – 1ml
Kevin Crook 2nd solo – 1ml
Jim Oppen Pre 65 – 1ml
Edie Baldcock Youth – 9ml

Results - Greybeards.

Dave Plumb – solo white Route - 0ml
Mike Jamieson – runner up – 0ml
Ian Watkins – Pre 65 – 13ml
John Dudley – Twinshock - -2ml
Dennis Fleet – Red Route winner - -10ml
Roger Thompson – Pre 65 Red Route – 4ml
Joan Westbrook – Red Route runner up 6ml
Oldest Finisher Award – Dennis Fleet

Forthcoming Trials Events

The 2018 Sunbeam Southern Experts Trial will be run by the Somerton MCC for solos and sidecars on Sunday 2nd December at Bineger Quarry Somerset BA3 4UX, three miles north of Shapton Mallet.

The 2019 Sunbeam Southern Experts Trial for solos will be run on a date to be announced by the Bridport and Weymouth MCC at a superb venue overlooking the sea at Portland, Dorset.

The 2019 Sunbeam Southern Experts Sidecar Trial will be run by the Normandy MCC possibly at Hookwood Trials Centre or Sethern in Surrey.



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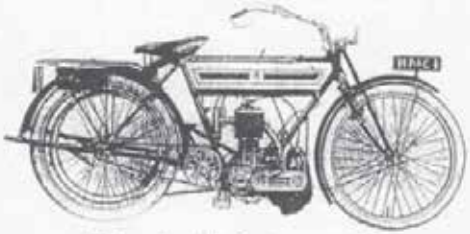
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Wanted. An inlet port dust cover (i.e. air filter) to fit an early 20's B & B carb. It looks like a large diameter thimble with holes around the outside edge and a threaded open end, approx. 1 3/16 inch diameter. Please save me the trouble of trying to make one! J

Caution

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

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

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

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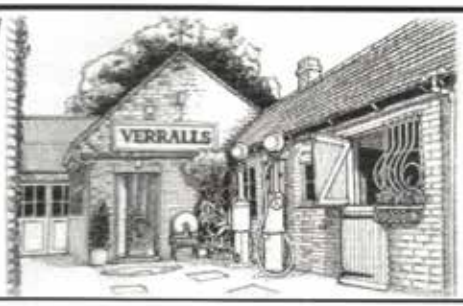
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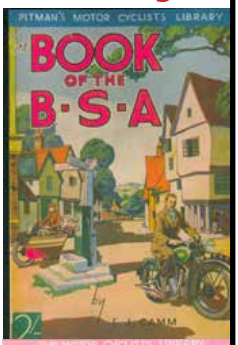


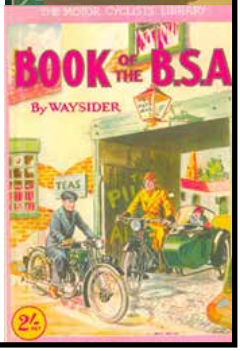


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CLUB EVENTS CALENDAR 2018

Date	Event and Venue	Contact	
7:30pm Thursday 4th October	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 6th October	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
8:00pm Tuesday 9th October	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
8:00pm Monday 15th October	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome
7:30pm Thursday 1st November	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 3rd November	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
8:00pm Tuesday 13th November	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
8:00pm Monday 19th November	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 t110george47 # gmail.com	All welcome
Noon Saturday 1st December	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 07497 000981 frankmace # ymail .com	All welcome
Sunday 2nd December	**Sunbeam Southern Experts Trial** Bineger Quarry Near Shepton Mallet Somerset BA3 4UX	Neil Sinclair 02380 403949 sinclairndlp # hotmail.co.uk	Organised by Somerton MCC
7:30pm Thursday 6th December	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome

2019

Date	Event and Venue	Contact	
8:00pm Tuesday 18th December **One week later than usual**	**Xmas Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 richard.tann # btinternet.com	All welcome
Sunday 24th March 2019 Entry Closing date: **31st December 2018**	**80th Pioneer Run ®** Epsom to Brighton	Ian McGIll 01293-771446 acsociable1 # sky.com	Pre-1915
Monday 13th - Thursday 16th May 2019 Entry Closing date: **28th February 2019**	**Shropshire Mid-Week Break** The Valley Hotel Ironbridge, Shropshire, TF8 7DW	Judith Coote 01926 497475 **jacoote58 # gmail.com**	Closed to Club
22nd to 29th June 2019	**36th Welsh Week** Llanbister, Powys LD1 6TL	Bev Kemp 01597 840308 **vsekemp # btconnect.com**	All welcome

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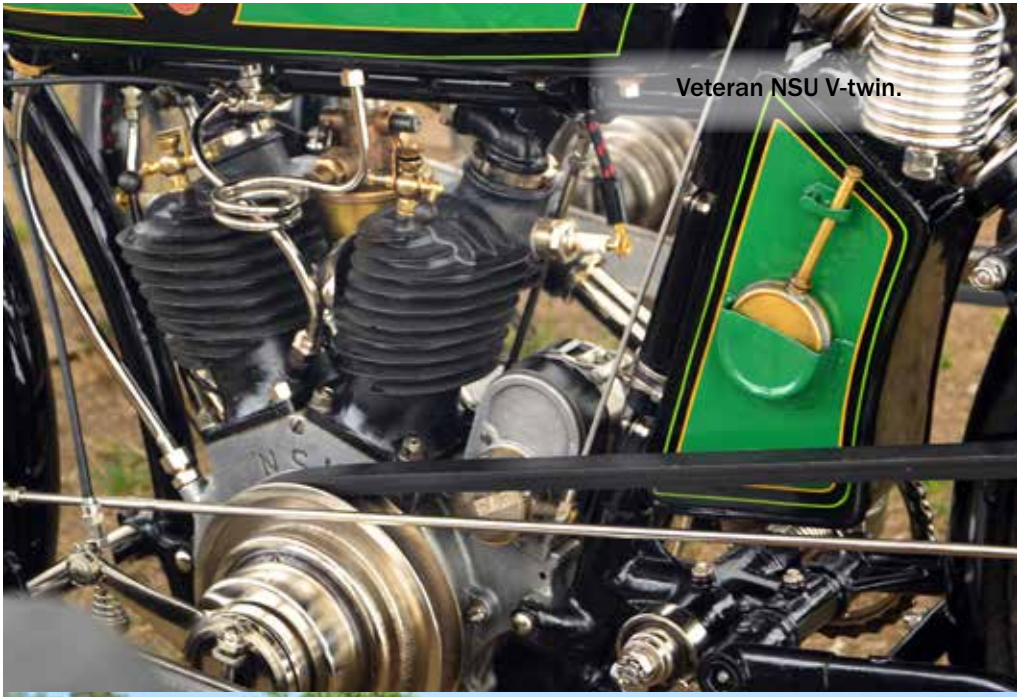
Previous riders will receive entry forms in the post From early October 2018.

Secretary of the Meeting:
Ian D McGill 01293-771446
pioneerorganiser # gmail.com

Entries Close 31st December 2018.

The Windmill Rallye

Uwe Karstens



Veteran NSU V-twin.



New Imperials on the Windmill Rally