Sunbeam Motor Cycle
CLUB NEWS
Issue 900 October - November 2019

Always Ahead!



Graham Walker Run
Sally Miles and 1927 348cc Douglas
Photo: Michael Tozer

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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Registered in England No. 3011502
Registered Office : Mathieson Associates , 12 Montacute Road, Tunbridge Wells, Kent, TN2 5QR

Editorial and News

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Hello Everyone,

Well the big news in issue 900 is the new finish venue for the 2020 Pioneer Run®. Many, including myself, will be sorry not to finish at Brighton seafront but to me the new venue offers the only realistic solution to the problems of mixing centenarian motorcycles with modern day traffic and is to be applauded. Meanwhile, I completed my French charity run on my 1926 Triumph, more details in this Club News, page 23 *All the best, Julie*

The Pioneering Spirit

Jon Dudley

New Finish Venue for the 2020 Pioneer Run®

In the true pioneering spirit of the Sunbeam Club, and following the 2019 change to the route of the Pioneer Run®, a final and very important improvement has been made for 2020.

The new much safer route which took riders from Shoreham along the A259 seafront road to Madeira Drive proved frustrating, particularly to riders of clutchless machines with a combination of traffic lights and heavy, albeit relatively slow moving, traffic. After much head scratching a very creative solution has been found and the Pioneer Run will now finish at the historic Brighton City Airport at Shoreham, BN43 5FF. The airport owners are delighted to have such a prestigious event hosted at their location which has much to offer riders and their back-up crews with ample parking, display areas, and on-site catering. The airport directors want this to be a permanent fixture in their calendar and wholeheartedly support the new initiative.

The Steering Group also intend to introduce a check point at the Leonardslee Gardens Coffee Stop, partly to encourage riders to use the facility but also to ensure that they are riding the route.

Your committee believes this improvement to the Club's showcase event will not only ensure a safer and more attractive run, but could attract even more riders to enjoy Britain's premier veteran motorcycle event.



TV Personalities Henry Cole and Sam Lovegrove with Arnold Marshall and Jackie Harris at Epsom Downs.

Photo: Jon Wood HCA Entertainment

Deadline for December / January Issue: 15th November 2019

Chairman's Chat

Arnold Marshall

From the Pioneer Run® Steering Group

In the past not only solos, sidecars and trikes were invited to enter the run but quadricycles as well, providing they are on the Pioneer Register® or officially dated by the Veteran Car Club.

We are pleased to announce that once again quadricycles are welcome to enter providing they meet the dating requirements.

Pioneer Run® and Pioneer Register® Trade Marks

The Sunbeam club hold Registered Trade Marks over the use of the words 'Pioneer Run®' and 'Pioneer Register®'. That is why the ringed R symbol ® appears after the words, in entry forms and the magazine etc. and most times when the words are used.

We have not and indeed would not sanction the use of our Trade Marks even to our members without the committee's express consent.

It's Your Club: Get Involved

Our Club membership has been steadily growing over the last few years with members joining country wide. To keep this momentum going we would like to provide more opportunities for members to meet, whether pub meets, visits to shows, ride outs or more formal activities.

This is why we are asking members or groups of members to join our existing team of Activity Organisers by arranging something for the Club in their local area.

The job doesn't have to be all time consuming, particularly if shared with others. I am sure that any of our existing organisers will be happy to provide an explanation of what is involved. Why not chat to any of the contacts listed on the Club Events page of the Club News for the inside story? Or the website club officials page.

Organising an events doesn't mean you have to be tied to it year after year. It could be a one-off, or, why not share it with a friend, taking turns on alternate years?

The message is, it does not need to be a grind, it should be a pleasure and you will really be contributing to our Club.

New PR Officer



Jon Dudley has kindly agreed to act as the Club's Publicity Officer. Jon tells us *'I have produced the Pioneer Run® programme for the past two years and intend to do this for as long as anyone wishes it, so this new job would be in addition to that. I've told Arnold that this is a 'temporary' position to see if it works for me, but more importantly for the Club. I realise that I am following in the pretty large footsteps of those who have been delivering news of the SMCC and its activities in the past and am anxious not to step on too many toes! Everyone who volunteers for the Club does sterling work so I am grateful for the faith that Arnold has placed in me. Any suggestions for possible new routes to the media will be gratefully accepted, particularly if we can gain exposure for the Club in areas previously neglected.*

Whilst I was gainfully self-employed I ran a design and advertising studio for some thirty years. I still take on occasional design and copywriting work to keep my hand in.'

Welcome aboard Jon, myself and Jon (L) are pictured here at The Garden of England Run in 2015.

Secretary's Scribblings

Paul Bullock

Ethanol in Petrol

Following questions asked by members regarding ethanol in fuel we are only aware of one major fuel supplier who still supplies fuel which does not contain ethanol. This is Esso Synergy Supreme +, however they cannot supply this fuel in Scotland, Teesside Area, Devon and Cornwall. BP Ultimate fuel web site says that 'most' of their Super Unleaded 97 octane fuel is ethanol free. I use an Alkylate fuel which is very expensive but considering the mileage I do on early bikes is not really relevant, however it can be left in fuel tanks for up to five years without degrading and is available from garden machinery suppliers. It is also far more environmentally friendly. Normal fuel containing ethanol attracts moisture into the fuel which then acidifies. As you can see there does not appear to be any hard or fast rule that applies and things seem to change quite regularly so by the time you read this, things may have changed! So as usual it is a case of buyer beware. This matter has been debated many times in the motoring press over the last few years so if you have any thoughts on this matter please let us know.

Club Stand

We often require bikes for display at various shows around the country. If you would like to display a bike at any show at which we have a presence please let the Secretary know. The next shows we are attending are the Ardingly South of England Classic Show on 27th October 2019 and the Southern Classic Off Road and Racing Show at Kempton Park on 7th December 2019. At both shows we are indoors. Trials bikes of any age would be very useful to publicise the fact that the Club holds trials for machines of all ages not just pre-65 machines.

Trials

Help is required at the Trials organised by the Sunbeam MCC, it would appear that many people do not realise that we hold trials for bikes of all ages. Riders and observers are always required so if you fancy riding off road and getting covered in mud please come along, it is most enjoyable with great riding and good helpful company, you do not have to be an expert!

Committee

At the next AGM we have several Committee Members standing down and therefore volunteers are required. Several of those standing down have worked tirelessly on behalf of the Club members over long periods of time in order to organise events for members enjoyment but cannot continue indefinitely. Without these Committee Members some events will struggle to continue, if you are interested in either of the posts mentioned below you can be assured that help and assistance will be given, in most cases all the preparation has been done, so please step forward and let the Chairman or Secretary know. A Trials Secretary and an Events Secretary are the main requirements at present, it is not essential for you to attend Committee Meetings, therefore anyone, where ever they are located will be able to fulfil these roles.

The Gatwick Speed Trials book 1931 to 1939

Baz Staple

The club printed a limited edition of Bill Haylor's well documented history of this popular event of yesteryear which took place twice annually at the Gatwick horse racecourse on land owned by John de Gatwick, before it even was dreamt it would become London's second largest airport. This book records the Sunbeam MCC's dedication to sporting events in its early formative years and helped lead the way into the sprinting and drag racing of today and is an essential part of the club's history.

It features well-known riders of the times from the famous Brooklands' circuit, such as Eric and Noel Pope, Eric Fernihough, Francis Beart, Jack Surtees and others. With only four copies left, it could be a consideration and solution to those searching for Christmas presents to those who seem to already have everything! We shall also be selling these at the Ardingly Classic Show and Bikejumble on 27th October Available from Baz Staple, contact details inside cover of this Club News at £19.50 plus £3 p&p UK, or £8.50 EU p&p.

From the Membership Secretary

Brian Empsall

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

Russ Barringer	Northamptonshire	James Holland	Sussex
Peter Bennett	Suffolk	Jeremy Mortimer	Devon
Paul Buckwell	Hampshire	Steven J Nicholson	Northamptonshire
David Emmerson	Cambridgeshire	Lloyd Rumbold	Nottinghamshire

2020 Subscriptions

As from 1st October the annual subscription will be £24 for Full UK members, £30 for Full Overseas members and £5 for Family members. For your information the amount which will be payable, on an individual basis, is shown on the reverse of the address label. Except for members entering the Pioneer Run subscriptions are not due until the end of the year, although we are happy to accept early payment if it suits you.

Members entering the Pioneer Run please remember to include the new subscription with your entry and to pay for any Family Members at the same time.

2020 Membership Cards

Production and mailing of individual membership cards is a time consuming business both for me and for our printer and so for 2020 we will not be issuing individual loose cards but instead will be printing the "card" on the reverse of the address label. It will be sized so that it can be folded to fit in your wallet if you wish.

Membership Forms

I now have a supply of membership application forms with the new subscription rates. If you think you may have an opportunity to distribute these to potential new members please let me know.

Warwickshire Weekend 2020

Jenny Staple

This coming year will see the return of this popular riding event, which alternates with the Shropshire three day run. The dates for 2020 are arriving Friday 8th May, riding Saturday, Sunday and Monday and leaving after breakfast Tuesday 12th May. The riding days consist of 80-90 miles per day through glorious country with coffee, lunch and tea stops, for payment on the day. Our accommodation is again the Kings Court Hotel, Kings Coughton, B49 5QQ who provide excellent accommodation, good food and plenty of parking. Dinner each evening is taken in our own private area and we are assured of friendly and good service. The hotel cost is £392.00 for two sharing a double room, breakfast and evening meal for the period and for singles it is £236.00.

Regular entrants will receive details as usual and we also welcome newcomers to come and enjoy the atmosphere and scenic rides on mainly good but quiet roads. Interesting hills will include Dovers and Sunrising. Regs and entry forms will also be available online via the website or by post from Jenny Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ or **jennybaz.staple # gmail.com** 01892 535671

Garden of England Run Help Needed

Baz Staple

Joanna and Julian Swift have run this popular event for a number of years but unfortunately Julian isn't in the best of health and they are looking for some assistance. Joanna is quite prepared to carry on doing the paperwork, entries etc. but needs help with the route marking on Saturday and the retrieval of the route cards after the event. As well as the route marking someone is needed to take control on the Sunday dealing with the entrants.

This could be a team effort and shared by two to three people. The Swifts and the club would appreciate some help in keeping this event on the calendar, since it is one of the older Vet and Vin events organised by the Club and 2020 will be the 33rd year. Intended helpers please contact Joanna at **julian # julianswift.com** 01233 756346 or myself, see inside cover Club News.

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 SACU jurisdiction.

Last year's winner was 19-year-old Road Racer Ryan Vickers. 2018 was an outstandingly successful year with Ryan taking the British 600 Superstock Title. Ryan was a British Youth Motocross Champion and moved over to the tarmac in 2016 finishing second in the Thundersport series. He moved to Superstock in 2017. On hearing of his win Ryan said "I am so happy to have won this prestigious trophy which has been running for many, many years and lots of very famous people have also won it, so I am blessed to now be a part of that list! I would like to thank all the judges and people that put my name forward for this".

Previous winners are an honours roll of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Roy Peplow, Dan Shorey, Alexz Wigg, three Lampkins and a host of others who have gone on to be national and international household names. Not least being the late, great John Surtees.

The trophy is a huge three-gallon cup together with a retention replica Tankard. Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

All sections of the ACU together with the Scottish-ACU 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 2019.

Particularly, because of their wide knowledge and interest in the sport, we look to Sunbeam members for suggested entrants which I could follow up via internet. Alternatively, members are entitled to sponsor candidates personally. Over recent years Off-Roaders have deservedly taken the Trophy but last year we had a road-racer at last. There are still a couple of minority groups that we need re-dress and personally, I'd like to see a lady or a Scotsman but that's just me. ***(Ed: Or maybe a Scotswoman?)***

Editors of leading motorcycle periodicals are invited as judges together with the General Secretary of the ACU and three officials appointed by Sunbeam MCC, Ian McGill, Joan Westbrook and SMCC magazine editor Julie Diplock.

Entry forms, rules and a list of previous winners are available from our website or from Tony Lloyd aj.lloyd # virginmedia.com 07751 300233

Pinhard Trophy Judges

Such sad news on the passing of Chris Mawer. For many years Chris was a stalwart Judge of the Pinhard Trophy. His experience in the sport was invaluable in recognising promising up-and-coming youngsters. Only a week before I had been in touch with Chris to check his availability as a Judge again this year. His replacement has big shoes to fill but we believe we have found the right person. The Committee has approved the appointment of our Editor Julie Diplock. Julie is an enthusiast of the sport mainly on road surfaces which is where we could do with a bit more knowledge. Also, it's good to have another lady on the panel. We have seven Judges – three national magazine editors; the Secretary of the ACU and three appointed by the Pinhard Committee: Club President Ian McGill, Joan Westbrook and now Julie Diplock.

Joan is active in trials sport and has served for the last six years. She has recently undergone some very tricky heart surgery and we pray for her swift recovery. For ongoing info, contact Dave and Sue Blanchard on **daveandsue.blanchard # btinternet.com**

The judges have an onerous job at a difficult time of the year but we try to make things as easy as possible for them. There are usually about six entrants. Early in November we send the judges details of the entrants and ask them to give each one a score out of 10.

Welcome Julie and get well soon Joan.

Letters

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

Message from the Editor: *Thanks for all your input, it's always great to have feedback. The writer of the Best Letter of the Issue will receive a Sunbeam MCC Machine Badge. This extremely attractive badge is made from enamel and brass in the traditional manner, with an integral bracket to fit any machine. Also available from our Regalia Officer.*
If you are posting photos or literature to me then please enclose a return SAE if you would like them returned.



Information on The Wooler

Dear Julie,
Having just joined the Club and received my copy of the magazine, I rummaged through my photos and wondered if the attached are of any use?
The yellow Wooler was taken at the 1975 Banbury Run and the green Wooler at the 1976 Pioneer Run.
Regards, Jerry Mortimore
Editor's Note: The Wooler pictured right is still on the road, see back page. Many thanks for the photos and letter, it's won you a Sunbeam MCC machine badge.





Letters

The Greybeards Trial and Its Future

It was in 1958 that Ralph Venables had the idea of a trial for pre-war riders, this would soon develop into a handicap trial for riders over the age of 40. The Greybeards event has always been run by the Sunbeam Club and supervised by the late Ralph Venables from the first ever Greybeards in 1959 and until his last overseeing of this event in 1989.

Since then many other Sunbeam Club members have stepped in to keep this famous event going. It is still running today in this 21st century, solely due to the combined efforts of the Sunbeam MCC in tandem with the Bexleyheath Club's enthusiasm and physical input. The Bexleyheath Club has years of experience organising many excellent off-road Trials, their current number one Clerk of the Course being the enthusiastic and hard-working Rob Fleet.

Because Sunbeam MCC has now successfully become the foremost club for those interested in Pioneer, Vintage and Post-Vintage road going motorcycles, it is more than clear where its main strength and therefore future lies. In the past Sunbeam was 'THE' club for off road sport, which is why I joined it years ago, but the passing of time can alter directions. Perhaps time is now telling us to hand over the reins of the Greybeards and Gingerbeards to the long-standing and highly respected Bexleyheath Club, due to their considerable experience in running off road trials. This will allow both events to continue and flourish once again.

If this happens, it would give a warm feeling to see the late Peter Donaldson's name incorporated into the Greybeards title somehow, due to his sterling efforts to keep these events running.

All the best, Dave Blanchard

Pioneer Run® Comments

What Ho Julie,

I have completed the Pioneer Run twice, once on a Wall autowheel on the previous course and this year, the 80th, on the new route on my 1912 Campion. I actually prefer the old route and the use of bus lanes although the new one is fine until you hit Shoreham seafront whereupon continual traffic lights and traffic make it hard work.

I agree with the member who suggested that a right turn at the seafront to Shoreham airport might be better and certainly easier and the distance quite similar to the old route. They have a cafe, toilets and loads of space and access to and from the major roads could not be easier for support vehicles instead of hacking through the centre of Brighton.

However, I would add that whichever route we take this event is the highlight of my year, and I am pretty sure you cruised past me at one point with or without pedal

All the best, Allan Wilkinson

Dear Julie,

I understand the organising team of the Pioneer Run are interested in hearing views on this years (2019) run regarding the route. For me, the last four miles were not in any way enjoyable, and spoilt the whole of the event. I have done 30 runs and would not like to do that section of the route again.

I have spoken with other riders who feel the same as I, that a return to the route of previous years is mine and theirs prefered route. Perhaps this letter will cause more entrants to write in with their views to help the organisers to come to a decision regarding the route.

I would like to thank all those involved in the organisation of the Pioneer Run for all the time and effort involved in making the event possible. It is an event I look forward to every year.

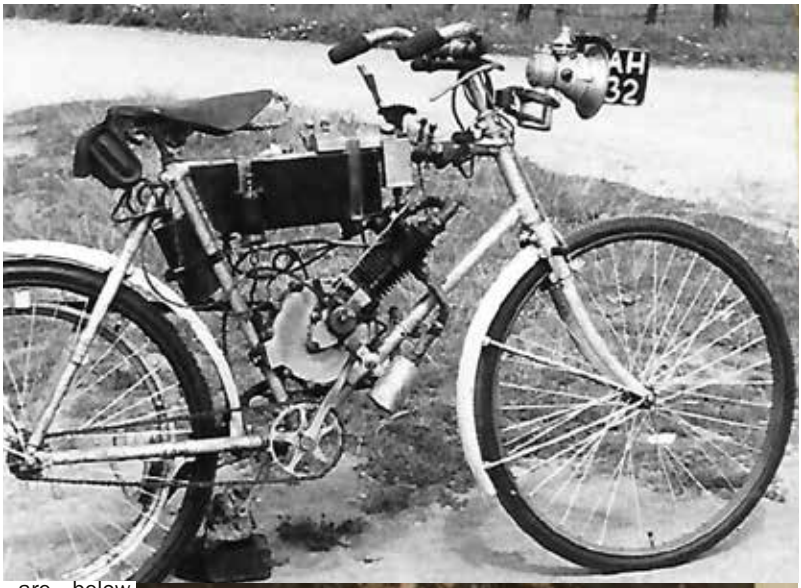
Yours Sincerely, Richard Mummery

1901 Dart

Dear Julie,

I'm looking for help and assistance regarding my 1901 Dart which was owned by Bill Moore during the fifties, sixties and seventies. Here are a couple of period photos.

I am desperately looking for relatives of Bill who might be able to help with information on the bike in the form of documents and photos, or any information from club members. The bike is running and back on the road and took part in the Banbury Run 2019 where it won best bike under 200cc which I was delighted with. I hope to hear from some of you with more information on this unique little machine which has such a fantastic history.

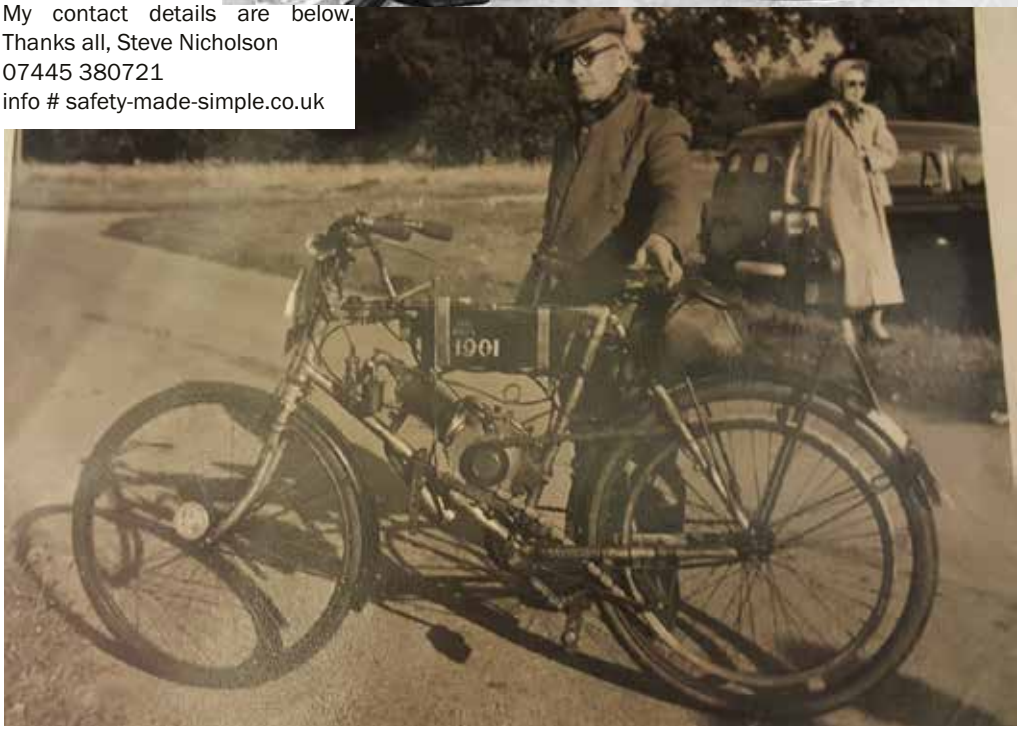


My contact details are below.

Thanks all, Steve Nicholson

07445 380721

info # safety-made-simple.co.uk



Obituary

John Michael Earnshaw 1968 -2019

Tony Cowley and David Moffat

Many Members will already be aware of John's tragic passing on the 9th of June, after a sudden and short illness. He was only 50 years of age but had a depth and breadth of knowledge of our pastime befitting a much older enthusiast and was very well known and respected both in this country and further afield. As part of the Earnshaw dynasty John was involved from an early age in the veteran and vintage scene. He initially tried passengering on sidecar or forecar piloted by his dad David, but motion sickness meant this wasn't too successful, so as soon as he was able to reach the footrests he was on the pillion.

He first rode in the Pioneer Run in 1986 having passed his motorcycle test just a few days previously and continued without a break to this year's event when he unfortunately had to retire due to unforeseeable mechanical difficulty. In recent times he was enthusiastically passengered, forecar and sidecar, by his own son Jake. He continued a family tradition of generously lending Veteran machines to fortunate friends, so there were four Earnshaw machines in this year's Run.

John's motorcycling education also involved helping in the family autojumble activity, a tradition started by grandad Ernie (aka respectfully, “Mr. Earnshaw”) so John had an intimate knowledge of the bits and pieces which we need to keep us going and was frequently able to supply the missing link. David's unexpected passing two years ago put John fully in charge of that operation which continued seamlessly ably assisted by their traditional helpers and of course young Jake. John's long experience meant there wasn't much he didn't know about our kind of machines; this invaluable knowledge being freely shared with those who asked the right questions. However, it could occasionally lead to misunderstandings especially when he was younger and dealing with more mature customers. Some didn't like to be contradicted by “That kid..... what does he know?” Usually that kid was right!

John was also a successful businessman in a different sphere, spotting a niche in the garage door business thirty years ago and running his Garage Door Store with wife Helen until his passing. He had immediate plans to enjoy early retirement from that trade, sadly not now to be fulfilled.

A large turnout of enthusiasts assembled from far and wide to complement family and friends at John's funeral in Barnsley. He was accompanied by two Model H Triumphs on his final journey, a fitting send-off for a great enthusiast and gentleman who will be sorely missed. Our loss is nothing compared to that of Helen and Jake as well as John's wider family to whom we send our sympathy and condolences.



John Earnshaw and son Jake on The Northern Pioneer Run in 2018

Club Meets

New Group for the Dorset/Hampshire Area — Martin Goodman

I'm keen to organise club activities for members in the Dorset / Hampshire area, venues to be decided. Regular club nights with technical presentations are proposed, together with social meetings and attendance at shows with a club stand, with a view to running riding events in the area in the future. This proposal depends very much on the feed-back I get from you, the local members.
Those interested please contact me, Martin Goodman. Email **mr.goodman # btinternet.com** or alternatively phone 07973 436268 between 7pm and 9pm.

Club Nights at Six Bells, Chiddingly, East Sussex — Vacant

These are held at 7:30pm on the first Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, telephone 01825 872227, OS grid ref. TQ 543142. Food is available from 6pm.
A volunteer is needed to organise these meetings, if you are interested then please get in touch with any member of the committee.
Next Dates at Chiddingly:
October 3rd; November 7th

Club Meetings at London Colney, Herts — Richard Tann

The Sunbeam Club meets at The Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG. The meetings take place at 8:00pm on the second Tuesday of each month. For more details contact **richard.tann # btinternet.com** 02089 535732 All welcome.
Next Dates at London Colney:
October 8th; November 12th, December 17th - **Xmas Club night, one week later than usual**

Club Meetings at The Vine, Essex — Frank Mace

The Essex meet takes place at noon on the first Saturday of the month at 'The Vine', Vine St, Great Bardfield, Braintree, Essex CM7 4SR, 'phone: 01371 811822 **www.vine-greatbardfield.co.uk**
For more information contact 07497 000981 or email **frankmace # ymail.com** .
Next Dates at The Vine:
Saturday 5th October at noon
Saturday 2nd of November.

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**

July

The British Trials Bike night brought a terrific response with 21 machines and their owners and friends arriving on a fine evening from near and far with all kinds of Trials Bikes from 1930s Girder Fork machines through rigid tele fork to 'springers' both two and four-stroke. A couple of the machines had ISDT history and some were in original patina or restored condition, others were lightly modified and are still used in competition today plus a few rarities.

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

The machines were:

Girder Fork: Two Ariel RH 500s, one with 1938 ISDT history; Royal Enfield G2 and a Triumph Tiger 70

Rigid/Tele Fork: BSA BB32, BSA C11G (ex-Stan Metcalf), Douglas Comp, Matchless, Panther Stroud, Norton 500T.

Two-Stroke Rigid and Swing-Arm: BSA Bantam, Cotton, Francis Barnett, Greeves Anglian, Norman.

Four-Stroke Swing-Arm: BSA C15 / B40, John Catchpole Special (with 1965 ISDT history), two Norton 500Ts, Royal Enfield Works Replica.

Sidecar: AJS.

Grateful thanks to each and every one of you all from us for bringing your machines along and all that came to see them.



August

We welcomed back Harriet Johnson, Curate at St Edmund's 'The Church in the Woods' here in the village to give a follow-on talk with photos from last year's talk on the Falkland Islands entitled 'Real Life in the Freezer – South Georgia, a personal view.' South Georgia and the South Sandwich Islands are British Overseas Territories in the South Atlantic Ocean with the Antarctic Current keeping them freezing and inhospitable. A small number of non-native government, science, museum and postal staff are based there during the spring/summer months along with a large variety of animal and marine life. South Georgia receives 9,000 visitors a year, all of them arriving by cruise ship. While she was based there as part of her work for the Government Harriet met two of the Marines that defended the Island against Argentinian invasion in 1982 which partially began the Falklands War, met Princess Anne and Captain Mark Phillips and she was married on the aft deck of the Fishery Patrol ship based there.

As before Harriet's talk was in aid of the continued upkeep of St Edmunds and a glass on the table raised £77.00! Thanks are due to Harriet for her talk and all of you for attending and your generosity.

September

West Kingsdown Club Night founder George Smith brought his 1926 Sunbeam Model 2 and gave a talk with photos on the history of what was his first old motorcycle which he had owned for almost 50 years. Since buying it he had often wondered why it was fitted with some later parts such as wired on wheel rims and a 1929 Lucas Magdyno with electric lights plus some smaller components along with an August 1930 registration suffix and had assumed it had sat unsold or had been later updated. After joining the Marston Sunbeam Club and Register which specialises in pre-1940 Sunbeam motorcycles he has been able to find out most of the answers.

John Marston Ltd. had been taken over by Imperial Chemical Industries (I.C.I.) from early 1928, from research carried out by the renowned Sunbeam historian Bob Cordon Champ over many decades it appears that I.C.I. made a number of far reaching changes to the factory and its established working practices, one of which was to order that the surplus of spare components especially for the side-valve 350cc Models 1 and 2 plus the 600cc Model 7 be put together into complete machines to sell off and clear the stores. It is possible that George's machine is one of these but as Sunbeam's records are

Club Nights at West Kingsdown Village Hall, Kent, Continued **Rob Smith**

long lost and assumed destroyed there is no definite way of knowing but two other 1926 specification Sunbeam Model 2s survive, one of these with engine, frame and gearbox numbers all just two away from George's machine, the other also registered in 1930.

The Sunbeam was dispatched to the Chester motorcycle dealer Davies Bros. on completion. After we were able to assist Steve Corbett, current editor of 'Beaming', the Marston Sunbeam Club Journal with information on another surviving Sunbeam, he, as a local resident kindly visited the Chester records office to research the FM registrations issued in 1930, several being issued to Sunbeam motorcycles. The records show Davies Bros. as the first registered keeper when FM 6256 was issued on Saturday August 30th 1930 so the first owner remains unknown. From the 1949 continuation logbook George was given with it the next owner was the L.P.T. Co. Liverpool with the managing director's name as owner. The next entry from April 1970 is Mick Chappenden of Addington, Kent who passed it onto to someone else, since forgotten that George bought it from for £100 around 1971 after he had become interested in Veteran and Vintage machines from a near neighbour, John Robarts who introduced him to the VMCC and the Pioneer Run as John then owned a number of machines including a certain well-known Veteran A.J.S.

After some work on the forks and recovering the saddle the Sunbeam was ready to be put back together in 1972 and over the next 14 years took part in many local runs and major events including the VMCC Banbury Run, Coventry to Brighton and the original SMCC Conyboro Run. It was even used as transport to work in the early days by George if he had car problems or during the various fuel crises of the time. The longest ride George ever undertook was in 1984 from our family holiday in Cornwall back to London to take part in the VMCC London Run to go for the Mileage Award. He made it in one day, albeit a long one but was beaten to the prize by the late Alan Abrahams who rode his 98cc two-speed James back from an event in Scotland. In the latter years the Sunbeam has been used on and off by George and myself in selected SMCC and VMCC events and George hopes to reach his half century of riding it in 2022!

Thanks to Steve Corbett for his research on our behalf and all of you for coming along.



George Smith enjoying his Sunbeam on the 2014 SMCC Romney Marsh Run

Next Dates at West Kingsdown:

October 21st The welcome return of Robin Vince to give a talk entitled 'The Great Escape'.

November 18th TBA

Out and About

Rose of the Shires Run Report June 2019

Rob Bayman

After the storm of Miguel, we woke up to a beautiful Summer morning with nice dry roads on the day of the 2019 Rose of the Shires run. The riders started assembling from 9.00am from its normal starting place at The Navigator pub, in the village of Stoke Bruerne. We had 32 riders pre-entered and 27 riders turned up on the day, ranging in all ages of machine and marques from a lovely 1910 Triumph all the way through to a beautiful 1939 Panther. Being event organiser virgins, it was a manageable number of riders in attendance for Al and myself! We had driven the route the day before and marked out the trickier navigational points, there were no changes required. We had checked the gated road was still open that morning and stood down our helpers to open and close the gates, all was looking great.

The bikes and riders left in age order the oldest going first, riding along some lovely quiet Northamptonshire roads. Once all the riders had left it was down to us to follow in the recovery vehicle to the drinks stop just past Althorp House. We hadn't planned for a water main which had burst in Kislingbury, which resulted in the road being closed. Also, unbeknown to us, the farmer had subsequently moved his sheep in and closed the gated road! Luckily all the riders seemed to cope and find their way around the issues thankfully. Apart from these, no other issues were encountered for the whole day. The lunch at The Butchers Arms in Greens Norton was lovely and they were great hosts! The afternoon route ran back from Greens Norton and meandered its way back to Stoke Bruerne.

All the riders I've since spoken to had a lovely day so pencil in the date for next year: 7th June 2020 for the next Rose of the Shires run.

I would like to say thank you to all who attended. A huge thank you to Alastair Ross who helped me massively to organise the route, the admin and all the behind the scenes stuff which without his help and dedication I would have truly struggled! My wife Lynda, mother-in-law, my daughters Lucy and Charlotte for providing drinks and biscuits. Nick and Harry Bayman, for supplying the tender van and general support, Mark Halsey and Kev Kilsby who were on standby for gate duty - thank you! Just one last mention to Dad who I know would have loved the day - get well soon!

We look forward to seeing you all next year!





Drink stop
Great Brington

Welsh Week June 2019

Bev, Jack and Tim Kemp

Welsh week was once again held at Radnor revivals and we were delighted to host this event and meet what we consider to be a group of friends.

The year since the 2018 event had been most challenging, with a major workshop fire losing 10 classic and vintage bikes and cars, plus a lifetime collection of spares and service tools, ill health and a family bereavement. The arrival of the Sunbeam Club returned a little normality to life!

The event was supported by fifteen members with a wide variety of machines. Chris Thomas and family came with a BSA three-wheeler, a Sunbeam and an AJS in traditional 'oily rag' condition. At the other end of the spectrum Brian Walker came with his beautifully prepared machines.

Many members bring a 'back up' machine and this year we had two Japanese guests in the shape of Honda CB77s from the sixties. This will never catch on, as both broke down!

Once again Jack found some interesting and scenic routes and the weather was generally kind. We followed the previous year's formula of route cards, coffee stops and packed lunches, which makes for a relaxed and sociable event.

The Sunday route took us north to the Clun area. Monday took us to Machynlleth via Nant-y-Moch, which was shrouded in mist and low cloud obscuring the beautiful views this year. We had the afternoon coffee stop at Devils Bridge Steam Railway. Tuesday saw us off to Llangorse following the river Wye. Wednesday we have as a 'free style' day. This year a group went off to Chris Thomas's home near Llandeilo, via the Devils staircase, to see his family's varied collection of machinery. Thursday took us briefly over the border to the lunch stop over-looking Ludlow Castle, and then an interesting route back, stopping at the Greyhound Inn which seems to find favour with the group. Friday saw a variation on the popular Elan Valley route with beautiful weather and stunning views. Jack set up a drone to film the bikes on the old mountain road which was showed at supper in the evening.

This year Bev took care of the administration for the event after the many years that John Appleton has organised. As usual Bev fed us all with a great menu. A Big thank you as without her the event would not function.

Welsh week is a truly social event. The range of conversation during dinner never fails to amaze me. This year Ian Young presented one of his quizzes, really interesting, thank you.

The date for Welsh Week next year is Saturday 20th June to Saturday 27th June 2020 and we would like to see participant numbers increase to at least 20. So please, if you have been before, spread the word and if you have not been then come and join us. We promise great routes, comfortable accommodation, spacious campsite, good food and above all good company.



We will publish more information in the New Year and a link to the website. You can always call us on 07876 597697 or email: **vsekemp # btconnect.com**

Oil and Steam Run, Launceston

Baz Staple

This inaugural run masterminded by Paul Dyson was based on the narrow-gauge railway of the Launceston Steam Railway. A thirty-six-mile run provided the opportunity for veterans, vintage and post vintage machines to ride in a beautiful part of the country, bordering Devon and Cornwall, on little used roads. This was followed by either a cream or cheese tea in their café and a ride on the railway using very old stock and beautiful locomotives, leaving time for a look round the museum and perhaps an ice cream!



Machines displayed on the Station platform after the run.

The railway is very supportive and welcomed our machines to display on the platform at the end of the run.

Paul hopes for more support in 2020 and he is prepared to arrange B&B for those travelling from further afield since it is an ideal opportunity to take a few days in the area with plenty of other attractions.

VMCC International West Kent Run: Club Stand

Baz Staple

John and Graham Buckingham had their campervan at the event for the whole weekend which provided the Club stand, thanks to the awning John has now had fitted. We had three machines on show on Sunday. These were Richard Mummery's 1913 Wilkinson, David Baldock's 1897 Leon Bollee and Mick Adams' 1930 Ariel. These machines provided a huge interest to large gathering of visitors who were also interested in the club itself. About three people enquired if the 1913 Wilkinson four cylinder inline was a diesel as they couldn't find the well concealed carburettor.

Later in the day, Kate Baldock drove with aplomb her father's Leon Bollee around the obstacle course in the arena obtaining a clear run to the acclaim of the watching public.

Kate Baldock passengered with Jenny Staple to tackle the gymkhana on an 1897 Leon Bollee. Photo: Mick Adams



Graham Walker Memorial Run 2019

Ian McGill Photos Tony Lloyd

After a very wet night, the clouds moved off at 8.00am and things brightened up for an enjoyable day. Of the 91 riders entered most enjoyed the 49 miles route around the New Forest, which also takes in Calshot, so riders can also enjoy a view of Cowes Week racing. Others with smaller engined machines took the shorter route of 27 miles.

There is so much to do and see at the National Motor Museum: take in Palace House, the ancestral home of Lord Montagu, view the Abbey and the ruins, and of course the famous motor museum. If hungry there is plenty of food in the Brabazon Restaurant, so something for all the family.



Photo: Ian McGill

At 4:00pm our usual award presentation was attended by Lord Montagu who presented awards to the following:-

Best Veteran Solo: Chris Cook, 1909 FN.

Best Veteran Three-Wheeler: Colin Chambers, 1904 Humber.

Best Vintage Solo: Chris Green, 1926 New Imperial.

Best Vintage Three-Wheeler: Ian Clarke, 1927 Morgan.

Most Technically Interesting Machine: John Chubb, 1911 Wooler.

Best Two-Stroke: John Spear, 1927 Scott.

Riders Choice of Best Machine: Andrew Eason, 1928 Norton.

Best Original Condition: Christopher Cook, 1921 Triumph.

Best Lady Rider: Sally Miles, 1927 Douglas. (pic right)

Best Post-Vintage machine: Ian Anderson, 1938 NSU.

Sincere thanks to Lord Montagu for presenting the awards.

Many thanks to Dave and Carol Bettridge for plotting and marking a superb route, also the many marshals from the Southampton and District MCC, who regularly turn out to assist with directions and gathering the odd breakdowns.

Due to the rather mucky state of some of the permanent awards, I decided not to pass them to winners, but rather take them home to be cleaned and catch up with the engraving.

Lost and Found after the Graham Walker Memorial Run at Beaulieu on 11th August:-

Ace Cafe Baseball cap

One pair EasyRead glasses

XXL rain jacket.

To claim contact Ian McGill 01293-771446 **pioneerorganiser # gmail.com**



A trio of Scotts: Mark and Tracie Shippey with Steve Meekin (L)



Barry Care and his 1922 Sunbeam at the start



Marque Specialist Andy Dean with his 1915 293cc New Imperial



Tony Verbeeten's 1911 554cc Bradbury attracts attention.

Anglo Dutch Reliability Trial 2019 **Roel and Hennie van Maarseveen**

This year the event was based at Castle Berckt in Baarlo, Limburg, Holland. The Castle dates from the twelfth century and until the end of the sixteenth century was home to the wealthiest family from Baarlo named van Eyll. In 1830 the Castle was rebuilt in the Italian style and from 1901 till 1921 it was rebuilt into a monastery and used by the French Karmelitessen, who were driven out of France by the government. In 1995 the castle was made suitable for conferences and group meetings, with great gardens where we could meet peacocks, chicken, lots of fish in the pools and a proper Castle cat called Lana! A better setting for this week was not possible, completely in harmony with our old bikes. You could either sleep inside the Castle or on a campsite in the grounds and there was overnight accommodation for the bikes in the old stables next to the Castle.



Scrutineering took place in an inner courtyard and was done by Geert Versleijen and Thijs Lemkens from the well-known firm Yesterdays.

We had our own bar, and there was a great dinner followed by a riders' briefing for the first riding day tomorrow.

On Monday morning we had 120 kilometres to cover for the day, the route was great fun and all was marked with route signs, round for right, square for left and triangle for straight on, so what could go wrong.

Before we knew it, we were at the first stop in Sint Odilienberg, what a super group of motorcycles were parked here. The president of the VMCC had managed to get the great Dreadnought to the Rally, there was John McMillan with a Scottish built Victoria, Dave Jolley with a rare 1907 Rex, Mike Wills on 1904 Bradbury, Lex Biermans was riding a 1903 Phoenix Trimo forecar (pictured above), Johan Beenen with a Dutch built Vulkann that has also been in the 1912 Anglo Dutch, Lex Schmidt on 1910 P & M (which once belonged to Ian Young) and Geoff Hanson on his 1913 Douglas with gears but no clutch.

After the coffee stop, we rode South along the banks of the River Maas, and we passed several castles, I believe six all together and the oldest was Castle Horn.

Lunch was arranged in Roosteren and there was enough time to inspect the bikes. I drove my 1903 Excelsior and it went well and had lots of power. In the afternoon we made a visit to a big motorcycle collector and after that it was back to Baarlo to get our first finish stamp. Johan Beenen had lent his Dutch Simplex to Paul Goosens. Paul's grandfather had ridden in the First Anglo Dutch in 1912 and Paul gave a presentation with super pictures after dinner in the Castle bar room.

The next morning was early out bed for breakfast and preparing bikes because the start was 09.30 and we had 160 km to cover. After getting the start stamp, we went Northwest to the coffee stop at Oploo by a watermill, a great location and from there we went on to visit Joop van de Boogaard's collection of bikes in Veghel. Jan and Helene van Beek from Sri Lanka rode a 1914 P & M combination which went very well. I drove a lot with Phillip Tooth who was riding a 1903 Pebok, he ran out of petrol but I was able to assist as I had spare in my knapsack. Pete Jones also had a great time, all the way from New Zealand on his 1907 Minerva V twin while regular rally-goer Vince Hallam was riding his trusty 1911 Triumph. The weather was again great, full sun and the routes were super. Arriving at Veghel we heard there were quite some breakdowns, especially on the English side, and the breakdown trucks had a busy day.

Our kids Maud and Gijs also had a good time, Maud was riding a 1914 Sunbeam and Gijs a 1907


1913 Humber
Hennie van Maarseveen

Brown and Hennie my wife was riding a 1913 Humber.

On the way back we had a tea stop, which I used to shorten the belt of the Excelsior and clean the contact points. I also had a look at the spokes as the heavy engine sloping engine of the Excelsior puts a lot of weight on the front wheel, all was ok. At 17.00 hours we drove in the main gate of the Castle again, with a smiling Carolien de Boer and Kees de Jong on a 1913 BSA and 1913 Bradbury, and received our finish stamp for today.

After the finish we talked outside with other riders who arrived, there were quite a few less because of breakdowns. I spoke to Nick and Stephen Farthing, who had a great time and asked if there were more rallies in Holland. They had great bikes including a 1904 Brown. After dinner the riders briefing was about the Thursday Trials day.

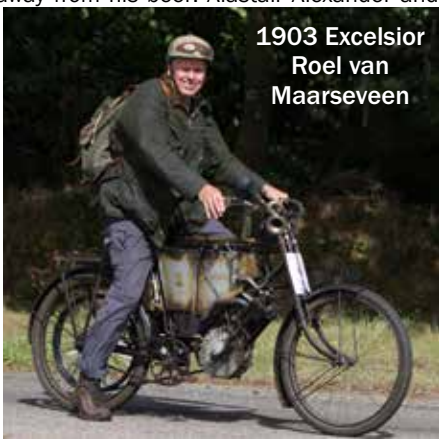
The target for Thursday was 110km, again it was dry, sunny and about 23 degrees, perfect for the time-controlled run. Cold start today, and the motor must be running according to the rules or disqualification would follow. En route we had several time controls, I had to do 36 km an hour so I had to take care because some others did 30 km an hour.

We stopped at Dutch Lion Motorcycles, where we all got an ice cream and had a look at the big collection off bikes. Last bit back to Baarlo was free riding, no controls anymore, before we know we were back again and got the finish stamp for Thursday.

Phillip also got to the finish but the carburettor of the Pebok was leaking. After inspection, a missing bolt and nut were spotted and we fixed this thanks to Geert de Boer who had the right bolt. We put the bikes back in the garage and up to the bar for a drink or two.

Vincent Belgraver with his 1912 Sarolea was satisfied, the bike went well and he enjoyed himself, also Ben Wieringa went ok but was afraid he had gone to slowly for the 36 km he should have done. Dave Jolley on the 1907 REX did not know, as he went wrong straight after the start wrong and afterwards he drove quite fast to catch up. John Robinson on the BSA who is mostly a very good rider went wrong a few times, he did see a round sign sometimes for a square he said. The atmosphere was great between the riders but most off the English riders were sure that the Dutch had done better this time.

Brian Smith had ridden the whole week without major trouble on the 1913 Triumph was saying that the biggest problem he had was to get his mates away from his beer! Alastair Alexander and John McMillan, who did very well all week with the Dreadnought and the rare Victoria, were also thinking that the cup would stay in Holland this time and were already planning revenge in two years' time!!


1903 Excelsior
Roel van
Maarseveen

Friday, the last riding day dawned wet. I had been afraid for this all week, my Excelsior had performed really well but it only has a small belt and the oily engine and brakes are just right for dry weather, so we will see what will happen today.

It was again 110 km today and 09.30 we went South with a first stop at Heythuysen. I had to work a lot with the valve lifter because off the slipping belt to keep the bike running. On a straight road I saw some riders and Gijs had broken down with the Brown, the back wheel

was broken so that did not look good. I went on and suddenly the belt came off the Excelsior, as the connector was broken. I had a new one with me so fixed that and went on. But after 10 km belt came off again, lost one off the little screws from the connector, so I fixed that and cut down the belt a bit to stop the slipping.
We were already on the way to Yesterdays when the rain became heavier, again I had to stop and cut down the belt more and took all the grease from engine, belt and brakes. Suddenly Mark and Geert de Boer were behind me with the breakdown car but I managed to get to Yesterdays on my own.
There, everywhere wet clothes hanging out, and most off the riders were having lunch and were looking at the great collection off for sale bikes there. I know the place well so I took some lunch and started directly cleaning the bike again from grease, oil etc and went on for the last 55 km to Baarlo, it was still raining cats and dogs so I drove slowly, concentrating on the roads and traffic in case I had to brake.
The last bit off the route went around the Great Peel to Neerkant where was a tea stop on the market square.
There I heard that Hennie also had starting problems getting away from Yesterdays but Peter and Chrit Haanen managed to get her Humber running again, so she could continue, but bad luck for Arend Heijs on the Zenith, he had no spark anymore and they could not get it back on the road again.
The weather became better the last 20 km and the Excelsior went better and I had some braking back, was I going to make it to the end??
We went on and John Robinson who was in front of us went left at a round sign so we were shouting to him and yes he turned round and came after us, yes there was the sign Baarlo and after some miles we came to the Castle, riders who arrived were congratulated each other and we had the last finish stamp from Chrit Haanen.
Wow what a week this has been, after a quick shower and a drink in the bar the last dinner was held and the prizegiving. The Dutch won with 21 penalty points, while the English had 89 and the best rider overall was Peter Pietersma on the Raglan with only one penalty point and the best lady was Hennie van Maarseveen with three penalty points on her Humber. There were several other prizes and the organising team also got a prize for all their hard working and a big thanks also went to the people from the breakdown vans, the people who set out the routes, ran the bar, the marshals on the trial day, the help during the routes by Mark and Geert to keep the bikes going and the fantastic food in the castle, it all was a great job.
The English promised there would be another Anglo Dutch in two years' time in England, details follow later. Saturday morning after breakfast it was time to say good bye to all our friends and load the bikes to go home, it was a week we will remember for a long time.


Riders at a lunch stop

Castle to Castle

Julie Diplock and Tony Lai

As reported in the August 2018 Club News, the story goes back to last year's attempt of the Voltage to Vintage Trial run, which I unfortunately had to cancel due to a back injury. This is an attempt to fulfil my part by riding the 1926 Triumph from Hastings Castle to Falaise Castle, retracing the journey William the Conqueror took in 1066 in reverse using the Trans Euro Trail or 'TET', see **www.transeurotrail.com**

My drop-out last year was due to an injury sustained trying to kick-start the Triumph, so this time extra care was taken to prepare the bike. As it turns out, many unintended consequences followed. Rick my husband, cook and chief spanner-man, had made many mods to the bike, including a bash-plate, hand-guards, high-level exhaust and a retractable Esway side-stand. Came the day to set off, the bike started readily but the engine cut-out when taken off the stand. This was to be the first of many ensuring trials and tribulations to come. We followed the time-honoured method of investigating what was last done. Rick had made-up a new clutch cable, but how could that cause the engine to cut-out? After a couple of hours, numerous points and carb strip-downs, I happened to catch a glimpse of a huge orange spark between the top of the exposed spark plug connector and the elderly, frayed throttle cable. A cable tie saw us on our way, 'for want of a nail' and all that!



Rick is riding with me on his 1946 AJS with the luxury of a twist grip throttle and foot gear change lever. After swapping the mirrors to the left side of the handle bars, we loaded up in Tony's van to make the crossing to Dieppe. After a night of disturbed sleep in a noisy neighbourhood near the port in Dieppe, we found croissants for breakfast and packed a few donuts into the cool-box in the van for our elevenses. We unloaded the bikes at an entry point to the TET, first impressions were not good, this part of Normandy is hilly and the trail is overgrown. On the uphill sections the Triumph bounced from boulder to boulder threatening to tear my arms off, while the downhill bits were quite simply a white-knuckle head long plunge into oblivion. After a couple of offs when my back wheel failed to follow the front out of grass-hidden ruts, the lack of air-flow in the 30+ temperatures was just too much for the slow-running necessary off-road so we stuck to the road sections of the TET.

We were met by Tony at our prearranged way point, he appeared drunk and even more demented than his usual self. It turned out he was gassed by the petrol fumes from all the fuel leaked from the bikes in the back of the van. Our turn of unintended self-harm came when we tucked into our doughnuts which had absorbed all that petrol fumes. In all that confusion, the Triumph refused to start which we eventually figured out is due to the high ambient temperature and fuel evaporation. Which in turn is best fixed by a leisurely cool beer for the humans while the whole plot cools down. Somehow, we made it to our overnight stay in Morgny-la-Pommeraye, a converted barn in the grounds of a Castle. We found our rhythm the next day and the roads were picturesque and traffic-free. The bikes attracted a lot of attention from the French who stopped us to ask questions and to take pictures. It was still hard at times on the saddle and shoulders. Late afternoon, the Triumph nipped-up and was loaded into the van to be taken in disgrace to our last overnight stay in Vimoutiers. The following morning Rick removed the valve covers and rotated the valves to clear any carbon deposit which may have prevented the valves from closing, checked the valve clearances, adjusted the clutch and cleaned the magneto points and pickup. It started first kick and we took a circuitous route into Falaise, reaching our destination at Falaise Castle and the end of the journey.

Features and Articles

Obscure Makes: The Clarendon Motorcycle

John Hodson

The Clarendon Motorcar and Bicycle Company Limited was founded by Hammon and Smith and based in Dale Street, Coventry in 1901. According to the 1891 and 1901 census returns William George Hammon (sometimes erroneously spelt as Hannon) followed his father into the watch case making business before becoming a commercial traveller and then getting involved in the motor business. I have not been able to find out anything about Mr Smith.

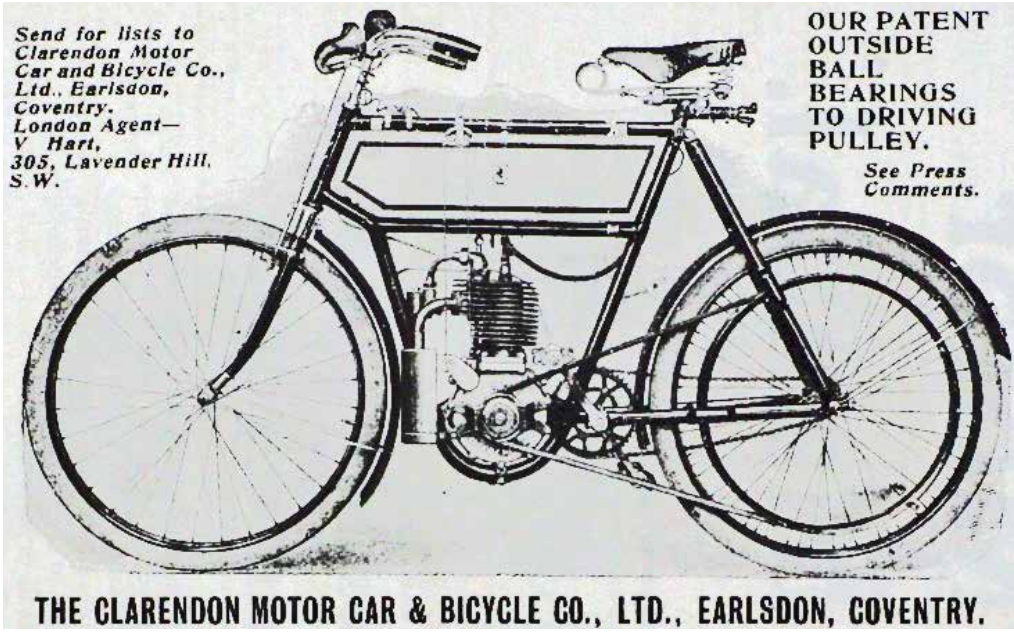
Clarendon motor cycles were fitted with the company's own 3hp engines; but engines from other manufactures were also used. Their engines had an outside pulley bearing, a feature that they took the trouble to protect by a patent. In 1903 a Clarendon motor cycle cost 50 guineas.

In 1907 Hammon and Smith exhibited two Clarendon motor cycles at Cordingley's Show held at the Agricultural Hall, London; both were fitted with their own engine. One bike is described as having no startling features. The other was fitted with a long low frame, spring forks and magneto ignition. A new 90° twin cylinder air cooled motor bicycle engine, fitted with mechanically operated inlet valves was also exhibited on their stand, it was considered to be well made and well designed.

The company also made a two-seater car using a 7hp engine with shaft drive. Unfortunately the business was not successful as by 1904 it had debts of £2,500 and was later forced into liquidation. The Coventry Evening Telegraph of January 1906 contains the following notice: "For Sale by Private Treaty, the Clarendon Motor Works, situate at Earlsdon, with machinery etc.…". Presumably the bikes exhibited at the 1907 show were made before the company went into liquidation and the works were offered for sale.

George Hammon went on to design and produce the Arno motor cycle, more next issue.

Sources: The Motor Cycle, The London Gazette, Coventry Evening Telegraph, 1891, 1901 and 1911 census returns.



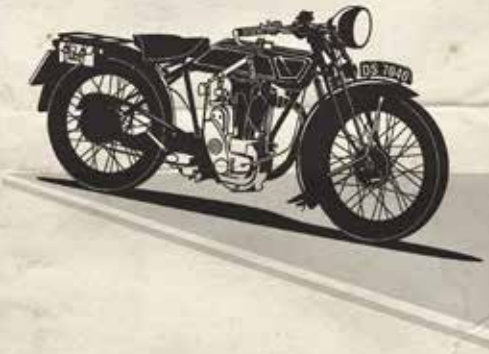
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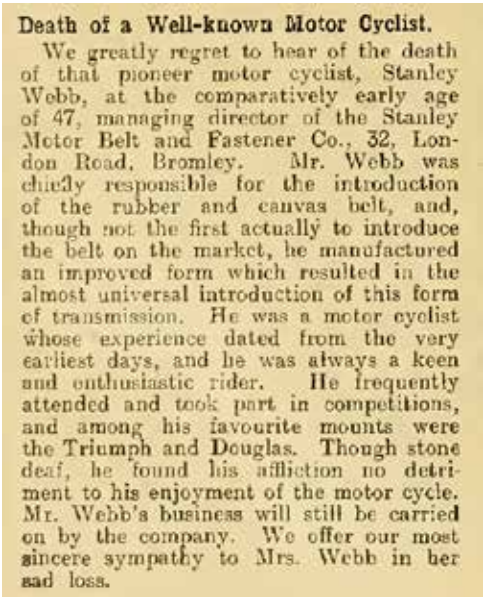
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Stanley Mills Webb: Part Three

Paul Gander

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



Death of a Well-known Motor Cyclist.

We greatly regret to hear of the death of that pioneer motor cyclist, Stanley Webb, at the comparatively early age of 47, managing director of the Stanley Motor Belt and Fastener Co., 32, London Road, Bromley. Mr. Webb was chiefly responsible for the introduction of the rubber and canvas belt, and, though not the first actually to introduce the belt on the market, he manufactured an improved form which resulted in the almost universal introduction of this form of transmission. He was a motor cyclist whose experience dated from the very earliest days, and he was always a keen and enthusiastic rider. He frequently attended and took part in competitions, and among his favourite mounts were the Triumph and Douglas. Though stone deaf, he found his affliction no detriment to his enjoyment of the motor cycle. Mr. Webb's business will still be carried on by the company. We offer our most sincere sympathy to Mrs. Webb in her sad loss.

Stanley's business grew and he had large adverts every week in the motorcycle press. With the start of the Great War, Stanley Motor Belts and Fasteners became a supplier of belts and belt fasteners to the British, French and Russian armies and by 1919 the company adverts claim to have supplied "millions". Their adverts proudly proclaimed "British throughout" and "NO GERMAN SHODDY" so I suspect no vagueness would have occurred on any Brexit type debates.

Sadly for Stanley and his family, his life was cut short when he died in May 1916 at the age of just 47 of fever in a Norwich hospital. He had made a tidy sum from his business and it continued successfully into the early twenties when bikes turned from belts to chains.

And so we skip forward a century or so to 2018 and we have been able to tell the family all about Stanley and supply many pictures of him with his bikes. Stanley's Granddaughter very kindly invites Mr. Pittuck and I over for lunch and Mr. P thinks it might be nice to show Stanley's family the sort of ancient wonders that he would have known. Accordingly, the gathering grew and on a very fine English summers day an eclectic collection of ancient motorised wonders heads for the quintessential country house home of one of Stanley's Granddaughters where many of Stanley's relatives will come together.

We have been searching high and low for a Stanley belt clip and have searched jumbles and everywhere you might expect to find one, as we thought it would be a nice gesture to give the Stanley family one of Stanley's inventions. Our search had proven fruitless until we asked Geoff Morris and after a generous and considerable search of the Morris Reserve Collection a fine complete Stanley belt clip was generously donated by Mr. Morris. The Stanley Co. name was clearly visible and it still had its nickel plating – Stanley clearly made things to last!

I was going to ride to the gathering on my 1911 Triumph but instead took up Mr. P's offer of being transported aboard his 1896 Léon Bollée Voiturette Tricar. Léon's finest is an extraordinary bit of kit, made all the more eccentric as you have to set it on fire to start it as it has hot tube ignition and the ignition must be afire before Léon's wonder will also burst into life. And yes, you adjust the timing by changing the flame and hence the temperature of the hot tube. I shall never complain about a Bosch magneto again. With Mr. P in the driver's seat I take to the up-front passenger seat, which is very up-front. Imagine sitting on the bonnet of an old Mini bracing your feet upon the front bumper and being driven along the public highway, normal for 1896 and I must say quite exhilarating in 2018. In period, this up-front arrangement for the passenger led to them being known as the "Tue Belle-mère " or the mother-in-law killer! I am no small passenger at 6ft 4" and 18st and wondered how the Bollée would cope. Mr. P has had the machine for quite a while and has mastered it ways and we canter along at 20+ mph heading for the Stanley's on a fine summer morning. Léon's wonder, and it must be seen as that for an 1896 invention, has gears and brakes and both work as we progress down Sussex country lanes. A steep hill almost defeats progress, but Mr. P tickles out enough chuff and we crest the hill. The lane ahead plunges downhill and I do wonder how the brakes will address matters, but all is under control. After the initial trepidation of a novice exposed to the Bollée experience I become to greatly

enjoy the experience. You are passing through the countryside at the ideal speed to take in the sight and smells and good-natured banter with the driver is just a turned head away. Sitting at the (very!) front of the machine gives a magic carpet ride feeling; nothing blocks your view of the world you are about to travel through, no windscreen or front wheel or handlebars, only the road and the world is in front of you.

In no time we have arrived and a fine luncheon is laid out for us in an ancient old barn. In addition to the Bollée, Rob Aylott arrived aboard a 1903 Humberette made by Humber at their Beeston factory. It is number 40 and the oldest surviving Humberette and believed to be the oldest surviving Humber four wheeled vehicle. It is "powered" by a 600cc single cylinder engine of Humber's own design.

Mr. Chris Ronalds has brought a very original and well used 1921 Model H Triumph with a Gloria No. 8 sidecar. This Triumph appeared at the Banbury a few years ago when it emitted so much smoke that for a few minutes Oxfordshire was no longer visible from space, but today it behaved impeccably. Mr. P has also provided a very purposeful 1914 1000cc Rex JAP. Stu Crump brought along examples of perhaps what Stanley would have ridden in the sixties and nineties, a 1969 T100 and a modified mid-nineties Triumph 900cc Sprint. We were also joined by a further assortment that included a Vincent Rapide and a WW2 Jeep.

We all take a fine lunch in the barn, one of Stanley's relatives owns a brewery, so we are well provisioned! We take time to bring Stanley's relatives up to speed on his endeavours and the machines and times he lived in. He must have been quite a chap to manage so much, especially considering he was completely deaf in an era which made little allowance for such. One of the family's prized possessions is half a Stanley belt clip, which they keepsafe in a bank vault! They are very touched and pleased to receive the gift from Mr. Morris of a "new" one, still in gleaming nickel.

Lunch, beer and good conversation turns to tea and cake and as time well spent passes all too quickly it is soon time to depart. As is often the case, some of the elderly tat is reluctant to go, but a push down the lane and they are all soon running. The Bollée wafts and chuffs us back home, but it is now a very hot summer afternoon and a 122-year-old can tire easily in such temperatures so it takes a little rest in a shady lane to cool and then we arrive back a little later at its lair in fine spirits.

The above was only possible thanks to the good-natured support of Dave Pittuck, Mrs. P, Geoffrey Morris, Chris Ronalds and Mrs. R, Rob Aylott and Mrs. A, Stu and Mrs. Stu, Simon Garland, numerous relative of Stanley and of course Stanley Mills Webb himself. If you are having belt issues then go and find a Stanley belt fastener: "Buy the Good Old English Article".



The scene at the Stanley residence

The Sunbeam MCC? I used to be a member!

Jim Reynolds



Jim Reynolds with his 1939 250cc BSA C11

It was one of those conversation you have with a friend at the Stafford Show that brings back times long since gone. Annice was telling me about club events in the Midlands when I looked up at the fascia and realised that she was talking about the Sunbeam MCC. Good Lord, I used to be a member, spending Sunday mornings as an instructor on the RAC-ACU Learner Training Scheme after completing the 12-week course of instruction and graduating from a bicycle to a far superior form of transport. The one you didn't have to pedal and which didn't slow down much on hills. I was looking at a body that was one of the major influences on my life.

I was determined to ride a motorcycle at a very early age, able to recite the race average speed and fastest lap by Geoff Duke in the 1950 Senior TT. I hung around the local lads with motorbikes, a spotty oik on a bicycle who yearned for better things, hanging on every word and totally in love with the brand-new Triumph Speed Twin in gleaming Amaranth Red that Basil Barton parked in the alley behind his home. When he found a garage to rent I was there, still in love with that simply gorgeous motorcycle.

I don't think Basil had such naive and honourable intentions in his approach to my older sister, who he persuaded to go to the pictures with him. It was soon after that he invited me to climb aboard the Speed Twin while he sat behind me and controlled my shaking hands as we rode up the alley past his garage. I could hardly believe it, I was almost riding this motorcycle for a brief while; the thrill of that first ride is with me still. It did him little good in courting my sister, who went on to marry a photographer while Basil disappeared from my social circle. By then I had progressed to a bike of my own.

Maurice Williams was an old school classmate who was far more mature than me, with a 1939 250cc BSA C11 that he wanted to sell as he had the chance to buy a Triumph Speed Twin. Not a shiny new example like Basil Barton had briefly allowed me to ride, but a well-worn 1948 example that was still wearing the flat-treaded sidecar tyres that told a lot about its history. For £15 I could have the BSA and on £3.75 a week I could just about afford it, plus insurance and the price of the crash helmet my old chap insisted I should wear. And if I was serious about owning one of those motorbikes, I would attend a training scheme. The RAC-ACU Training Scheme in fact, that in Harrow was run by the Sunbeam MCC. I'd read about the club in the weekly 'Motor Cycling', they organised major scrambles and trials. Serious people!

I bought the old Beesa and was given my first riding lesson by Maurice, who leapt aboard his Speed Twin with a "Just follow me" as he kicked it into life and roared off down the road, with me in distant pursuit. Down the road towards Wealdstone High Street, which held unknown terrors for a raw novice, but Maurice turned right before we got there and I wobbled behind, realising that nobody had showed me how to change down and coasting around the corner with the clutch disengaged until I dabbed around and found the second of the little 250's three gears. I look back on that frightening experience and realise how lucky I was that traffic was so light; I would not have survived on today's crowded and unforgiving highways.

I signed up for the training scheme and arrived at the venue on my bicycle, as they could supply bikes for non-owners and I wasn't going to take my ageing Beesa when there was the chance of riding something better. And there was, with a choice of three D1 BSA Bantams, a 125 LD Lambretta, a Matchless 350cc G3L and a Triumph 350cc 3T. The site was basically council owned waste land, with worn dirt tracks to ride and for the more adventurous a bit of off-road in the long grass. The Bantams were a natural choice for the raw recruits like me and I still remember them with great respect for their

ability to take all the neglect and mechanical ineptitude a bunch of novices could throw at them with another bunch arriving in twelve weeks' time. I can't remember any of them giving trouble, though once you were on one and getting along as fast as first gear would take you (I think it was Week Three before we were shown how to change gear and give the poor little bikes a sort of rest) we weren't paying much attention to anything else.

We certainly made progress in those twelve weeks, late in the course riding out in a column to watch a road trial in rural Surrey, then riding back to Harrow. I wanted to take my test and could borrow a machine for a few days at no charge - quite a bargain - so booked a midweek test and arranged to ride the Triumph. It was mine for that week, so on Monday and Tuesday I rode it to work in Soho, through commuter traffic along the Bayswater Road and down Regent Street. On the second day it was raining as I headed home, which meant navigating the Marble Arch roundabout amid taxis and vans, all on a damp road well worn by thousands of vehicles. Out of town, beyond White City and onto the A40 it was dry and at a traffic lights I drew up next to a 2.4 litre Mark Two Jaguar, determined to show him how a Triumph could accelerate. To my dismay the 3T ran out of urge at a shade over 60mph while the Jaguar just kept on accelerating. Those two days of commuting were quite a finishing school for a novice.

On Wednesday morning I set off for a ride before reporting to the Driving Test Centre, heading back into Harrow with a route over the famous hill where Winston Churchill's old public school is located and the High Street is narrow and even in those days full of parked cars along one side. As I rounded a corner along the narrow road there, blocking the way, was a council dustcart. I braked, not realising that the front wheel was on a steel manhole cover and the Triumph slid to earth. I picked it up, couldn't see any damage from our low-speed get-off, thanked the dustmen who had picked me up and rode on to keep my test appointment.

I'd bought a padlock and chain to protect the bike when it was parked while I was at work in Soho, and to prove what a careful chap I was I locked the Triumph before reporting to the Centre. A very large man in a dark blue raincoat that looked big enough to be hired out as a marquee called my name and we walked out together, where he asked me to start my machine and drive around the block while he observed my progress. I swung a leg over the Triumph, kicked it into life, took a careful look over my shoulder and with first gear engaged fed the clutch in. The Triumph didn't move, so I checked that I was in the correct gear, took a bigger handful of throttle and fed the clutch in again. There was a loud "Ping" noise as the chain around the front wheel gave way and the padlock described a graceful arc as it flew several feet down the road to land in the gutter. Big Man in Big Coat stood looking on, his dour expression never changing as I put the Triumph on its rear stand and gathered up the debris of lock and chain. "Haha, nerves," I explained to Big Man, who stood totally unmoved, waiting for me to get on with the matter of the test. I did several laps, giving clear signals and he stopped me, to explain that in the next sequence of laps he would step out in front of me with his clipboard help aloft, which I was to treat as an emergency stop. There weren't many Big Men in Big Blue Coats in Harrow that morning and he was easy to pick out, particularly when he took a step towards the road, to emerge in my path with clipboard held high. There was a bit more riding around, a few questions to answer and an eyesight check before he told me I'd passed and handed over a precious piece of paper to confirm it. Passed my test first time, and wasn't I chuffed. It had been a trying day, but even as a keen teenager I didn't realise just what a wonderful world was opening up before me..



Jim Reynolds training aboard a hapless Bantam

Sammy Miller Transport Trust Award 2019

Viv Brackett



Sammy Miller receiving his award from Prince Michael of Kent at Brooklands.



Sammy Miller with Prince Michael of Kent an the Ariel HT500 GOV 132 and the 1956 Norton Model F at Brooklands.

Think It's a Rex?

Richard Duffin

I think this is a Rex macine, but can anyone confirm the year? Great shot, the riders certainly look dressed as motorcyclists! Answers to the Editor please.



Information Wanted on this 1927 TT Triumph

Richard Bott

This is me on my 1927 TT Triumph at this year's VMCC Festival of 1000 Bikes. I bought it in 1999 from Colin Johns. It's my favourite bike and I have had a lot of memorable times on it over the years. The registration number is RW 6122. Interestingly there is a picture in the Keig collection which shows Harold Willis on a TT Triumph registration number RW 6122, having just come twelfth in the 1926 TT.

Peter Cornelius, the Triumph expert , has confirmed that the frame is 1927 so it was not on my bike. However it does have that registration.

I wonder if any members can shed light on the matter?

Editors Note: Great shot Richard.

Please send any answers to the Editor, my details are on the inside front cover.



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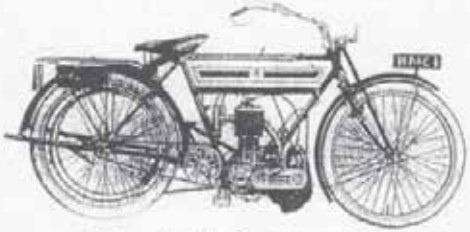
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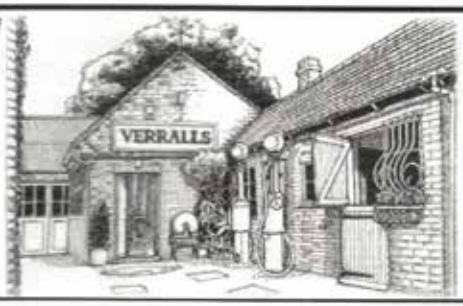
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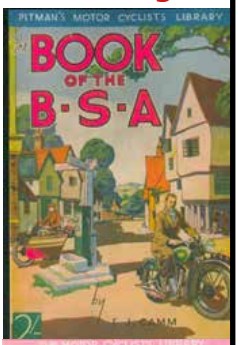


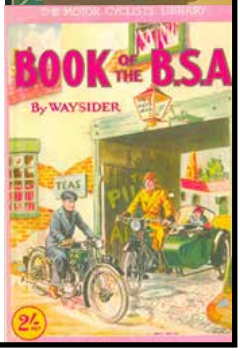


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New Group

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CLUB EVENTS CALENDAR

Date	Event Venue	Contact	
7:30pm Thursday 3rd October	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
Noon Saturday 5th October	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
8:00pm Tuesday 8th October	**Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome.
Sunday 20th October	New Event **Have-A-Go Day :** Practice Trial TBC East Sussex	Neil Sinclair 07885-660939 **sinclairndlp # hotmail.co.uk**	All welcome
8:00pm Monday 21st October	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
Noon Saturday 2nd November	**Club Meet** The Vine, Great Bardfield, Braintree, Essex CM7 4SR	Frank Mace 0749-700981 **frankmace # ymail.com**	All welcome.
7:30pm Thursday 7th November	**Club Night** Six Bells, Chiddingly East Sussex BN8 6HE	Volunteer Organiser Needed!	All welcome
8:00pm Tuesday 12th 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 18th November	**Club Night** West Kingsdown Village Hall Kent TN15 6BZ	George Smith 01474-852960 **t110george47 # gmail.com**	All welcome
Sunday 1st December	**78th Sunbeam Southern Experts Trial** Bowers Quarry, Portland, Dorset DT5 2EN	Bridport and Weymouth MCC Paul Rogers 07714 276 333 **tracks25 # btinternet.com**	Entries By ACU Online System **www.acu.org.uk**
8:00pm Tuesday 17th December	**Xmas Club Night** Broadlakes Social Club, Shenley Lane, London Colney, Herts AL2 1DG	Richard Tann 0208-953-5732 **richard.tann # btinternet.com**	All welcome. One week later than usual



Marque Specialist Andy Dean with his 1915 293cc New Imperial



John Chubb aboard this 1911 2½ HP Wooler. This bike is also pictured on page 8 of this issue.