Sunbeam Motor Cycle CLUB NEWS

Issue 906 October - November 2020

Always Ahead!



Incooming Chairman
Paul Gander with Chris Ronalds'
Freshly restored Triumph
Picture: Geoff Morris

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,

I'm pleased to report that we have some new members to welcome aboard this issue, but in case you know of someone who should be a member I've printed the membership joining form on page 37.

The London to Brighton Veteran Car Run is scheduled to take place on Sunday 1 November, and 15 pre-1905 motorcycles have been invited to participate. As previously, motorcycles must have been dated by the Sunbeam Motor Cycle Club, and several SMCC members are on the list of entrants. Let's hope they have favourable weather and a good run.

Entries are now open for our top award, the prestigious Pinhard Trophy - see page six for details of how to make a nomination.

Meanwhile, do let me have details of your 'Finds and Discoveries' for our latest magazine section, I know many have been occupied in the workshop over the last few months.

Stay safe and well everyone, Julie Diplock

Club Matters

Arnold Marshall, Hon. Club Chairman

The Club, Covid And The Future

Like other clubs our activities have been brought to a standstill. Obviously, this is not of our choosing. We are hopeful that some events will be able to go ahead in 2021 but the future at present is very uncertain.

Currently we are given conflicting advice, on one hand we are told that it is illegal to gather inside or outside in groups of more than six persons while on the other hand we are told that it is permissible to gather in larger numbers at organised events providing the event is Covid secure.

The necessary steps to meet the requirements to qualify as Covid Secure Organised Event involving local Council approval, Delivery Plans, Risk Assessments and Contact Tracing based on Government advice will be evaluated by the Committee and advice given to our SOMs accordingly. While this is going on there is nothing to stop members exercising their machines on their own or in suitably sized groups.

It is hoped that we will be able to hold a proper AGM in 2021. The actual timing of this must wait until the current restrictions are lifted. In view of this the following Committee changes will become effective from the 1st January 2021:

Our President Ian McGill has notified me that because the date of the next AGM is uncertain, he intends to stand down on the 31st December 2020. He has proposed that Baz Staple be elected President at the next AGM, which I have seconded. Baz Staple will, therefore, become acting President until elected at the next AGM.

Paul Gander, who will be co-opted on to the Committee in November, will take over as acting Chairman until his position is confirmed at the AGM. Paul has served on the Pioneer Dating Committee for five years. I am sure he will prove a great asset to the Committee. He has a lot of ideas, a "can do" attitude and an infectious enthusiasm for all things motorcycle.

Deadline for December / January Issue: 15th November 2020

Sue Wells, who will also be co-opted on to the Committee in November, will be taking over as acting Membership Secretary from Brian Empsall in the near future. At present they are working in tandem to ensure a smooth transfer.

Our Secretary Paul Bullock had intended to stand down at the next AGM has agreed to continue in office for one more year to assist the new Chairman in his first year.

Trevor Dadswell will continue as Treasurer, providing we can find him an assistant to handle the day-to-day book keeping. Please see our advertisement and urgent plea for a volunteer to take on this role elsewhere in this issue of Club News.

Ian and I both feel that the year end provides an ideal opportunity to make these changes for the benefit of the Club in 2021 and beyond.

Yes, we are experiencing difficult times but we will come through them. Please support your fellow members by sticking with us so we are all able to do what we most enjoy, as soon as possible, which is riding our machines in good company.

Regalia News

Rob Smith

Magazine Binders?

In what could be the final time of asking; is there any interest in the Club placing an order for a batch of magazine binders for the Club News? We would need some firm interest to decide if it is viable and how many to order. My contact details are inside the front cover.

From Our Incoming Chairman

Paul Gander



I have been asked to tell you all how I came to be riding ancient motorcycles.

My grandfather Thomas started riding motorcycles around 1900. He had a motorcycle and cycle business in Eastbourne by 1906, he sold Triumphs amongst other makes. My father Geoffrey started riding in the 1930's. The first bike he rode was a 1911 Triumph, registration number AP1740, that his father had owned since the First War. I started riding when I was 14 in the late seventies in the local woods on an NSU Quickly donated by my cousin Steve. Neither the two-mile push to the local woods nor its lack of 'quickly' dampened my enthusiasm for biking. Pushing it home on what became my final outing on it, the front tyre split and big balloon of inner tube emerged. Having read my grandfather's 1911 edition of "Hints and Tips" many times, I embarked upon a 14-year-old's version of practical period repair. I created a lattice work of sticks and leaves that successfully held the tube in. I felt confident it would hold. I fired it up for a test. After only 100 yards my tree-based solution failed as the tube escaped and blew and we slewed to a heart stopping stop. Shortly to become more heart stopping as when I looked up a large Policeman loomed. He had much to say.

My motorcycling recommenced again at 16 and by the early 80's I had progressed to a Ducati V twin and have had an enthusiasm for them ever since. In I think 1982 my Dad and I went to The Pioneer Run® to see if any of my grandfather's veteran bikes had survived. Remarkably there we found AP 1740, looking much as my father remembered it when he had last seen it in 1946. It had had a lucky life being owned by the ideal series of keepers, including Geoffrey Morris who had passed it to its then owner Roger Phillips. After the Pioneer, Roger very generously let me have a ride on it. I recall it went surprisingly well, although I was used to a Ducati's state of the art brakes and AP's brakes were more

From Our Chairman Elect Continued **Paul Gander**

a state of alarm. Sadly AP 1740 wasn't for sale. I went to every Pioneer Run thereafter to see AP and take in the atmosphere and for me The Pioneer became the opening of the motorcycling season. A third of a century whizzed by, and Roger passed it back to Geoff. Mr Morris's bloodhound-like research skills tracked me down and I was soon around at Geoff's to see AP again.

I decided it was time to get a veteran Triumph. Geoff kindly helped me find a 1914 Triumph fixed engine model and so in 2011 I owned my first veteran.

I rode it every day as I wanted to master it and get it running as well as when it was new. I did a lot of miles on it. When the Pioneer run came in 2012 I rode it from home, down to Brighton and home doing over 130 miles on it without a single issue; my Trusty Triumph delivered every satisfaction. I continued to use it regularly including racing it at Brighton Speed Trials and setting a World speed record on it. When misbehaviour might have sapped my enthusiasm Mr Morris and Mr Chris Ronalds were always there willing to help with generous advice and good humour.

In April 2014 Geoff very kindly allowed me to become AP's keeper. It is my most prized possession. I really enjoy researching the bikes and people of the era and chatting with and learning from the clubs many eccentric characters and see this as time well spent. I tend to share what I have learned via rambling articles ***(Ed: See 'A Novice's Experiences of His First Veteran', Club News February 2012 on)*** and also now with a few amateur videos on YouTube. I have had to develop my mechanical skills and thanks to Mr Pittuck have a Myford lathe and his decades of knowledge to help me get up to speed into another enjoyable and rewarding complementary pastime.

I relish riding them, speed being relative: 30 mph with limited brakes down a twisty B-road can be very exhilarating. Whilst a trouble-free run is the ideal, I also quite enjoy a breakdown and all the fun of deduction, fixing and the satisfaction of a completed adventure.

Living with AP are three progressing projects. Another 1914 Triumph but its engine has more fins, more compression and bigger valves and I assume it must be a period race engine but so far research has revealed little. A London made 2¾ hp Ascot of circa 1901-3 with both valves mechanically operated and many other advanced features for the period. A 1933 Excelsior special will be lively machine once its 1,200cc ohv JAP fires up. AP sits in the garage next to my Dad's 1950 D1 Bantam that he had from new. A Ducati keeps them company.

Hopefully that gives you a view of me. I will do my best to work with the rest of our committee to do good things for our club – as our club motto says "Always Ahead!".

From The Membership Secretary

Brian Empsall

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

James Brooker	Essex
Barry Fitzmaurice	Surrey
David McIntosh	West Lothian
James McIntosh	West Lothian
David Radloff	Australia
David Sheppard	Cornwall
Chris Zeal	Berkshire

2021 Subscriptions

The annual subscription for 2021 will be the same as for 2020 i.e. £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 and I will include a reminder and payment options in a future Club News.

Members entering the Pioneer Run please remember to include payment for any Family Members.

The Pinhard Trophy

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.

Of course, we are living in extra-ordinary times and it is even more important to encourage and reward young talent. Under our normal rules, entries are accepted from anyone who is under-21 during the subject year. This year however due to the season's lack of competitive events we will accept entries from those who are under-21 in the period since November 1st 2018. This means that entrants who turned 21 last year will still be eligible. Success achieved last year will be given full consideration as will prowess shown this year. Additionally the judges would like to hear of action in the community to alleviate the impact and distress caused by Covid19.

Last year's winner was 19-year-old Trials Rider Tony Martyn. Riding for the Beta Factory Team, he contested World, European and British Championship Trials, finishing joint third in the world. Toby's response to learning that he was to receive the Pinhard Trophy was " Fantastic, I am honoured to receive this prestigious award, so many past winners have gone on to have massive careers and hopefully I can continue this. Big thanks to everyone who has considered me worthy of this great award, and thanks to the Sunbeam Club members for continuing to present this very special trophy".

Previous winners are an honours roll of motorcycling greats over the last 70 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.

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.



2019 Pinhard Trophy Winner Toby Martyn in Action

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, closing date is 1st November.

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. Hopefully we can have a winner from another discipline. There are still a couple of minority groups that we need re-dress. Personally, I'd like to see a lady or a Scot 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 Sunbeam MCC: Ian McGill, Joan Westbrook and Julie Diplock.

Entry forms, rules and a list of previous winners are available from the website or Tony Lloyd 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.* ***If you are posting photos or literature then do enclose a return SAE if you would like them returned.***

Doug Cushing: A Likeable Extrovert and A Character

I was most interested to read the item from Stuart Towner regarding the veteran Rudge outfit and its one-time owner and active rider Doug Cushing.

Doug was a retired dentist and former RAF pilot who lived in a large and rambling house in Kingston upon Thames. My great mentor 'Titch' Allen, founder of the VMCC, was very friendly with him and once described him as needing shot-blasting owing to his appearance!

As editor of the VMCC magazine I once had Doug on the phone for two hours, but I refrained from curtailing him as I regarded him as a somewhat sad and lonely figure who had led an interesting and varied life. He used to appear on the start line at events either on his Rudge or on a well-worn and tired looking circa 1927 Norton model 18.

It was claimed that he would give free dental treatment to his many vintage motorcyclist friends, but Titch said that seeing the state of his hands he was glad not to be one of his patients.

Titch would visit him periodically and on one occasion he was treated to dinner. After cooking the food, Doug could not find a plate to serve the meal, so he did nothing other than pick up his dog's feeding bowl and fill it with the prepared food.

Another unique tale was when Doug was riding the demanding John o'Groats run the handlebars broke completely. Undaunted, he produced a large spanner which he strapped across the broken parts in order to allow him to complete the run. The story was that he continued to ride the bike for some time still with the spanner securely lashed across the broken handlebars.

On another occasion he was stopped by the Police who wanted to examine the vintage bike he was riding around Kingston on. They deemed the front brake to be useless and ordered him to bring the bike to the Police Station to show that he had overcome the problem. To achieve this, he took a front wheel from a later bike and forced the front forks apart to allow the hub-braked wheel to fit.

Sometime later, he paired up with a young oriental lady which gave him a new lease of life, but sadly she died an accident. After Doug died, his son used to ride his bikes but eventually they ended up in an auction.

Perhaps I am wrong, but Doug Cushing seemed to characterise the somewhat extrovert enthusiasts who were regular participants in vintage events some 50 years ago.

Yours, Ian Young

Editor's Note: The well-worn c1927 Norton sounds right up my street!

Veteran Royal Enfield V-Twin

Dear Julie,

I'm in the final stages of completing the restoration of my 1911/12 2¾ HP V-twin Royal Enfield. Knowing that there are a number of these in the SMCC that take part in the annual jaunt to Brighton, I ask a question: what type of primary and rear chain to use?

The worn originals appear to be GPO cycle-chain, the chain sizes are

Primary: ½" pitch X 3/16 W X .305" roller

Rear: ½" pitch X ¼" W X .305" roller, chain ref 420.

Both chain stockists who regularly advertised in Old Bike Mart have disappeared, Sprockets Unlimited through demise. My reason for concern is to allay chain breakage. I have discovered that a chain had

Letters

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snapped, jammed up and cracked the drive-side flywheel, bent the two-speed gear countershaft and the clutch band carrier. So, I made new flywheels in EN8 and also located new pistons, mainshafts, valves, cylinders, two-speed gearbox mainshaft, clutch band carrier, clutch bands and new sprockets – phew!

The next stumbling block is the inlet and exhaust pipes in thin-walled tube. What could be done in 1912 can't be done in 2020. However, I did notice upon my stay in York Hospital that the bedside table trolley had a tubular frame with suitable bends. On my follow-up visit I must remember to pack a junior hacksaw...

Finally, has anyone ever had a back-wheel belt/brake rim assembly made for a Rudge-Multi?

Regards,

David H Frank

Editor's Notes:

Give Jason Smith, the Chain Man, a ring on 07564 870313 or email jason # the-chain-man.co.uk and he will be able to advise and supply a BSA Bantam rear chain if appropriate.

We have two suppliers of belt/brake rims on our list of recommended suppliers:

Bert Pol, 't Weegel 37, 8055 PZ Laag Zuthem, The Netherlands.

00 31 529 497417 b.m.pol # planet.nl www.bertpol-vintagemotorcycles.com

Stephen Hood of Vintage Rims, Australia. vintagerimsaus # gmail.com

Can anyone else help?

Misbehavin' Machines

Dear Julie

You asked, in the last Club News, if anyone had been tempted to dispose of a machine due to its misbehaviour. Tempted? I did.

In May 1987 the late Fred Pateman put a notice in the weekly magazine suggesting the formation of a club for New Imperial owners. I wrote to him straightaway as both my father and I had New Imps. Dad had raced one in the late 1920s.

A meeting was arranged in October of that year in a pub near Aylesbury. I set off from my home near Newbury on a 1950 Vincent Comet with my 13-year-old son Richard on the pillion. The route was the B4009 all the way. As we descended Streatley Hill the engine sucked in oil through the valve guides and the motor stopped. Not easy to restart, but it did. About 20 miles later at road mender's traffic light the engine stopped. I didn't stall it, it just stopped.

It didn't want to re-start so we pushed it through the road works and tried to bump start it. After several attempts we sat by the roadside to get our breath back. I was really annoyed as I had been looking forward to this day for months. Eventually it started and we got to the meeting. I became one of the founder members of the New Imperial Owners Association, of which I was later the chairman for 24 years before handing over to Andy Dean who is also the SMCC New Imp specialist.

All that was on the Sunday. On the following day they were closed, but on the Tuesday I took the Comet on my trailer to Atlantic Motorcycles of Twyford and sold it to them on the spot. That left me with three post-vintage machines. It was ten years before I bought another post-war motorcycle, and later moved back/up to Veteran and Vintage machines.

Regards

Doug Ellis

Farley and Son of Peasmarsh, Sussex.

Dear Julie,

Whilst helping clear out my late friend Alan Sawkin's garage and workshop I came across a brass name plate that would have been fitted to a motor cycle mudguard. It reads:

Supplied by FARLEY & SON
Motor and Cycle Engineers
Peasmarsh, RYE, SUSSEX.

Alan started his working life there in the late forties. Do any members remember or had any dealings with the Farleys? When I was riding in off road trials in the 1960s there was a Gordon Farley who I'm sure was a Sunbeam member. Is there a connection there?

It would be nice to here from anyone who has any information regarding the Farleys .

And Julie, many thanks for putting together the last Club News, full of lots of interesting reading, it's been read from cover to cover.

Best Regards, Richard Mummery.

Club News

Dear Julie,

I was very pleased to receive the magazine in a nice clear polybag marked "Biodegradable". As a matter of interest I kept one on the shelf in my workshop, and added a few since. The first one was put there in September 2019, just over a year ago. I am sorry to report that it appears to be in excellent condition, with no apparent signs of deterioration whatsoever. I admit it is not on a compost heap, but some deterioration after a year might be expected.

I have looked at the producers website, and found that the bags are made of regular polythene, with the addition of "TDPA", Totally Degradable Plastic Additive. This additive is said to make the product "degrade into environmentally benign products ... in a matter of months or years". I think it is likely to be years rather than months.

I am wondering therefore if paper envelopes made from recycled paper might be a greener option.

Keep up the good work,

Regards, Mick Adams

Editor's Note: Thanks for the letter Mick, I'll look into this, and take it up with the committee.

Dayton AP 3266

Dear Julie,

As I am not generally well known in the world of Veteran and Vintage Motor Cycle preservation, I thought it best to begin with a brief introduction. My name is David French and I live in Uckfield, East Sussex. My interests with regard to veteran and vintage machine preservation are quite wide ranging. I think we all tend to have our specialist areas and favourite makers. Mine happen to be the products of Fodens Ltd and the former Patricroft, Manchester based engine builder, L. Gardner and Sons Ltd, famed worldwide for their reliable and economical diesel engines.

Now, at this point I must endeavour to explain my reason for contacting you. Certainly, by the late 1940's my late father-in-law, Cecil Fry had become a keen motorcyclist. His particular interest in motorcycling would remain with him for the rest of his life; although, like many the arrival of children in the late 1950's early 1960's would necessitate a move from two-wheel transport to that with four.

I first met Cecil in the 1980's and he soon began to talk to me about his interests, One recollection concerned a Villiers powered Dayton motor cycle, quite an early machine, which had once provided everyday transport for his father, Robert Fry. When the time arrived for the Dayton to be taken off the road, Robert decided he could not completely part with his old machine and she was tucked away in one of his out buildings. In the early 1950's following his demob Cecil returned home permanently, to Uckfield and in his spare time decided to resurrect the old Dayton.

Letters

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

Dayton AP 3266 Continued

Fast forward to 2020, Cecil passed away on 3rd March aged 92, a pretty good innings. Following his funeral we began the sad task of sorting and clearing a lifetimes possessions. His collection of motorcycle books included a copy of The Villiers Engine by B. E. Browning (Pearson). Tucked away in this book I discovered a letter from E.S.C.C. County Hall, Lewes; dated 1st April 1954. This communication was made in connection with a licence application for a motor bicycle bearing an East Sussex issue registration, AP 3266. My immediate thought was Dayton and straight away I searched current DVLA records. This exercise provided a positive result, AP 3266 is still allocated to a Dayton.

A further interesting discovery surfaced when my wife decided to open up an old picture frame which had seen better days. Concealed within, 8 inch x 6 inch black and white image of AP 3266. Part of the typed information on the reverse had been trimmed away, the following remains:

The Sunbeam Clubs Commemora.... For Vintage and Veteran Vehi....

California - in - England, Berks. Sunday July 25th 1954

Other information includes the photographers copyright stamp as follows: A Charles Dunn, Copyright Photograph, Greenleaves, Woking. Pencilled ref number 3154/16 and entry number 28.

Robert Fry passed away in 1969. I believe Cecil retained the Dayton, until the early or mid-1970's. His home and young family would have to take preference and, somewhat reluctantly, he decided that the Dayton would have to be moved on to a new owner.

The family would very much appreciate any information on this machine's subsequent life and current status. We do of course recognize that the current owners may wish to remain anonymous.



EAST SUSSEX COUNTY COUNCIL

All communications to be addressed to the Local Taxation Officer

Telephone Lewes 660 (Ex. No. 33)

Please quote this reference on any reply.... TB/RH....

COUNTY TREASURER'S DEPARTMENT
(LICENCES SECTION),
COUNTY HALL,
LEWES.

1st April, 1954.

Enclosures

Dear Sir,

A.P. 3266

I am in receipt today of your letter and forward herewith declaration form R.F.1/2 upon which application for a licence for this motor bicycle should be made.

As the registration has been made void you should also apply for a duplicate registration book on the enclosed form R.F.3. The fee payable for the duplicate book is 5/-d.

Yours faithfully,

Local Taxation Officer.

O. J. Fry Esq.,

FOOTNOTE

Through my interest in Stationary Engines I have learnt that Stuart Turner of Henley-on-Thames are reputed to have supplied engines for fitment into Dayton machines. Did this end completely with the adoption of engines from Villiers?

I have to admit that California-in-England was a name new to myself. For anyone 'in the same boat' a search revealed the site opened in 1931 as a pleasure park within easy reach of London. Attractions once included a zoo, circus, ballroom, swimming pool, boating lake and miniature railway. Apparently, today the site is known as California Country Park, managed by Wokingham Borough Council.

Yours sincerely,

David French, October 2020

Editor's Note: Contact me if you can help. Be great to find out if this machine is currently with a club member.

Dayton AP 3266 Continued : Pictured at California-in-England 1954



Club Meets

Please Note: All further Club nights are cancelled until 2021.

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.

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 first Monday of each month. For more details contact **richard.tann # btinternet.com** 02089 535732 All welcome.

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

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

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**

Obituary

Derek Marrable

Ian Kerr MBE (Epsom Chief Marshal Pioneer Run®)



For many members the name Derek Marrable may not mean a lot, but if you have taken part in, or spectated at the Pioneer Run you will have come into contact with him when he called you to the start line. Derek was the voice of the Pioneer at Epsom for many years, somebody I could always rely on.

Way back in the early eighties when Lt. Col. 'Tiny' Ayers took over the running of the failing event, he co-opted members of the then flourishing Metropolitan Police Motor Club (MPMC) to organise the start area. As he put it, "people who could be trusted to do the job without fear or favour and with military-like precision" and it worked well.

Over the years that association continued, until age and retirement saw many of the MPMC moving away, no longer able to assist. Derek however, continued to make the long early morning journey to be ready to start at 07.00 from his home in Kent and while he manned the PA his wife Maureen sold programmes.

Having joined the police in the early sixties Derek soon achieved his goal of becoming a Traffic Officer, eventually ending up at the 'Big House'. As many will tell you, that while there were many changes of those at the top who thought they were running the Traffic department, it was Derek who kept the troops happy, sorted out any problems and remained the friendly face of the Met's Traffic Department until he retired.

Retirement gave him more time to work on his classic bikes and an early Vauxhall car as well as sit on many committees helping retired officers. Somewhat fittingly his last project was a police LE Velocette similar to the ones he rode.

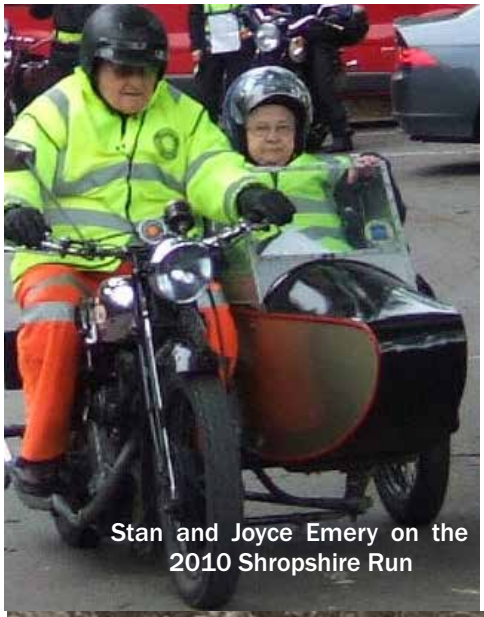
In the forty plus years I have known Derek he was never anything but pleasant to all, immaculately turned out at all times and helpful to everyone. The tributes on the various police websites, all shocked by his early passing, all say the same thing with the consistent words – "An officer and a gentleman in every respect". RIP Derek you will be missed.

Visit our website: www.sunbeam-mcc.co.uk
Sunbeam Motor Cycle Club
The Club for *all* Pre War Motorcycles
Founded 1924

Obituary

Joyce Emery 1931 to 2020

Baz Staple



Stan and Joyce Emery on the 2010 Shropshire Run

Joyce, the widow of Stan who died in March 2019 has also now died after a short illness. They always particularly looked forward to Welsh Week in Aberystwyth but also fully supported both Shropshire and Warwickshire events, plus most of our one-day events.

They were a lovely fun couple who provided much interest on their exploits with their vintage BSA Sloper and sidecar. Before her demise, Joyce's mother Edith, dubbed Supergran by Tiny, used to occupy the sidecar on Welsh Week with Joyce on the pillion until Supergran retired.

Our abiding memory of Stan and Joyce is when the Welsh Week canteen staff used to watch our party leave in the morning, Stan would stagger on two sticks to the outfit, both climb aboard, use the installed starter motor to bring the machine to life and motor off with gusto like born again teenagers, bringing joy to all, not least to the rider and passenger. They were a very special couple and our thoughts are with Steve and Claire and family.



Stan and Joyce with SuperGran in the sidecar, Welsh Week

Features and Articles

The Stanger



Viv Brackett (Sammy Miller Motorcycle Museum)

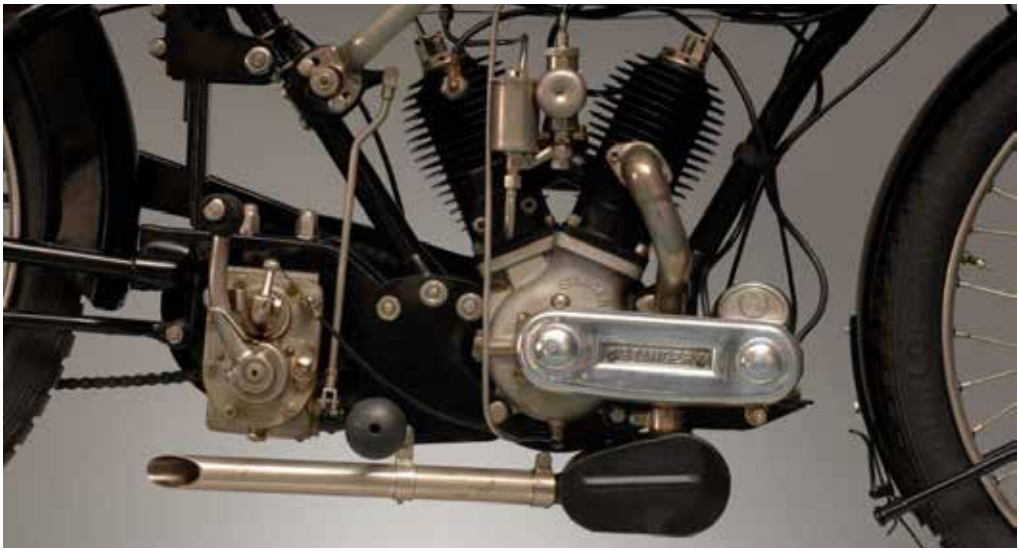
It is not surprising that few people have heard of this remarkable machine, as it was very expensive and only made in tiny numbers for a couple of years after 1921.

Its originator was David Stanger, who ran the Stanger Engineering Company of Steeple Road, Tottenham, London and it seems to have been his only foray into motorcycle production. He certainly jumped straight in at the deep end since maintaining the essential seal around the crankshaft of a simple two stroke single was difficult enough with contemporary materials, and yet this layout required an airtight seal between the two crankcases as well! Nevertheless, his 450cc V-twin engine worked well, and vied with the Scott (which effectively used a linked pair of single cylinder engines) for the distinction of being the first production two-stroke with a capacity of more than half a litre. Equally ambitious, the Stanger featured rear suspension based on a complex bell-crank system.

Most Stangers used a belt final drive, but the Museum's exhibit comes from late in the production run when chain drive was employed. This fascinating machine is the marque's only known survivor and has unsurprisingly given Sammy numerous Technical Interest awards. Current members of the Stanger family have visited the Museum and witnessed what a great sounding bike it is, a very happy family left Bashley that day on their way back home to Stroud. The information is taken from our Road Machines book, available in the Museum shop.

The Museum is open 7 days a week from 10am and 4.30pm. There is no need to pre-book your visit but we do ask that you wear face coverings in the museum.

Editor's Note: I guess Viv will have to update the next issue of the Museum's Road Machines book now a second Stanger has surfaced in Australia (featured in the August 2020 Club News). Read more of the Australian discoveries in our new 'Finds and Discoveries' section later in this issue.





SMCC Wanted:
Assistant to the Treasurer

We urgently need a volunteer to fill the following vacancy. It is a role which can easily be fulfilled at home, so it is open to members located anywhere in the UK.

Job Description

- To receive cheques, pay into the club's current account, and enter into the Cash Book, on an Excel spreadsheet
- To receive supplier invoices, check for validity (referring to club officers or SOMs when required)
- Use internet banking to make payments and update the Cash Book
- Pay any valid expenses and enter into the Cash book
- On receipt of Bank Statements check transactions and the account balance against the Cash Book

Please contact Trevor Dadswell or any Committee member for more details or if you can help. Contact details inside front cover.



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Our Members : John Buckingham Part II

Jane Anderson

John woke up in hospital to see a cage over his badly damaged right leg; it was a Douglas Bader moment which the pilot had in hospital after his flying accident, to see such a cage and find out that his legs were missing. Fortunately, John's right leg remained attached, and he stayed in hospital for eight weeks, thereafter moving to the RAF rehabilitation unit at Chessington cared for mainly by a physiotherapist from Sri Lanka.

It was 1957 and Bob McIntyre reached an average of 100mph on the Isle of Man on a Gilera 500 and John left the RAF in October of that year returning to Miles Aircraft.

John's mother managed a bakery at Portslade and usefully her flat had a sizeable garage and workshop attached. She rode an NSU Quickly, and John, recovering from his injuries, returned the Zundapp to the road.



In 1958 he bought a 1935 Morgan powered by a Matchless V-twin OHV engine. Mercury Motors at Harrow, from whom he bought it, had installed an aluminium floor and fibre glass body.

John's reputation as a motorcyclist resulted in a workmate giving him a motorcycle, which he announced was in his shed. John went to retrieve it, and on opening the door, viewed a green motorcycle with girder forks. The engine number was KTT 308. He rebuilt the Velocette as a sprint machine.

Meanwhile, the engine in the Morgan blew up, and John returned it to Mercury Motors, who repaired it. The Morgan was then sold, and John purchased a Morris Minor van, which he used to transport his machines to sprint events. He joined the Brighton and District MCC (BDMCC).

John obtained a BSA A7 off-road works motorcycle from the Graham Beamish motorcycle shop in Portslade. Graham Beamish, a successful trials and scrambles rider and former BSA works rider, ran this shop which his father, Bill Beamish, had started originally with Harold Lyons. Bill Beamish was also a rider before the war, but in grass track and scrambles.

The BSA engine blew up, and John fitted a 650cc engine from a Golden Flash. He used this machine for marking trials and won hill trials competitions with it.

In 1960 John took the KTT and the BSA to the Mooragh Promenade at Ramsey, Isle of Man. This was a drag sprint of an eighth of a mile.

John and a few friends became accustomed to preparing the Ducati 175 sprint motorcycle belonging to road racer Geoff Bridle. One of their methods was to replace grease with oil to reduce friction. Many of these visits were to Brands Hatch on a Wednesday and in those days, a ride round the circuit cost £10.00, a great deal of money then. At these meetings, John associated with John and Norman Surtees who rode the works Triumph Thruxton 500 in the production race.



Our Members : John Buckingham Part II continued **Jane Anderson**

At Miles Aircraft, John became friends with workmate Mary, who organised parcels of carpet for the Morgan and expertly fitted them, and in 1960 John and Mary rode to the Ulster Grand Prix on the Zundapp via the Heysham Ferry to Belfast. They toured Northern Ireland and at the Grand Prix saw John Surtees, John Hartle and Alan Shepherd ride.

Back home, he helped a friend who was hard up by paying two month's rent on his accommodation. In return, his friend gave him a Velocette. A delighted John went to collect the machine, but found that its parts were not only not all in one piece, but not in one place. In fact, they were very widely distributed around Brighton, and had to be collected. There were many other motorcycle parts in addition, which resulted in the construction of two further machines, one of which was a KSS, which John still owns. He rebuilt the engine for his KTT also from these parts.

After a couple of years, John joined M B Metals, who built the prototype for bomb release racks and were purveyors of army specialist equipment.

Meanwhile, in the next-door building was a BMW agent, who also sold Isettas and where John met Jock West, who was an ex-BMW works rider and the AJS sales manager.

John made friends with Adrian Richmond, who worked at Gray and Rowsell in Shoreham. Robin Richmond was Adrian's father, and our older readers may remember the BBC Light Programme 'Music While You Work' and ' Housewives Choice' in which he played the organ. He also devised 'The Organist Entertains'.

John acquired a 1963 Vincent Black Shadow at this time; but it was not a successful machine, having many problems, and it was sold soon after.

Graham Beamish sold John a BSA C15T machine fitted with a B40 350cc engine. Almost exclusively alloy, the BSA was very light, but had a defective coil installation which John replaced with magneto ignition. He became very successful in trials riding with this machine.

In 1964, John bought parts for a trials Zundapp, and built up a 250cc machine. He was closely linked to the BDMCC Scrambles Section, working both as organiser and manager of the paddock and track. This was mainly at Golding Barn in West Sussex, owned by Graham Beamish. Incidentally, Golding Barn is now an industrial area run by Stephen Beamish, Graham's son, and contains a motocross circuit.

A Sunbeam Motor Cycle Club member and trials journalist, Ralph Venables, approached BDMCC to request the use of the track for a point to point for SMCC members. This was a one-time event, but an exciting one, riders reaching 100mph on challenging ground round the surrounding chalk pits.

John met Christine in 1964, and marriage ensued. *To be continued.*



John's Velo sprinter, photo by Jeff Clew, in the background are Jeff Clew's wife and John Buckingham

John O'Groats to Land's End on an 1896 Leon Bollee Part 3

From The Photo Album: Day 2 Comarty Firth **Charlie Jenner and Dave Pittuck**



On the second day we made good progress, here seen with the wind coming off the Cromarty Firth.

Later in the morning, to the east of Beauly, we met Kate Benjamin and Hector, her horse. They were 3 months into their journey from Land's End to John O'Groats, and, in fact, had another 11 days journey in front of them.



John O'Groats to Land's End on an 1896 Leon Bollee Part 3

From The Photo Album: Day 2 Inverness **Charlie Jenner and Dave Pittuck**



Charlie with one horsepower at his command.

Inverness roads were hard on the Bollee, virtually shaking off the front number plate.

After a long climb out of Inverness, we stopped for the 2nd day's lunch and looked back down the A9 to Inverness Firth and Black Isle in the distance.



ECE Baragwanath : A Giant Amongst Men

Richard Rosenthal

First published in Any Old Bike magazine (IOM) Pictures: Rosenthal Family Archive.

Born into the Town, rather than Gown, of Cambridge in 1884 Edwin Charles Ellis Baragwanath (variously Barry or Ted) was most definitely British born, not South African as some misguided souls have penned in the past. During his Brooklands career spanning over 20 years, he posted over 200 race and practice laps at over 100mph on the 2.76 mile Weybridge circuit driving a sidecar outfit, held four sprint world records and won literally hundreds of races, sprints and ftds. And he holds in perpetuity the Brooklands three lap race speed record for sidecars.

Leaving school at the first opportunity, Baragwanath followed his father into steam railway engineering when he was signed into a seven year apprenticeship at the Cambridge locomotive repair shops of the Great Eastern Railway. Forget health and safety, air-conditioned workshops, heating or even a roof; this was tough life with much work carried out in open air workshops suffering extreme heat in summer or snow, stair-rod rain at 45 degrees and biting East Anglian winds for the rest of the year. However, I remember from my youth long past that training at these hospitable premises was still revered.

After the Cambridge locomotive workshops Ted moved to the Argyll car factory where he learnt about single and multi-cylinder petrol engines and by 1910/11 he was working for Thames Ironworks Ltd of London employed on the build of HMS Thunderer (launched 1911), the last warship built on the Thames. Ship building over, he opened an automobile repair shop occupying tiny premises in Camden Town. Customers reported his work was first class but his opening hours were in the 'as and when' category, that is as and when he needed money he opened for business but never let work get in the way of what was to become his life's passion, motorcycle racing and Bemsee (BMCRC - British Motor Cycle Racing Club).

Baragwaneth bought his first motorcycle in 1908, a single cylinder Belgian made Minerva, soon installing a JAP engine to begin his association with the Tottenham, London engine makers which remained throughout his active racing career. Drawn by speed he spectated at Brooklands and with Bemsee opening the track after their days' activities to all-comers who wanted a go he pitched onto the track to discover he was on pace with one of the pre WW1 aces - Frank McNab (Triumph). Knowing instantly he could keep with the best he joined Bemsee and started work building his first machines, which as he had little cash were from what he had or could scrounge rather than what was best.

On 12 July 1912 Ted Baragwanath posted his first racing win, covering the flying kilometre and flying mile at 73.58mph and 73.47mph respectively aboard his home built 998cc Winit-JAP in class E for solos up to 1000cc. He'd already enjoyed Brooklands places by this time and later blew the motor while as scratchman he chased the pack in an All Comers handicap race. By this time Barry was one of Brooklands habitués, spending far more time at the Weybridge track than his Camden garage.



Wearing his shiny well-worn suit, battered hat and winged collar or oversize track scarred racing leathers and patterned jumper full of welding spatter holes the large shambling man became a familiar fixture at racing venues within striking distance of London for the next 50 years. His wry, almost cynical smile, belied a kindly man who always helped newcomers while a roll-up cigarette was his trade mark.

The Winit-Jap soon gave way to a home built 1911 Matchless Special

with either 1000cc JAP or MAG engines. After WW1 Barry returned to Brooklands with various home brewed machines including an ohv V-twin JAP powered Zenith (using initially a pre-WW1 frame), the Martin-JAP, the Matchless Special and a P & P framed JAP. In effect, old discarded or cheaply bought chassis into which he installed his developed but very secondhand JAP or occasionally MAG engines. Despite all, his home built machines were effective with the 986cc Zenith-JAP outfit giving him a third place finish against strong opposition within days of Brooklands re-opening for business in 1920 after the war and his first race win, as opposed to speed trial victories, came at the fourth Bemsee meeting in July 1920 beating the trade entries of Freddie Barnes (works Zenith) who dropped out with sparking plug failure and Reuben Harveyson (994cc Indian sidecar) at 61.22mph. For the next few years he scored many solo and sidecar racing places and wins on shoe string machinery.

Quite how is unknown, and arguably should best remain a mystery, but somehow in around 1925 Baragwanath ended up with a brand new Brough Superior frame gratis from George Brough himself. A rare occurrence! Folklore implies this is as the result of conversation with Brough Superior racer BS Allen. Whatever, then Mr Prestwich came up with a brand new ohv V-twin JAP motor enabling Barry to build one of the most effective and enduring racing motorcycles ever. Specification varied regularly but ranged from a 'mildy' tuned normally aspirated set-up with 12.25:1 compression ratio with varying commercial racing fuels depending on race length to 14:1 compression ratio with his own blends of alcohol-based fuels. Later it was supercharged.



Admirers crowd Barry and his passenger (believed to be Arthur Arbor) on the all-conquering Brough Superior outfit c1928/9, then fitted with the Tornado sidecar body. Another Brooklands ace is captured in this photo and your clue to ID him is 'think small engines.

As with all such racing machines development continued apace during Ted's years with the machine and then by Noel Pope (later the workshop manager of the famous Thames Ditton dealer Comerfords). In 1930 the Brough's current engine blew up, but despite many wins and aged 46 Barry knew he was 'too young to retire.' By arrangement he secured a new 8/50 JAP engine to which he fitted a Powerplus supercharger. At the same time he improved airflow to the engine to lessen overheating problems. A combination of best power and his toughness allied with huge track craft ensured Mr Baragwanath had a marvelous Indian summer.

Almost without exception Ted raced the Brough with a sidecar and this too underwent progressive development. He favoured (or had available) a Heywards sidecar chassis and after experimentation with track widths settled on 30 inches. To this he fitted a Tornado racing body. Much later in 1929 he built his own racing body for the Brough after first sketching a float of the Schneider Trophy winning seaplane, then on display at the Science Museum, London.

So many tales still abound about ECE Baragwanath from his own statement he slipped the Science Museum attendant a shilling (5p) to look the other way as he measured the float to get precise

dimensions for when he scaled down the design to his many scrapes. Amongst the most famous was his crash while blasting along enroute to Essenden for the speed trials - with little spare funds and limited transport Barry often rode the outfit to events hence the crash soon after the Brough had been built. Sliding off the road at speed he bent the frame putting the wheels three inches (75mm) out of alignment. Despite this he completed the trip to Essenden, set the FTD ('Fastest Time of the Day'), and then rode home to Camden Town.

Such tales may be just that, but without fire there's no smoke so they add to his mystique. Certainly, Ted Baragwanath was one tough, although shy, man and so too was his regular sidecar passenger in the Brough years Arthur Arbor - a slight, highly intelligent brave man of few words. Others sampled his sidecar too, including renowned Brooklands ace Bull Lacey and journalist Dennis May - only once apiece! Others included EG Bishop for whom Baragwanath also built Brooklands racing machinery on numerous occasions.



One of Barry's major rivals, Joe Wright, racing at Brooklands 5/10/1929 aboard his then four-year-old Zenith-JAP. This is believed to the machine he set a new motorcycle world speed record of 150.65mph at Cork, Ireland in 1930. At the following London Show Wright's other record-breaking machine (OEC-JAP) was displayed by others as the world record bike. Within moments of the Show opening the truth was out! And most record books since state the correct Zenith-JAP as the record-breaking machine.

Ted enjoyed many ding dong battles both on the Brooklands track and elsewhere with rival aces including the solo world record holder Joe Wright (Arpajon and Cork, both 1930). And records tumbling with abandon Joe Wright and others took him on. For example, Wright snatched Barry's standing start mile record at Arpajon, France in August 1929 riding his five-year-old Zenith-JAP with light sidecar attached for the occasion. Months later in November Ted retook 'his' records at Brooklands for the standing start kilometre and mile at 75.54mph and 83.32mph.

From the outset of driving the Brough in 1925 Barry was always a 'scratchman' in Brooklands handicap races. Starting from the back of the field with some given a lap or more advantage in longer races ECE powered his outfit through the field often undertaking on the Weybridge and Byfleet banking at speeds no-one else would dare with his first 'Brough handicap race' win coming in the 1926 Essex Motor Club sidecar handicap by inches from limit man A Greenfield (248 Conaught side-car). Just as Greenfield sat up to cross the line Barry 'hurtled by' flat on the tank to take the race by half a wheel. His race speed was 89.84mph. With the 'blown' 8/50 JAP installed in the Brough ECE Baragwanath secured his Brooklands Sidecar Gold Star (their first lap on the outer circuit at over 100mph) in 1931. He was one of only three men to do so in the history of the Weybridge track, the others were Freddie Dixon (Brough-Superior) in 1927 and Noel Pope in 1938 driving Barry's Brough! In the 1930s he established three Brooklands sidecar lap records of 101.69mph (1931), 103.11mph (1932) and 103.97mph (1933), a record which stood until Noel Pope broke it driving Barry's Brough at 106.6mph in 1938. He set an all-time record for a three-lap race of 99.22mph and was clocked at 116.88mph on the railway straight.

He sold his Brough to Major Noel Pope when he retired from racing aged 49 and immediately embarked on his final racing career, that of Bemsee official and scrutineer as he believed one should always put back into life what one takes out.



He served at many Bemsee meetings including at Silverstone where a friend who met him along with her dad in the late 1950s remembers him as an elderly tall man with a twinkle in his eye. Ted continued to serve Bemsee until months before his death at University Hospital, London in September 1961.

Always a modest man Barry won a 'cart load' of trophies during his 22 year racing career, yet unless questioned he would never brag of even relate any of his many successes. Those who knew him well also knew he was most proud of an award given to him by Mr JA Prestwich (maker of JAP engines) and his tiny Brooklands Gold Star with Bemsee Vice Presidents bar attached, not that he wore them much as he was far too shy and modest to do so.

I make no apologies the sentimental nature this feature. Not only did he hale from our local city but he could really claim 'I did it my way.' And of all the riders from all walks of motorcycling life I've covered in the past 30+ years Edwin Charles Ellis Baragwanath, along with pre-WW1 works Rex trials rider Muriel Hind, is for me at the top of the list of those I'd have liked to have known.



Partners in speed: George Brough and Ted Baragwaneth photographed in 1960

The Levis 'LE'

Rob Smith

As a prequel in the best 'Star Wars' tradition, here is the story behind my late Grandfather Ralph Smith's first full restoration. This preceded the 1915 LMC featured in the last Club News, his 1912 Levis 'Baby' which is still in the family almost 50 years after it was acquired for restoration to join in on the Pioneer Run®.

The road that led to the Levis began after Ralph, who had ridden motorcycles and sidecar outfits before WWII, had been working for the Central Electricity Generating Board for several years. By 1957 he had been promoted to Station Superintendent at Beckenham Generating Station. One day someone had abandoned a 1921 New Hudson 211cc Two-Stroke 'Tourist De-Luxe' at the rubbish tip next door. A workmate tipped Ralph off, he went to look to find the scrapman busy ripping all the brass bits off it including chopping the oil pump out of the tank with an axe! Ralph persuaded him to stop and with some lumps of brass 'borrowed' from the stores did a deal for the machine which saved it from being cremated, as the rubbish was burnt to pre-heat the water before it went in the boiler that drove the station turbine. After a squirt of oil in the engine and some lighter fuel in the carb' with a couple of kicks hey presto it started!

Ralph set to work with the kind loan of an original catalogue from 'Motor Cycle' magazine and the New Hudson was rebuilt over the next few months. Luckily Beckenham was a standby station which only produced four megawatts of power flat out; it was only started when really needed which left lots of time for restoration! Ralph nicknamed it F.R.E.D. (Fiendishly Rapid Engineering Device) and it was the motorcycle my Father George learnt to ride on aged ten for a year or so. Eventually though, a change of job to a different power station meant the little New Hudson had to go. As Ralph had no idea there were clubs and events existing for old motorcycles then it was given to a man who collected 'old bikes' in the early 1960's. It was owned briefly a few years later by our Pioneer Registrar, John Waghorn, the registration is XK 5017 and it is still around according to the DVLA, does anyone know where?

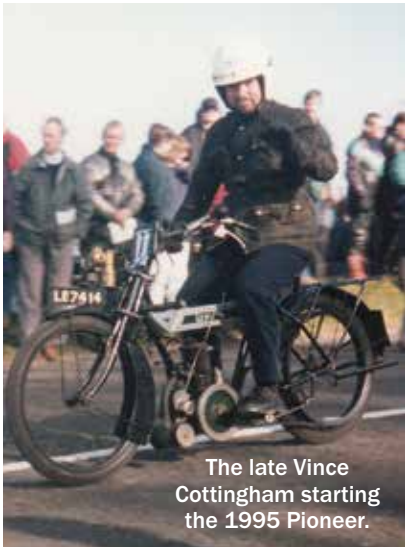
That could have been that as far as Veteran & Vintage machines were concerned but George had been riding bikes on the road as soon as he was old enough. By 1969 he was newly married to my Mother Jane and discovered he had moved three doors away from a man called John Robarts, a former Service Manager for Associated Motor Cycles (AMC) who at the time was a VMCC member with a small collection of machines. This included a well-known veteran AJS once owned and restored by the apprentices at AMC which John had bought from them for the grand sum of £25 when the company closed. John invited George to have a go on his bikes and also to spectate at the Pioneer Run® with Ralph, like so many of us before and since including your scribe they both wanted to take part too so the search was on for a Veteran. On a recommendation my Father went along to Walter 'Wally' Searle's motorcycle shop in Reading, Berkshire when he was holding a retirement closing down sale. George discovered the Levis



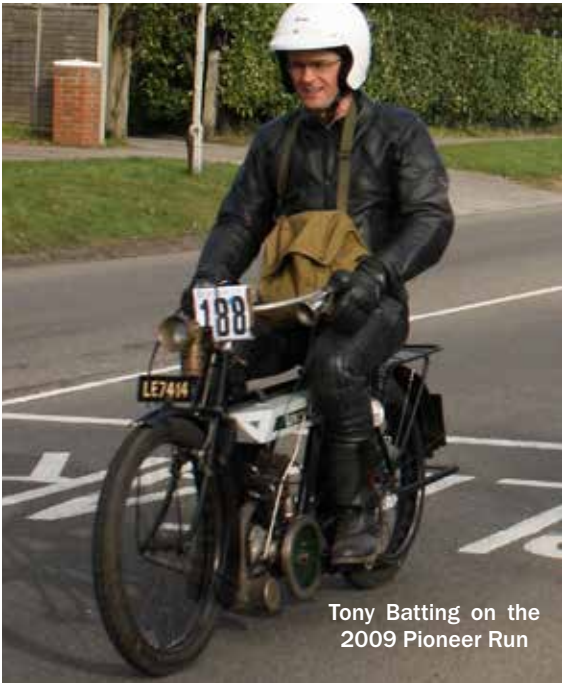
Ralph Smith on 'LE' at the finish of the 1973 Pioneer Run

mostly complete but with the engine removed and after some haggling got it for £50 with another frame, forks and engine thrown in which turned out to be for a similar age Dayton Popular, as Mr Searle wouldn't take £40! Ralph was slightly shocked at the car boot full of metal he had got but as the Levis was basically a direct-drive version of the old New Hudson (Two-stroke New Hudson's were manufactured under Levis patents) he set to work.

One of the restoration challenges was straightening the frame as the machine had been used as a plaything by kids minus the engine for a time, the top tube was bent and the wheels further apart than intended. By 1972 the Levis was complete enough to be inspected for an age-related registration number, the 'LE' suffix was issued by the Greater London Council. The inspector by all accounts loved it as it was completely different from his usual work at the time of re-issuing or giving registration numbers to 'choppers'. The photo shows Ralph on Madeira Drive at the successful completion of the 37th Pioneer Run® in 1973, the first of many more to come. Over the years George also rode 'LE' on several Pioneers and other events, then, with sister machine PI 524 was completed in 1982 he took it over while Ralph's son-in-law and my late Uncle Vince Cottingham rode 'LE' and they took part together in many more Runs together until Vince sadly passed away in 2009 after a long illness. Vince is pictured on 'LE' starting off on the 1995 Pioneer Run®. Your scribe has ridden 'LE' to Brighton twice, she now takes turns in the Pioneer with the veteran Rudge of her owner, Vince's son-in-law Tony Batting.



The late Vince Cottingham starting the 1995 Pioneer.



Tony Batting on the 2009 Pioneer Run

'LE' has always been exceptionally reliable along with sister machine 'PI', they are simple to ride despite the lack of a clutch. The 24" size wheels make for a low saddle height and paddling them off astride gets them going easily plus few controls to worry about. The only breakdowns I can remember to 'LE' over nearly five decades are two flat back tyres, broken magneto chain plus the fuel tank split. The big outside flywheel did come loose and fall off another year, luckily no damage and the nut and spacer were found and refitted, the Brighton Road was quieter then. While the bigger Veteran machines, especially those with clutches, countershaft gearboxes and chain or shaft drive are rightly highly prized they come at a price now. If your budget is more modest the smaller machines are worth a closer look as if everything is in good condition and set right it is surprising how well they can perform.

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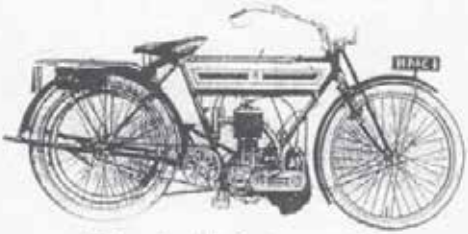
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Out and About

2019 Manx Festival of Motorcycling, Jurby

Julie Diplock

Here is Scott-aficionado Leon Blackburn (then aged 17) with his 1933 Scott TT Replica, which was bought by his great-grandfather in the forties and is still in the family. He's pictured is showing the ropes to visitor Steve Plater, who was fascinated by the Scott. Somewhat different from his modern BSB and IOM Road Racing machines - maybe a potential new member?





Sunbeams in the sun at Jurby



Finds and Discoveries

A BAT in the Stable

Chris Zeal



I found this old bike covered by disused clutter in an old stable room at home, a home my family has lived in for over 300 years. I am in the process of having it restored and I'm trying to piece together details about it, and its history.

It was made by B.A.T. Manufacturing Co. Ltd and the first four of the attached photos show the bike when I first came across it. Even though the underlying metalwork was very rusty The Bat logo can be seen clearly on the petrol tank, see left. It originally had a sidecar but there was no sign of this when I found it, other than the metal rod to which it had been attached to the bike. I think there is a very similar bike in the National Motor Museum's collection at Beaulieu:

https://nationalmotormuseum.org.uk/vehicle-collection/bat-56hp-with-sidecar

What I would love to trace are details of its previous owner and confirmation of its age. As I've mentioned, my family has lived in our house for many generations and everything points to it belonging to a great uncle who was killed in the Great War. He left school in 1913 and was living in our house from where he wrote to the army requesting to join an infantry regiment based in Aldershot. He was accepted and we assume that in 1914, at the age of 19, he would have used the bike to get from our house to his barracks at Aldershot. It's a distance of 21 miles and so the journey would have taken about 30 to 40 minutes, assuming the bike's top speed was around 45mph. Then, in May 1915, his Battalion sailed for France, departing from Folkestone and disembarking at Boulogne. Very sadly, after only ten weeks on the Western Front, he was killed at Sanctuary Wood, near Ypres, in July 1915. His body was never found and like so many others who were killed but whose bodies were not recovered.


The BAT as found



A BAT in the Stable Continued **Chris Zeal**

His name is included on the Menin Gate, the memorial in Ypres, Belgium to the missing dead. It would be entirely understandable if, after one of the last things he'd done before leaving for the front line was to park the bike in the stable room next to our house, the family couldn't face selling it. So, it probably stood there for over 100 years until I started looking into it and then deciding to have it renovated.

The number plate of this bike is LB 422 and I'm told it was most likely to be a BAT 8 hp twin built in 1911.

Editor's Note: *If you can help please contact the Editor, details as ever shown inside front* cover.



New wicker sidecar



The BAT under restoration

Australian Shed-load of Treasures Part 2

John Ferguson

Here are the remaining three machines belonging to Warren Hick which are to be auctioned in Melbourne, Australia by Shannon's Auctions. It will be interesting to see where in the world these machines end up.

The Cito

Below is pictured a 1921/22 Cito Special, a 500cc OHV, shaft drive machine built in Suhl, Germany. This is an advanced machine, with a Bosch generator for electric lighting. It's an example of a rare make, as there are just three other Cito – KG motorcycles known to exist. Cito joined with Krieger-Gnadig in 1922, then Cito was absorbed by Allright in 1923.



Excelsior American X

This Excelsior is an "American X", to distinguish it from the English Excelsior company's products. This is a 1914 model with a 1,000cc V-twin engine and two-speed gearbox. It is complete, but has not run since 1978 and so this veteran will need overhauling before returning to use.



1910 FN Four-cylinder

Also up for sale is this 1910 FN four-cylinder single-speed, with automatic inlet valves and shaft drive. In very complete and original, unrestored condition but missing the rear carrier which doubles as a rear stand. A B&B carburettor is fitted, a common period replacement, but an original FN automatic carburettor is included with the bike, together with a package of spares. This includes two engines, one which has the original inlet manifold and carburettor still attached, a separate original carburettor in near new condition, and a pair of new beaded edge rims.

This FN began its life in Broken Hill, New South Wales, in the Australian outback and was repatriated to Adelaide after the war.





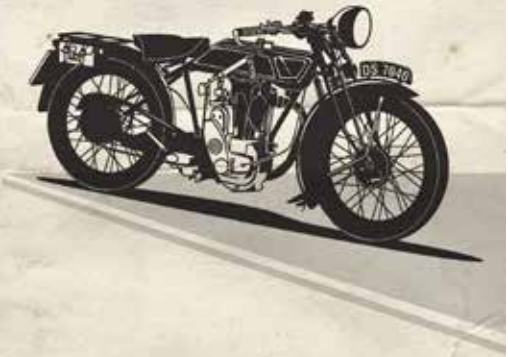
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- ☐ Go out to the garage, pull off your bike's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ 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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A Small Bowl Of Grey Porridge

George Smith

I just had a play with the little 1936 250 cc Royal Enfield that I have. It has a tendency for the float to come out of its groove on the float needle, especially when being tickled. I have blown the carb out numerous times; it has a top feed float chamber. I cleaned out the bottom guide for the float needle with a small drill, getting about 3mm or an 1/8" inch of rust and rubbish out. The carb now floods up quickly and the float no longer exits the groove – it's only been like it for 20 years. It is absolutely original apart from the rust that it has accumulated and the silencer, both the boys cut their teeth in vintage motorcycling on it.



Early Motorcycling in North Derbyshire

John Hodson



Members Advertisements

Wanted

Forecar in any condition, also a wicker sidecar.

Wanted WW1 AJS 550 V-twin engine or parts. **1929 AJS 350** petrol tank. **!930 AJS R7** crank cases, or engine parts or complete. Cash or swops. Contact

Wanted for Blackburne CGL engine: timing cover / magneto chain cover, one-piece type. **Chater Lea cast aluminium silencer circa 1924.** Please phone

Lincoln ELK engine or timing gears from 1907 to 1913.

For Sale

1931/32 Ariel Sloper: Petrol tank £350 and front forks, bent blades hence £150. Other parts avaialble. Phone

1903 Peugeot 2HP, 239cc. Ready to ride; Belt-drive, easy starter. incl. Pioneer Certificate. Info:

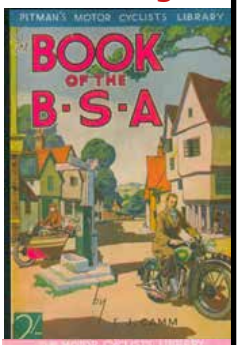
For Sale or Swap: 1928 Sunbeam Model 5 in very original condition. Much money spent to maintain the look: overhauled wheels, new tyres (not beaded edge), original carb and magneto, overhauled tank lined. Offers around 10k or what do you have to swap?

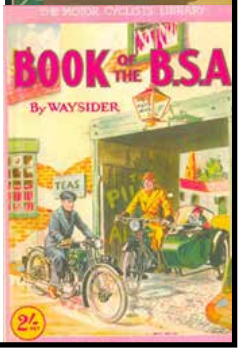
Veteran Douglas 2 3/4hp 1914. Two-speed, Pioneer certificate, restored, excellent condition, starts and runs very well. £15,000

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Full Membership for UK residents (see note 1 below)	£24
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Family member (all areas)	£5

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All subscriptions are due for renewal at the annual subscription rate on 1st January each year except that

a) Full Members who join the Club after 30th June shall be entitled to a 50% reduction for the first renewal only.

b) For the purpose of subscription renewal members who join the Club after 30th September shall be treated as though they joined on the following 1st of January.

Notes:

1. UK Members are those living in the UK postal area. That is England, Scotland, Wales, Northern Ireland, Isle of Man, Scilly Isles and the Channel Islands. All other countries incur higher postal charges and are classed as "Non UK".
2. Any member of the family of a Full Member may apply to become a Family Member, provided they live at the same address and share one magazine. Some Sunbeam MCC events have a two tier entry rate for members and non-members. If Family Members below the age of nineteen wish to enter as drivers they may enter as a Full Member but after that age they must either become a Full Member and pay the lower entry rate or remain a Family Member and pay the higher entry rate.
3. We ask for the date of birth of members only so that we can track the average age of the Club membership and the average age of new members
4. Our membership records are kept on a digital database but are not distributed or made available to any third party and are used only by Sunbeam MCC officers for Club purposes.

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*If paying by cheque please enclose your cheque payable to Sunbeam MCC with your application.

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CLUB EVENTS CALENDAR

Please Note: All further Club events are cancelled until 2021.

Date	Event Venue	Contact	
Sunday 21st March 2021	**Pioneer Run ®** Epsom to Brighton City Airport	Ian McGIll 01293-771446 **pioneerorganiser # gmail.com**	New Finish Venue Pre-1915

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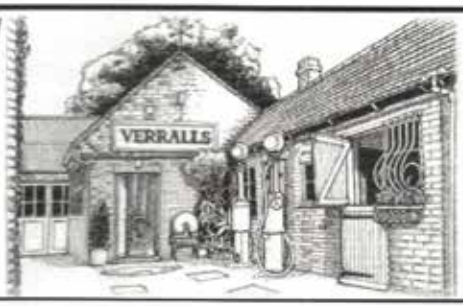
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The Kentish Wheel

Roy Plummer



Pictured at the Finish of The Pioneer Run® is this unique machine, the 1903 Kentish Wheel, together with period transport. This machine is back on the road and was featured in the August 2017 Club News, but when was this photo taken?

Adingly Classic Bikejumble July 2020

Ian Thoburn



A Brace of Brough Superiors spotted at Ardingly Classic Bikejumble July 2020
Photo: Ian Thoburn