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"Always Ahead"



# Club News

Issue 854

February - March 2012



*2011 Pinhard Trophy Winner Jack Sheppard*

Photo: [www.g2fmedia.com](http://www.g2fmedia.com)

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# THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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# EDITORIAL

Sunbeam Club News

Issue 854

February - March 2012

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The views expressed by contributors are not necessarily those of the editor or the club.

Hello there! To introduce myself as your new Editor, I am a fairly recent club member but my interest in classic bikes dates back to in 1985, with the acquisition of my first British bike, a 1960 BSA A10. After working as a London despatch rider the BSA was the ideal antidote to the multi-cylinder Japanese machines I had been screaming around on; and I quickly became a convert to British bikes. Over the years, I became more interested in earlier machines, and today my pride & joy is my 1928 Velocette MK I. Many of you in the South East will already know me as the organiser of the ELK Promotions classic motorcycle events at Ardingly, Ashford and Hamstreet.

As I see it, any Club is all about joining in, whether it be encouraging new members, supporting club events or contributing to the Club News. The AGM on Saturday 3rd March promises to be an interesting meeting, while volunteers are still needed to assist with our flagship event, The Pioneer Run ®. So support our Club in any way you can, there's always plenty of opportunity to get involved.

With Best Wishes for 2012,

Julie

## Annual General Meeting: 2pm 3rd March 2012

Baz Staple

At The Peacock Lodge, Eastbourne Road, New Chapel, Surrey RH7 6HL  
(On the A22 between M25 and East Grinstead)

The committee would very much appreciate your attendance at the AGM as a support for those that do the deeds for the general benefit of all members. After the usual formalities, which will be kept as brief as possible, and a break for refreshments, we thought this year we could offer members a subject theme "What do you want out of the club?" This gives members an opportunity to raise suggestions, questions or complaints of any kind.

Please give this some prior thought and come along to give us your views.

## The Pioneer Register

John Waghorn

At a special meeting of the Pioneer Dating committee certain machines were identified in the light of more recent knowledge to be of either post 1914 design or manufacture.

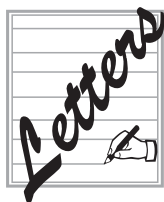
The current owners of same have been contacted and advised of the situation but since these machines were previously certificated they have been granted the right to continue riding in the Pioneer if they wish whilst the machine is in their ownership. The machines in question however will be identified in the Pioneer programme as of post 1914 design or manufacture in the same way as the Veteran Car Club do having now recognised some post 1904-cars.



Copy date 10th of the month preceding publication

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Do you have an interesting snippet or amusing photo that you would like to share with the Club?

**Send your comments to :**  
**The Editor** (details inside front cover)

Re: Removal of MOT for Classic Vehicles

I see that the Vincent Owners Club has emailed their members re Government Consultation on Removal of MOT for Classic Vehicles. The deadline for comment was 26th January.

Have I missed something but I don't re-call any strong lead from our representatives on FBHVC.

First of all the consultation seems to have been foisted on us without sufficient time for discussion between FBHVC reps and their constituents. (Shades of lack of consultation on building development on Green Belt land). FBHVC must surely have a strong lobby in Parliament - plenty of members of both houses are involved in the classic vehicle movement. Such a lobby should have insisted on sufficient time for consultation. What's the rush anyway?

Personally, I don't have a strong view on removal of MOT's for classics, either way vehicles will need to be roadworthy.

If MOT's are removed, insurance firms will want some assurance that vehicles are safe and it seems to me that such assurance could be arranged by clubs already in good standing. Here, surely, is an opportunity for the Sunbeam MCC to raise its profile and, possibly, membership as well.

I suggest that our representation should ensure that we keep our eyes open and watch out for the main chance.

Tony Lloyd

*Editor's Note: See page 9 for News from the FBHVC*

.....  
Re: Sussex Motorcycles

Dear Julie

In the last Sunbeam News Dave Masters appealed for information on Sussex motor cycles. A quick search of "Sussex motorcycles" on Grace's Guide came up with the following: Holloway of Shoreham 1905, Kelly of Black Lion Street, Brighton 1921, Pearson and Sopwith of Shoreham 1920-1921 and Jackson of Horsham 1902-1905.

If club members have not come across Grace's Guide before, and have access to the Internet, they might be interested in looking at [www.gracesguide.co.uk](http://www.gracesguide.co.uk). The claim is made that this is the "most comprehensive source of information on the engineering industry in Britain from the start of the Industrial Revolution to the 1960s"; I can see no reason to doubt this claim. The motorcycle category is of particular interest to us as it contains over 1000 pages of information on different motorcycles. Although much of the information can be found elsewhere, this site has the distinct advantage that it can be searched by marque, person's name or geographical area etc.

Regards,

John Hodson

*Editor's Note: Anyone else care to research makes from their home county?*

## Hospice in the Weald

Peter Kingsnorth will be riding his 1911 Royal Enfield V-twin in this year's Pioneer Run. This is the first Pioneer Run for Peter on his 350cc Motosacoche engined V-twin and he is raising money for The Hospice in the Weald. You can contact Peter on 01580 850238 to contribute to this worthy cause.



## Chairman and Secretary's report for 2011/12

Baz and Ian

As we begin another year we see the club making efforts to spread its boundaries – not before time you may say. In 2011 we have had a good response generally and we have, thanks to Alec and Joy Thompson, had a successful new style event for our era of machines in a lovely sector of Yorkshire and they both promise more of the same. Totally new territory for us and we also have ambition and plans in two other new areas, more news later. Whilst entries have been down in some events the closed to club residential events have been well supported.

The club has been appearing at shows in an effort to boost membership and we would welcome new likeminded ones, plus a younger element. Our main area of concentration and success will remain in the veteran and vintage field and the inclusion of post vintage machines to some events has extended but not swamped the entry as some members feared.

Baz has ridden in virtually all the club events in 2011 and gladly witnessed good routes and organisation, and we as a club must thank these hard working and dedicated individuals which includes Ian who has organised our two major events, Pioneer and Graham Walker on top of his Secretarial duties. These organisers cannot be expected to do these jobs ad infinitum so new volunteers are welcome and necessary. This comment applies to both the vet and vin and trials side of the club. This brings us to the trials side, and here again very good events and well organised, but desperately in need of observers. Two trials will now be in the South East where most of us reside. Please talk to the respective Secretary of Meeting for guidance on the marking system, which is not difficult and help to smooth the running of the event plus the bonus of a good day out. Both the organisers and the riders will be most grateful.

So onwards and upwards, have a good riding year and all the best from Baz and Ian.

## Membership Reminder

Membership Secretary Peter Donaldson

Here we are as at 5th January 2012 and still with over a quarter of members not yet renewed. I am aware that some will arrive in the next few days but that still leaves a lot to chase.

Your renewal is much appreciated. If you are resigning, we on the committee do worry about the reasons why each year we lose a number of members and would appreciate knowing why you wish to leave us. Are we doing something wrong, can we improve our service to you the members? Do let us know.



## Recommended Service Suppliers

Baz Staple

**Cox and Turner Engineering** are very helpful, having phoned asking for piston rings for 1914 Douglas, advising all measurements; they arrived by post next morning. They supply or make all engine parts and have full machining facilities. Tel: 01425 652627 Fordingbridge, Hants. Email: martin@coxandturner.co.uk

**E.F. Breen of Maidstone.** Brake re-lining to suit your vehicle based upon its speed; also supply friction discs for girder forks or engine shock absorbers. Take or post your parts to Lucerne Street, Maidstone ME14 1UE. Tel: 01622 756576 www.efbreen.co.uk

**Exactaweld** at East Grinstead for difficult alloy or cast iron welding. They welded my 1913 AJS cylinder head. Tel: 01342 311595

**South Coast Blast Cleaning** for both blasting and powder coating. The Provider Store, Transit Road, Newhaven BN9 OBB Tel: 01273 515513

**The Magneto Guys** offer a complete service for magnetos, dynamos, magdynos and regulators. Run by Club member Steve Marks together with son Andy they offer a very reliable service. Based near Hailsham, East Sussex, they can be contacted on 01323 840203 or www.themagnetoguy.co.uk

## SMCC Club Stand: Appearing at an Event Near You!

Julie Diplock

The planned Club Stand will not now take place at The Carole Nash MCN Classic Motorcycle Show at ExCeL, London Docklands.

However, the indefatigable John Buckingham is organising Club Stands at many events throughout the year, including:

- 11th March: South of England RealClassic Show and AJ (Ardingly, W Sussex, RH17 6TL)
- 19th May: EGP Kempton Park Show and AJ (Sunbury, TW16 5AQ)
- 8th July: Romney Marsh Show and AJ (Hamstreet, Kent, TN26 2JD)
- 28th - 29th July: BMCRC Brands Hatch GP (Kent, DA3 8NG)
- 4th - 5th August: VMCC West Kent International (Aylesford, Kent, ME20 7BX)
- 1st - 2nd September: Shoreham Airshow (Shoreham, W Sussex, BN43 5FF)
- 14th October: South of England RealClassic Show & AJ (Ardingly, W Sussex, RH17 6TL)

Do give him your support in any way you can, remember entering your machine to an event often brings free entry. John is on 01903 536244 or john.b60@ntlworld.com.

## London Low Emission Zone (LEZ)

Julie Diplock

Of interest to those of us with older vans and campers, the London LEZ came into effect on 3rd January. A range of vehicles are affected, including larger vans, camper vans, 4x4 light utility vehicles, pick-ups and minibuses between 1.205 tonnes unladen and 3.5 tonnes gross vehicle weight that were registered before 1st January 2002. Those vehicles will have to pay a daily charge of £100 or fit a filter to meet current emissions standards if they enter the London LEZ. Historic vehicles built before 1st January 1973 are exempted.

The zone operates 24 hours a day, and falls entirely within the M25 Orbital Road, but various districts within the zone, and the M25 itself, are not chargeable. Fortunately, Kempton Park Racecourse is outside the LEZ, and cars and motorcycles are not affected. For more details see [www.tfl.gov.uk/lezlondon](http://www.tfl.gov.uk/lezlondon), where you can ascertain if your vehicle is affected.

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## Rose of The Shires Run 10th June Stoke Bruerne, Northants Baz Staple

Following the appeal in the last News for a new organiser I'm pleased to say Ian Young has offered to be in charge and take over the reins from Barry Care. We are very grateful to both of these members for their efforts for this popular event and to ensure its continuity.

This event offers a relaxed ride through beautiful countryside and for those who've not entered in the past I can thoroughly recommend it.

Ian's contact details are: 40 Salter Street, Berkeley, Glos. GL13 9DB Tel. 01453 810929

## The Swindon TT Practice Lap: 3rd June 2012

Reg Eyre  
Sunbeam Marston Register

In 1933, Leslie Newman of Swindon decided to enter the 1934 TT in the Isle of Man. He purchased a Sunbeam motorcycle and had the factory race prepare it for him and then set out on a route from his home in Swindon around a circuit of about 40 miles at 5.00am every morning to practise. He came 12th in the 1934 race after having crashed and only missed getting a replica award by one place.

To commemorate his achievement, the Sunbeam Marston Register is staging a commemorative ride of his practice lap starting outside of Swindon. Riders of Sunbeam motorcycles made before 1940 are invited from the Sunbeam Club and the Vintage Motor Cycle Club. The event is not a speed event! It is intended that riders might appreciate the preliminary work put in by someone getting ready for 'the greatest race on the Island of dreams.'

The route will be about 41 miles and will not go into Swindon. The date is the 3rd June 2012 to coincide with the TT Senior date in 1934. The event will be part of the Sunbeam Marston Register centenary celebrations. The start and finish will be at Prebenal Farm, Swindon, SN6 8PT.

The run starts at 11 am and takes in the majority of the Les Newman TT mountain route which will follow along some of the Wiltshire Ridgeway, climbing up Hack Pen White Horse hill, (where riders will be photographed on route) and 'a wet the whistle stop' en route at the Crown Public House opposite the Village pond in Aldbourne. It will then climb up to the second highest village in Wiltshire, Baydon, before dropping down to Lambourne and returning to Bishopston via Ashbury for a buffet lunch and afternoon tea. Hopefully your photographs will be on display by the time you return. There will be 'en route' back up recovery assistance.

The organizer is John Phizackerly who can be contacted on 01793-740594 or by email [phizybadbury@aol.com](mailto:phizybadbury@aol.com)

## The 5th Constable Run

Ian Monk

The 5th Constable Run is to be held on Sunday 16th September 2012, Sign on time from 11.00 am and away around 11.45 am, this is two weeks later in the month than the normal date, by doing this it does not clash with the VMCC event in the same area. Hopefully by doing this more members will take part in the event, as numbers have declined over the last two years. We have a new secretary for this event in the name of Mrs Marian Monk, the old codger Ian Monk will be The Clerk of the Course, this will allow me to ride in the event. I will try and do a new route for 2012, if not the same route in reverse with new instructions, or if

you fancy a real challenge do the old route but read the instructions backwards, any takers? The 2012 entry forms are now on line or you can get them direct from me by calling 01480-469612. The lunch menu will not be priced until March/April 2012. Now the difficult part, as I will be riding in the event I cannot do the recovery, so I am looking for help with this issue. An idea has come to mind that if someone took on this role of recovery he/she would have a free entry into this event in 2013. So remember give me a call or go on line for the entry form. It would be nice to see at least 30/40 riders taking part in 2012.

## Shropshire Mid Week Ride Church Stretton 2013

Baz Staple

It may seem a long way off to be asking for a Secretary of the Meeting for this three day event in 2013, 13th-16th May, however the organisation of this successful event starts midway through this year. The Longmynd Hotel in Church Stretton is booked and we already have Bill Orchard looking after the routes so it just requires someone to do the paperwork i.e. regulations and entry forms for which there are already templates and liaise with the hotel. Please note the event occurs every second year.

## News from the Federation of British Historic Vehicle Clubs: FBHVC Newsletter No 6, 2011

Julie Diplock

The review of exemptions from the MoT test for historic vehicles is the most noteworthy item. An EU directive allows member states to consider exempting historic vehicles from MoT testing. The UK consultation was published at the beginning of November with the proposal that all pre-1960 vehicles should be excluded from MoT testing. The FBHVC published an on-line survey for all classic vehicle owners to respond to, but due to the short timescales it was not possible to include details of this in the Club News prior to the closing date of 26th January 2012, but a link to the survey was made available on our website.

Personally, although it would be a considerable annual cost-saving to our household, I am not in favour of the exemption of all pre-1960 vehicles as I find the thought of two tons of Daimler on the road with brake-pipe corrosion disquieting!

The FBHVC have published the results of their 2011 survey of classic vehicle enthusiasts in a report entitled 'A £4 Billion Hobby'. Largely focussing on the economic benefits of the classic vehicle movement in the UK, it makes interesting reading. The growing movement generated business worth £4.3 billion in the UK in 2011, with over 28,000 people earning all or part of their living in the field. Apparently the London to Brighton Veteran Car Run attracts 20,000 visitors and generates over £1.1 million in economic benefit for Brighton. Some analysis of club membership trends has been made, with clubs with a busy programme of activity reporting expectations of a younger membership, maybe a lesson for SMCC? Sadly there is no breakdown between two and four wheels.

Full copies of the newsletter and report can be viewed at <http://fbhvc.co.uk/>.

## 74th PIONEER RUN®

**Sunday 18th March 2012 8 am Start at Tattenham Corner  
on Epsom Downs and ride to Madeira Drive Brighton**

Visit [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk) or contact Ian McGill, see inside cover.



## Encouraging New Members

Julie Diplock

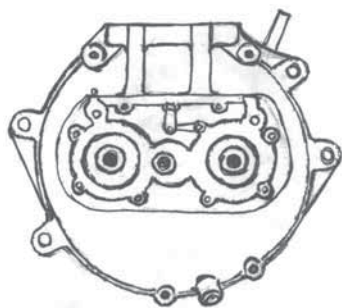
Do you have a location where membership forms could be made available to the motorcycling public? If so, stocks of the new 'A5' size membership forms are available from Peter Donaldson or Ian McGill. See inside cover for their contact details.

## That 3½ hp Engine?

Dave Masters

Where did it originate, or more pertinent, who designed it?

I mean that engine which you most commonly see in the veteran 3½ hp Triumph, or at least those details you see on the outside which seem to have been echoed by a number of manufacturers. Because the Triumph engine in this format is most familiar to us it's excusable to assume it to be a Triumph design, but is it?



A side valve engine, most commonly with bore and stroke dimensions of 85mm x 88mm making 499cc and an RAC horsepower rating of 3½ hp. The circular crankcase shape with four frame fixing lugs, top front oil feed to the crank and 'Minnie Mouse' like ears which make up the timing chest feature together with common fixing screw positions. Other detail features like the valve lifter mechanism, drain plug position and crankcase pinch bolt all go together to reflect the similarities of the basic design. There are too many similarly reflected details by the various makers of the 3½ hp engine to be just coincidental.

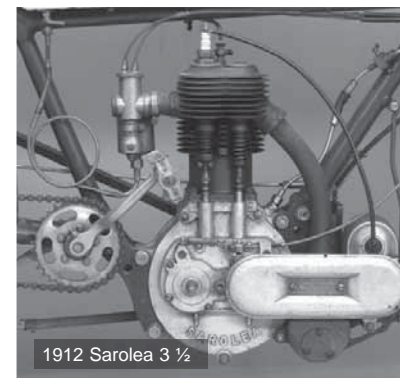
Mauritz Schulte of Triumph first showed their engine to the world in 1905, it was rated at 3 hp then with bore and stroke dimensions of 78mm x 76 mm giving it a displacement of 363cc, but it was minus the magneto drive chain case, otherwise exterior detailing remained similar through the 453cc of 1907, 476cc of 1908 on to the final Triumph development of the engine from 1910 on.

How come other makers seem to have reflected the same layout and features without litigation from the engine designer? BSA, TDC, Sarolea, Veloce and Premier all clearly produced bicycles with engines of similar design, but how did they get permission to make them if they were not responsible for their origin? Under licence? All with ball bearing mains, but Schulte seems to have got the metallurgy right following a six day road test of the 1906 Triumph ridden by Ixion of 'The Motor Cycle' at 200 miles a day, grinding in worn valves every evening and replacing piston rings worn to a thread during the rides.

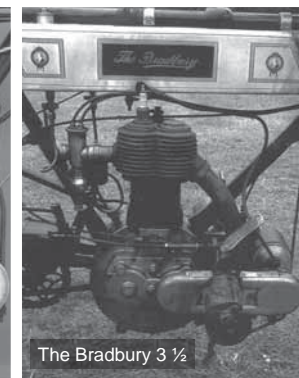
The BSA, Veloce and Sarolea versions of the 3½ hp engine could outwardly be described as the same, yet there are probably fewer examples collectively left of them against the remaining Triumph examples. 1910 is the earliest reference I can find for the BSA 3½ hp engine with a De Saxe layout version in 1912. Earliest references to the VMC Veloce 3½ hp engine date to October 1912, quickly introduced to replace the over sophisticated loE 2½ hp engine produced a year earlier. Even more intriguing is that Peerless used the Veloce 3½ hp engine in their own machines, a copy of a copy? The Sarolea 3½ hp engine made in Belgium is thought by some to be the original, but my earliest reference is 1910. T D Cross made their version of the 3½ hp engine only as a proprietary unit to be fitted by other cycle makers dating around 1913. Premier also sold a motor cycle with a strongly reminiscent 3½ hp engine in 1913, other companies like Bradbury and Sun also offered machines with similarly detailed 3½ hp engines.

So, who designed it? Did the designer bother to patent the design or even sue copiers? If it is a Triumph inspired design it could be that they were confident their metallurgical advances could not be repeated by copiers, in fact the failures of mimics would enhance the merits which Triumph had introduced. Mauritz Schulte is most commonly associated with it, but never referred to as the designer. They say that imitation is the sincerest form of flattery, or was the real trump card with the designer? As the evidence seems to indicate, the Triumph factory was responsible for the engine's origin, therefore litigation may have gone down to detail, but the detail that made the Triumph 3½ hp engine so reliable was the metallurgy. Why reveal those secrets not visible to the naked eye when one can rest upon the laurels of success which imitators could not repeat?

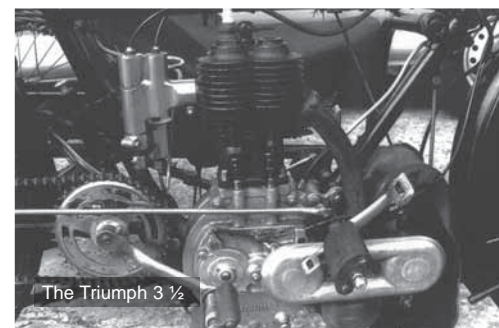
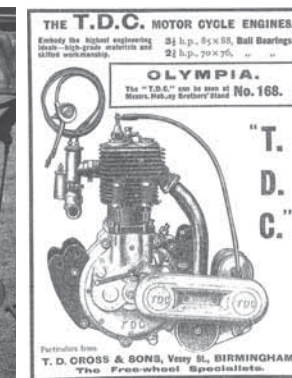
Answers on a postcard please to SMCC Club News! This item is written with thanks to yet another rainy day over the Christmas holiday, what a sad indictment!



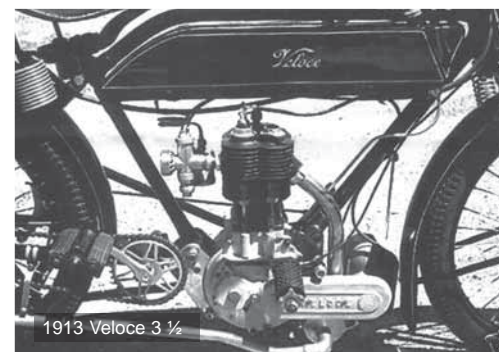
1912 Sarolea 3 ½



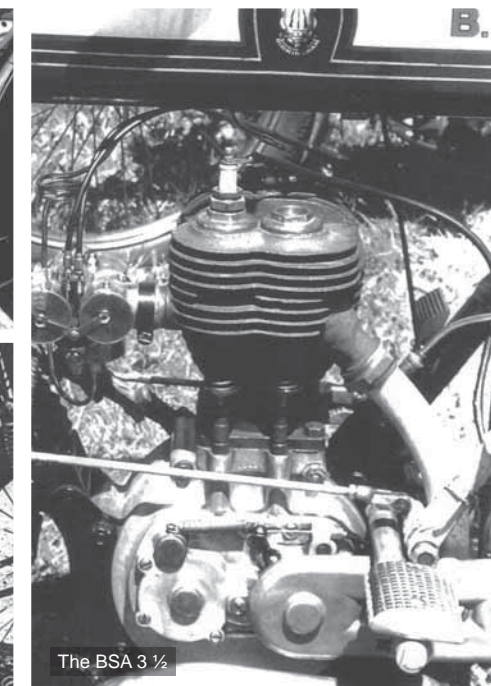
The Bradbury 3 ½



The Triumph 3 ½



1913 Veloce 3 ½



The BSA 3 ½

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**SPECIAL FARES FOR  
SUNBEAM MEMBERS**



## Club Nights at Chiddingly

These are held on the 1st Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE, Tel: 01825 872227, OS grid ref. TQ 543142

### Future Dates

**2nd February**

Jane Nunn will give us a talk and screen show of women in the Royal Navy in the old sailing days.

**1st March**

Talk and slide show by Allan Ford on riding the wall of death.

### Club Night Reports

Baz Staple

**December Club Night: A Night with Mick Robinson: Manx Grand Prix rider**

Thanks to the efforts of Hugh McAllister a packed Six Bells was enthralled and spellbound by the modest but highly successful rider Mick Robinson who totalled no less than twenty nine Manx replicas, at one time a record tally achieved over some twenty plus years. He brought along these replicas and as I idly pored through these I was astonished to see the speeds attained. One that caught my eye was 106 mph as a race average and on a lightweight too!

On the question and answer session those present showed their knowledge and experience of the Island but not at those speeds! I can do no better than to quote his own words previously published in the 1993 Manx programme to give a feeling of his epic rides.

*"Fifteen Years at the Manx by Mick Robinson*

*The old proverb says, 'If at first you don't succeed, try, try, and try again'.*

*I gave it my best shot in 24 MGP races, but the elation I felt when being presented with my 19th and 20th silver replicas from a third and runner-up spot in 1992, brought with it the sad realisation of the 'enforced retirement' rule. What had become a way of life since 1977 was all over.*

*Looking back on it, I've come to appreciate that the yearly challenge of these September races has been a more rewarding experience for me than if I had actually won a race five or six years ago.*

*That first attempt in 1977 was treated as just another race with no grand ideas of ever going back to do it all again. I was fortunate enough to be provided with a van and a TZ250A Yamaha from my sponsor John W Groombridge, and helped by friend and loyal mechanic Mick Jackson. The week progressed better than expected because we managed to cram in 16 trouble-free laps of practice, but took the precaution of fitting a small zip-up bag inside the fairing, containing essential items like plugs, cigarettes, lighter and a £1 note – just in case of a breakdown within walking distance of a pub!*

*The bag was never opened, as we finished 15th (one place ahead of Nick Jefferies) and a lap of 96mph to collect our first silver.*

*Subconsciously I suppose the Isle of Man bug was already biting; we didn't hesitate to return for a repeat in 1978.*

*A seemingly endless series of nasty crashes during 1979 left me feeling so drained and battle-scarred that I decided to retire, until 1982 when Tony Dunnell (a Senior MGP runner-up and at one time a 500cc Production TT lap record holder) offered a ride on his Honda/Yamaha special.*

*This was to be no Hailwood fairy tale comeback. I almost fell off when I banged*



my shoulder on something at Ballaspur and also just managed to stay on when a footrest was smashed off in another little 'moment' at Sulby Bridge. Final retirement came later with engine failure, It did however fire up my enthusiasm and laid the foundations to a partnership with Tony that was to produce 14 more silvers, including a second to Ralph Sutcliffe in 1986, second to Craig Ryding in 1987, third behind Phillip McCallen and Ian Dugdale in 1988 and a third to Mark Linton and Nick Turner in 1989.

All this time, class racer John Snow and his wife Sue had been taking a keen interest in my MGP progress and dropped the bomb-shell by giving me a new 'V' twin Yamaha to go all out for that elusive win. It didn't happen, although I think we were all pleased with another third behind Dave Milling and Greg Broughton, and a personal best lap of 110.93. Whilst waiting for the start of my last Manx race I didn't really take much notice, but Mick Jackson slipped something inside my pocket for good luck. As I never seem to get any reasonable results in bad weather (wet and strong winds), I was delighted to find myself following the winner, Mark Baldwin across the line, and later discovered that the 'good luck charm' in my pocket was the tatty remains of a Manx £1 note that Mick had been keeping in his wallet since 1977, the same one that we put in the fairing bag on my first ever practice lap.

My last year and my best results with second and third in the Lightweight and Junior. Yes, I have been lucky and the future is looking bright because John Snow has fixed me up with a G50 Matchless for a season of classic events (including the Manx).

Although I have ridden in a couple of TT Production races I think I prefer the unique atmosphere of the 'Manx' and am looking forward to the new challenge of riding a 500 classic single after some 18 years on Yamahas.

I can only thank my various sponsors for their generosity, my mechanics, the Manx Motor Cycle Club, the marshals and all the Manx people."

Since this article was published Mick did not actually retire but achieved a further nine Manx replicas bringing his total to twenty nine. It seems he used no less than twenty different makes and models, mostly lightweights.

There were several fast riding techniques explained to us mere mortals and one was how to achieve faster lap times and that was not to roll off the throttle through various series of bends but to have "the bottle" to hold it against the stop in top gear. At first he admitted this seemed foolhardy but he did try it and it worked time and time again.

At the evening end Mick was given a spontaneous burst of applause for a truly wonderful evening.

Thanks very much to Mick Robinson, rider extraordinaire for sharing your wonderful experiences with us.

### January Club Night

A well attended post Christmas New Year meeting consisted of a natter night, something motorcyclists seem to have no problem with.

Due to the seasonal over indulgence many seemed to report increased weight and girth, including yours truly.

We hope to provide an interesting programme for club nights in 2012. Certain ideas are formulating, however, one more "inside" talk/demo is needed before we commence the outdoor "ride to" season in June. I would appreciate suggestions; it doesn't have to be motorcycle orientated but an option of mechanical/old/restoration should be the general theme.

## New Members

Peter Donaldson

The following people have recently joined our Club. Give them a warm Sunbeam welcome.

|                           |                         |                              |
|---------------------------|-------------------------|------------------------------|
| Paul Beagley (Surrey)     | J.N.S. Lane (Oxon)      | A Rees (North Wales)         |
| Keith Collier (Cambs)     | Brian Mills (Herts)     | Brenda Stanford (W Midlands) |
| Adrian Cole (East Sussex) | Ivor Morgan (Kent)      |                              |
| Chris Cook (West Sussex)  | Robert Nason (Cambs)    | Dave Stanford (W. Midlands)  |
| Paul Gander (West Sussex) | Johnny Pridmore (Notts) | Shelagh Wiggins (E Sussex)   |

## Clare Sheridan

Roy Plummer

John Hodson's article "Some Early Women Motorcyclists" included Clare Sheridan. Clare Sheridan was descended from a wealthy family. Her father Morton Frewen, emigrated to Wyoming, USA during the 'cattle boom era' of the 1870's. He is recorded as being a charming if financially incompetent adventurer from an English landed gentry family. He ran up huge debts and was known as 'Mortal Ruin'! He had the good fortune to marry Clarita Jerome, the daughter of the New York financier Leonard Jerome, her sister being Jenny Jerome the mother of our Sir Winston Churchill. Clare and her brother, Oswald, were therefore first cousins to Winston Churchill.

Clare Frewen married William Sheridan in 1910. He was killed at the Battle of Loos in 1915. After WW1 she moved to France where she studied Sculpture. A visiting Soviet Trade delegation in London in 1920 invited Clare to Russia to make busts of notable revolutionaries. Her subjects included Vladimir Lenin and Leon Trotsky. In 1924 she and her brother Oswald embarked on a journey to Odessa. Setting off from the family home at Brede Place, East Sussex, on the 8th July riding their 7 hp AJS and sidecar their route took them through Holland, Germany, Czechoslovakia, Poland, and into Russia via Aleksandrovsk onto Yalta and finally arriving in Odessa on the 9th September. An account of this journey is recorded in Clare Sheridan's book 'Across Europe with Satanella', their name for the AJS outfit.

Her friendship with known Soviet agents brought her to the attention of MI5 where she was labelled as a dangerous propagandist. By 1925 she had moved to Algeria. In the summer of 1926 her brother rode the same AJS outfit from Brede, across to Ostend and then through France to Marseilles before taking the ferry to Algiers and completing the journey to Clare's home at Biskra a further 340 miles. A full account of this journey is in 'The Motor Cycle' of October 1926.

During her lifetime Clare travelled widely and lived in the U.S.A., France, Turkey, North Africa, Ireland and England. She kept diaries throughout this time and she wrote eleven books based on her travels. She was also famous as a sculptress and examples of her work can be found at Blenheim Palace, Chartwell, and Harrow School. Her most famous sculpture being of her cousin Winston Churchill. In 1956 she finally moved to Belmont House in Hastings Old Town where she died in 1970 aged 84.

## 74th Pioneer Run® Sunday 18th March 2012

Ian McGill Pioneer Run Organiser

Volunteers are still required at the Start on Epsom Downs. If you could please spare a few hours to help setting up the car park and start area, it would be greatly appreciated; I need hardy folk from 6.00am. This also involves clearing the site after the riders have departed for Brighton. Thank You, Ian 01293 771446 or acsociable1@sky.com



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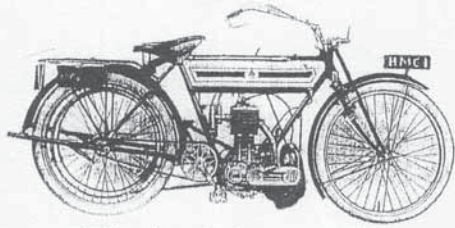
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## A Novice's Experiences of His First Veteran (Or: A Veteran Virgin) : Part 1

Paul Gander

My Grandfather was a Pioneer motorcyclist who starting riding at the start of the last century. He successfully courted my grandmother via a 110 mile roundtrip to see her every Sunday, no easy journey on the bikes and unsurfaced roads of over 100 years ago. He progressed to a 1908 Moto Reve and then a 1911 Triumph. He was quite taken with the Triumph and continued riding it until he was 70.



Paul Gander's Grandfather on his 1911 Triumph, taken in the early twenties.

I avidly read and reread his 1911 edition of "Hints and Tips for Motor Cyclists", full of everything that a pioneer motor cyclist needed to know. It was a fascinating era when every bike ride was an adventure.

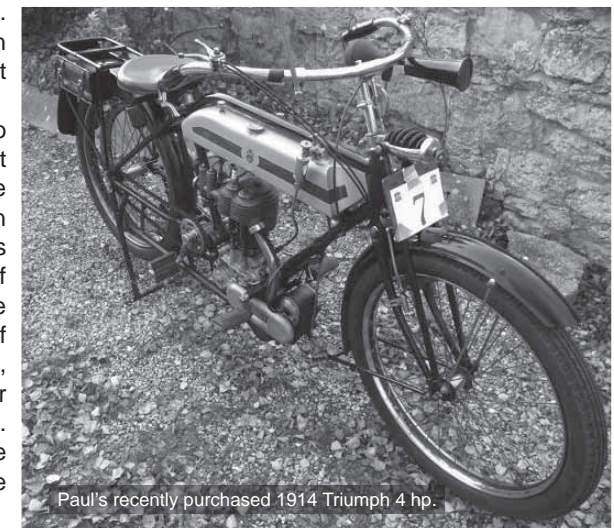
I have visited the Pioneer Run for almost 30 years and would often see one of my grandfather's bikes on the run but they were never for sale. I had always wanted a veteran and realised if I held out for a "family" bike then it may never happen.

When John Hodson told me of a 1914 Triumph coming up for sale within an hour I was talking to the owner and a few days later travelled to Dorset to see it. I have never owned anything this old before so what follows is very much a novice's

view on owning and riding a veteran Triumph. I would welcome all advice as I am sure many people reading this will have owned veterans for longer than I have been alive and have a lifetime of helpful advice and experience.

November 21st 2011: The owner very kindly delivered it to me and we headed out to some quiet lanes for my first ride. It is a 1914 4hp model, a 550cc side valve single with a pulley on the crankshaft that directly drives the rear wheel via a belt. It has no clutch, no gears and almost no brakes and is started by pedalling or pushing. The handlebars have levers to adjust air, throttle, ignition timing, engine decompressor and front brake. It is about as primitive or pure a motorcycle as you can get. Triumph dominated the era with bikes like this, and this was the start of useable reliable motorcycles.

To master this bike I will need to put some miles on it so that riding it becomes second nature as I have not owned anything like it before. In its era, riders would do quite serious mileage on them – hundreds of miles in a day – so they are capable of being used. As the centenary of the end of the veteran era looms, I intend to try and use it as our predecessors did a century ago. Whether this is naivety, folly or the start of a great adventure only time will tell.



Paul's recently purchased 1914 Triumph 4 hp.



## Obscure Makes: Juckes

John Hodson

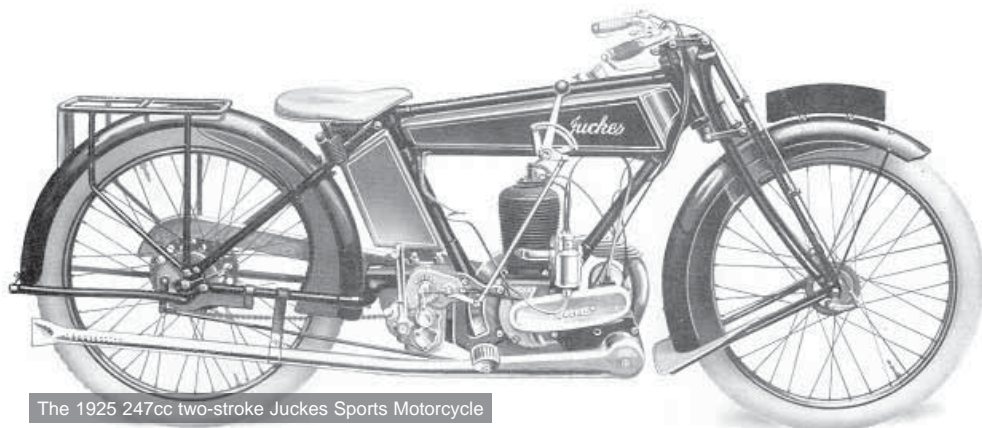
In around 1900 Thomas Juckes started the Efficient Motor & Engineering Company, based at East End Works, 315 Bilston Road, Wolverhampton. The company produced a wide range of engineering items including road vehicle engines, marine engines, industrial engines, lighting sets and gearboxes.

The first Juckes motorcycle engines and complete motorcycles appeared in 1902. In the early years Juckes also used proprietary engines including those made by Acme and Bradbury. By 1912 the company was producing a 4hp water cooled motorcycle engine and a four speed motorcycle gearbox, claimed to be the first four speed motorcycle gearbox made. Production of motorcycles continued in a small way until about 1920.

In the early 1920s the company decided to produce a range of two-stroke motorcycles all built to their own design. Most of the main components were also designed and built at the works, including the engines, gearboxes, frames and petrol tanks. The engines had a novel three-port system.

In 1923 the most basic Juckes motorcycle was powered by a 2¾ hp two-stroke 274cc engine with direct belt drive; it had a top speed of 50 mph and a fuel consumption of 100 - 160 mpg. The belt drive could be replaced with a chain drive. The same engine was used to power a range of other models (A series) with the choice of two, three or four speed gearboxes, clutch and kickstart and alternative 3hp engine option.

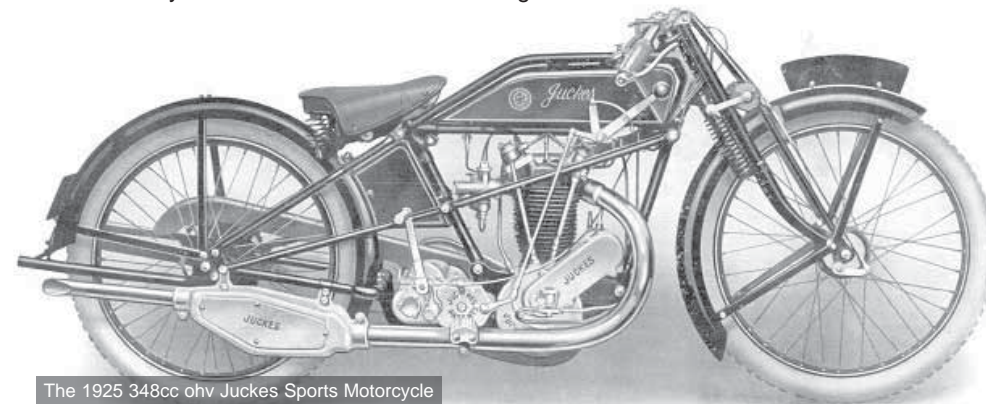
A second range (B series) of motorcycles produced at the same time and with the same engines and gearboxes was sold at a higher price. These motorcycles had Swan forks, Hutchinson 26 inch tyres, and Leckie pan saddles. There was also a Sports Motorcycle that had the same basic specification as the B series, but with TT handlebars, smaller and lighter mudguards, straight through exhaust pipe, footrests and tuning. Sidecars models were also available.



The 1925 247cc two-stroke Juckes Sports Motorcycle

In 1925 Juckes launched two high performance machines powered by a Juckes four-stroke, 347cc ohv engine and having mechanical and hand pump lubrication, kick starter, a strong weldless frame, Druid forks, touring, or racing handlebars and internally expanding front and rear brakes. The difference between the two models was the fitting of a three speed gearbox or a four speed gearbox. Both models had a top speed of about 80 mph. A sidecar could be fitted to either model for an extra sum. A special sports motorcycle based on the four speed ohv model came as a racing or touring model with a tuned engine. Duplex tubes were fitted

at the front and rear of the frame, along with stretchers, girders, and engine plates. All the Juckes motorcycles were finished in black and gold.



The 1925 348cc ohv Juckes Sports Motorcycle

According to company records production figures for motorcycles were: 1911-1912 9, 1913-1918 18 (military), 1922 1, 1923 407, 1924 224, 1925 60.

Later in 1925 the company was in financial difficulties and production ceased. In October the buildings, plant, tools, office furniture, and the stock of finished and part-finished motorcycles were sold by auction.

Following the closure of the Efficient Motor & Engineering Company Thomas Juckes ran a motor repair business at 31 Cleveland Street, Wolverhampton. This business survived until 1962.

### References:

- Wolverhampton History and Heritage Website:
- [www.localhistory.scit.wlv.ac.uk/Museum/Transport/](http://www.localhistory.scit.wlv.ac.uk/Museum/Transport/)
- Graces Guide, [www.gracesguide.co.uk/Category:Motorcycles](http://www.gracesguide.co.uk/Category:Motorcycles) .
- The British Motorcycle Directory, Roy Bacon and Ken Hallworth, The Crowood Press, 2004.
- Erwin Tragatsch, Editor, Revised by Brain Woolley, The New Illustrated Encyclopaedia of Motorcycles, Grange Books, 1993.
- The 1911 Census, RG 14.

## THE ROSE OF THE SHIRES RUN

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## Pinhard Trophy 2011

Tony Lloyd

This year's winner is Jack Sheppard from Suffolk, who at the tender age of 18 is FIM Youth Trial World Champion and European Junior Champion.

On being told of his success, Jack said "I am delighted and honoured to be chosen to receive this award. Last year was very tough for me, as I was suffering with a bone condition in my wrist, but with the support of the Jitsie and the Beta team I not only managed to finish the season, but achieved our goals of becoming World Youth and European Junior Champion."

"It is a real honour to now have my name on the trophy alongside great names in motorsport such as John Surtees, Doug Lampkin and so many more including a good friend of mine Jack Challoner who was last year's winner. I would also like to thank all the people who nominated me, and the people who voted for me. Thanks to everyone who made it possible." It says much that he won the Championships despite his injury.

Jack's entry was from his club Ipswich MCC and the judges were impressed to hear that Jack still finds time to help in marking out and marshalling at club trials.

The Pinhard is one of the UK's most prestigious awards, the giant 3-gallon cup having been presented since 1950 to the best Under-21 year old sporting motorcyclist competing under ACU or SACU jurisdiction.

Anyone can propose an entrant, so don't be shy if you know a likely lass or lad. One of this year's entrants was proposed by a Sunbeam club member. Don't forget they can be from any branch of the sport and could well be an administrator rather than an active competitor.

Previous winners are a list of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names.

The Sunbeam MCC awards the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club. Judges are editors of leading motorcycle periodicals, General Secretary of the ACU together with Chris Mawer and Ian McGill from Sunbeam MCC.

One thing that has particularly struck me is the fact that the UK has a World Champion in Jack Sheppard that hardly anybody knows. The BBC Sports Personality of The Year lists darts and snooker players, sporting journalists and a host of others. There's a special award for overcoming adversity yet here we have a young man with tremendous potential who beat the world despite a debilitating wrist condition and he doesn't even get a mention.

Presentation of the Trophy will be at the ACU Awards Dinner on 28th January and we always get top billing in the list of prizes. It's important to raise the profile of the Pinhard because it's synonymous with the name of Sunbeam MCC and is good for the club's reputation.

Jack faced stiff competition for the Pinhard Trophy and voting was extremely close. Joint runners-up were fellow trials competitor Emma Bristow and MotoGP 125 rider Danny Kent.



Photo: www.g2fmedia.com

## Kop Hill Revival 2012

Risborough Area Community Action (RACA)

For its fourth annual event, the organisers of the Kop Hill Climb at Princes Risborough want to increase its focus on historic bikes, celebrating the first competitive run up the hill in 1910 by motorcycles. The search is on for more pre-war sporting and road legal racing bikes.

The two day commemorative cavalcade is already very popular with riders and drivers. Last year it attracted over 400 hill climbers with 200 vehicles on display in the paddock and an astonishing 12,000 spectators. The atmosphere is enjoyable, relaxed and un-timed; it is only as competitive as you want it to be! Individual owners and clubs are invited to book for the weekend of 22nd-23rd September 2012. You can run the hill and/or meet as a club in the display area of the paddock.

Kop Hill is one of the oldest Hill Climb venues in England. The first races recorded were in the 2nd May 1910 issue of "Motor Cycling". In subsequent years it became well used by both motorcars and motorcyclists. Famous drivers such as Malcolm Campbell, Raymond Mays, Henry Segrave and Archie Frazer Nash were all there. But motorcycles were fastest, Freddie Dixon holds the record for the hill on his 736cc Douglas with a speed of 80mph, set in 1925.



Barry Brown on his Douglas at Kop Hill last year. Barry has been to every one of the revival runs and is a keen supporter. The Club is invited to this year's run on 22nd-23rd September.

At the last meeting in 1925 there was a minor accident to a spectator and as a consequence the RAC and Auto-Cycle Union decided to ban racing on public roads in Great Britain. In the early days Kop Hill was just a dirt track up the open scarp of the Chilterns. Its surface was loose, stony, hard and bumpy. Near the top was a rut that could tear motorcycle tyres off, and a hump that sent many into the air.

Today, the British Motorsport Marshals Club control the hill which now has a smooth tarmac surface, with gentle bends and wooded verges. It starts with a gradual slope and is 1 in 6 at the half way mark. The road then eases off

before getting even steeper at 1 in 4 for a short section just before the summit.

All individual bookings for the hill, display area and club registration can be made via the web site at [www.kophillclimb.info](http://www.kophillclimb.info)

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Pair of exhaust pipes and silencers and barrel from a racing Montesa 125cc of about 1958.  
*Ian James 02476 315947.*

A small quantity of Sunbeam model 90 crankcases in rough casting state that need finishing  
*Anyone interested contact Edy Schorno at [edy.schorno@gmx.ch](mailto:edy.schorno@gmx.ch) (photos available)*

## Off the Saddle

Peter Donaldson

Our intrepid rigid-rear British Trials Bike exponent, Mike Holloway, completed the eight round National Sammy Miller Series and just squeezed into 2nd place in his class. Very closely contested, he almost won the class. Brilliant going Mike, and hear you are going to go back again next year – good luck. He has managed to get an entry to the International Two Day Scottish Classic Trial in May on his iron motor 350cc rigid AJS, English entries for that event are becoming as rare as hens teeth! So watch out for number four in that great trial. I also hear that Paul Casling, who rode last year on his 250cc Greeves, has got a reserve entry this year, meaning should competitors not turn up he will get a ride. Getting a reserve entry is usually good for getting a ride, so hope you are lucky there Paul.

In the final results of the year our Club registered 7th in the Star Group Championship with Neil Sinclair placed 3rd in the over forties class and Paul Casling 3rd in the under 250cc class. In the Centre Trials Championship in the Pre-67 solo Class Paul Casling was best under 250cc and 3rd overall in the Class. In the Pre-67 Sidecar Class our Gordon Smith was passenger in, (or is it on these days?) the runner up outfit.

Looking forward to the 2012 season, new member Ivor Morgan is a dab hand with his 350cc Royal Enfield, so hopefully we will see him out under our colours in the Pre-65 A Class. I have seen Ivor throwing that Enfield about and staying on in a number of Trials recently including ones I have been riding in, and he is always way ahead of me despite the machine I am riding. He has ridden that Enfield in all three long distance Trials in the Centre, and in my best ride of the season I rolled in 20th in the Timber Woods Trial, and he was 8th!

Towards the end of November Dick and I went over to Biggin Hill together and rode in a very good trail ride with the Bexleyheath Club. It was my first ride on the Honda since buying it and on quite muddy going it was a learning curve. The Biggin Hill Trails do not feature high in my preference but the weather and ground conditions made for a good day out. My next trail ride was at Crowborough and was thoroughly enjoyable until I got a puncture near the end and had, in the gathering gloom, to ride in on a flat tyre writing the tube off. The number of us riding these rides has trebled on average over the last couple of years and it has been decided that should the turn out exceed eight, we will split into two groups and each route is to have a second leader, I've been volunteered for the one which starts at Swanley.

On the 4th December we ran the Southern Experts Trial down in the West Country. It got a very good write up in the TMX. I can't comment further as my help was not required.

On that day I was lent a rigid rear 350 AJS by Mike Holloway. This was one of the two similar looking bikes he owns and the very machine that he won the class in the first of the seasons Sammy Miller Series. The previous week we took both AJS's for a practice period on Mike's ground at Horsmonden. I had never been on these machines before and tried both of them. They were built by Mike for Mike with exactly the same riding position which I found somewhat difficult to master, but they very obviously suit the lad. When first manufactured in late '40s/early '50s the footrests were positioned about half way along the primary case, and the original mounting lugs are still there on the frame. Subsequent development on Trials machinery, aimed at improving grip, brought the footrest fitment back to the rear of the primary chain area and mounted on the lower part of the frame around pivot point for any rear suspension, and that is normal now, on most machines. If you look at the bottom picture on the back cover of the last Club News there is a WD Matchless and the footrests are in original position. Now look at the rear of the clutch casing and you will see where the brake arm pivots and that is the sort of current position footrests are fitted. Now take your eye along the lower frame toward the centre of the rear wheel. Just in front of the rucksack propped against

the machine you can make out the wheel rim where the spokes enter, this is where Mike has his footrests fitted. That is a long way back and not only does it cause you to lie along the machine in the stand up position but with weight so back makes the front light, and if you are climbing a steep incline or going over logs or rocks the front wheel lifts rapidly making you lie even further forward of the steering head to stop the bike coming over on top of you. The two engines are very different in their characteristics, the one I was on felt flat, but just right for slow manoeuvres, yet was instantly responsive to the throttle. The one Mike rode was far livelier. We had the practice and advice sessions for me to get the feel of the machine which has a very low first gear. Mike is very much a bottom gear man in sections but I found that was not for me and I came off several times. I found that in second gear, and moving a little quicker, I had better control of the front end.

So on 4th December eight of us from the Sunbeam Club rode in the Jack Thompson Trial at Canada Heights near Swanley. It was a great trial though spoiled by the section route marking. I have said this in previous rides in this event. You can be following what appears to be the correct route with several more markers in sight to go between and miss the next intended route marking hidden round the back of a bush. Most of the people I spoke with admitted to loss of way in the odd section and the chap I seemed to have pared up with, who was riding a Triumph twin, finally chucked it in because he got lost just too often. But it is such a good event on a great piece of land that people just did not bother to complain. Our Members provided a mixed bag of results. Joan was riding her 250cc BSA on the red route and didn't do too badly, Gordon Smith was on the easier yellow route, came in runner up position with a first class award. In the girder class Dave Blanchard was runner up followed in by our George Smith. On the red route for rigid rear machines Bernard Rodemark came in 3rd. Same class but yellow route Brian Humphries was runner up and I was directly behind him. Lastly, and sadly, Paul Casling retired after two punctures.

Mike told me to hang onto the bike and thus two weeks later I was out again in a very good British Bike Trial, the Mike Kemp Trial, this time at Hungry Hill, Aldershot. I normally struggle on the famous section known as Hungry Hill, but not on this machine, I had a clean run all three times I tackled it. The course was more difficult than at Swanley but my overall performance was markedly better. That motor was so beautifully set up that despite all my errors on either day I just didn't manage to stall it. At the Mike Kemp Trial there were six Sunbeam members riding. The one thing that overshadowed the day was that our Joan, who was riding well on her lovely 250cc BSA, caught her right hand badly between handlebar and tree near the end of the Trial and smashed a knuckle and ripped skin back to bone and ended up with multiple hospital visits, all bound up and the threat of a fairly bad scar for life. She showed me her hand just after she hit the tree and there was plenty of blood and two fingers not moving. Typical trooper that she is, she completed the trial coming in a very credible 3rd position in her class before diving off to find an accident and emergency, which ended up being back at Hastings near where she lives. (Poor Joan, but she still fully intends to be out riding in the Talmag Trial at the same location in the last week in January. Speaking with Peter, her husband, her hand is healing well though the promised scar is developing). There were four of us in the Rigid rear class, with Mike Holloway winning, Bernard Rodemark was runner up, I was a few behind and Brian Humphries was just behind me. In the girder class Dave Blanchard retired, an unusual happening for him. Gordon Smith was this day holding down the third wheel for Pete Pesterfield of the Haslemere Club and they were runner up.

I was very sad to return the AJS to Mike and wish I hadn't sold my Matchless; there is something very special about a large capacity British Single. Mike intends to ride the very machine he lent me in Scotland next year. A complete rebuild is scheduled, but he assures

me that is not entirely because I have had my hands on it!

My next ride will be on the Gas Gas back at Hungry Hill next weekend in the first Star Group Championship of 2012. The 2nd Star Group Trial of the season will be on 12th February and we will be running that one at Bagshot Heath North. I am secretary of the meeting, so anyone interested and wishing a programme, give me a ring. (See inside front cover)

## Southern Experts December 4th: Winner Alexz Wigg receiving his Cup from Honorary Member Brian Bonny



## Jack Thompson Trial 2011

Dave Blanchard

This was the twenty second running of the very popular and well organised Jack Thompson Trial. As always this is run at Canada Heights in Swanley, Kent. Canada Heights remain one of those spectacular and historic venues where motorcycle sport in many off road forms has taken place for many years. This has given much pleasure to competitors and spectators alike for decades and hopefully will continue to do so for many more.

The drops and climbs situated within this rugged piece of land makes for exciting riding whether the day is dry or wet. Many past Jack Thompson trials here have taken place in very wet ground conditions. I do not have to rack my memory too much to visualise dear old 'Claggy Maggie' in all her glory, as we enthusiasts struggled to make it up the slippery exit bank with legs rotating like that old and lovable character 'Captain Pugwash'.

But I digress, but only because I knew that 'camcorder man' Brian Hodges was at this event and I anticipate he will do his usual 'blow by blow' report for The Sporting Motorcyclist (TSM) in his own informative style. Well done Brian for all the past and present reports that your followers regularly read and enjoy.

February - March 2012





# Jack Thompson Trial 2011

Photos by Dave Blanchard



Roger Sutton & Joan Westbrook C15L.

The Jack Thompson Trial was first run way back in 1990 (how time flies when you are having fun) but only four riders have accomplished every event since then. These connoisseurs of mud are the lovable Joan Westbrook, John Pattinson accompanied by his new 'trick knee joint', Les Matton with streamlined eternal beard and last but not least, Bob Onley bouncing about on top of a Girder forked Velocette, well someone has to! The battle for the 'Last Man Standing' trophy is now well and truly on! Come on that lady!!! You are my favourite.

You might know that sometimes in reports I mention Ali Tanner who has a continuing urge for kissing my wife. This does him a power of good so I am all for it. But Ali wasn't present so could not do his welcomed duty, however all was not lost as Alan Ketley kindly stepped into his shoes at the eleventh

hour. I did not manage to speak to Alan on the day because I did not see him there. But thank you Alan for taking over Ali Tanners duties; you are now officially the first reserve! Great friends and characters these trials riders aren't they?

In places the trial this year was a little easier but Dick Dickenson made sure there was no embarrassment by manning a special test which worked very well indeed. Originally billed as eighteen sections but due to dedicated observers was upped to twenty sections on the day. This caught out my son Steve on his very first Jack Thompson trial as he missed sections nineteen and twenty. But there again it just runs in the family I suppose, because in the past I have missed several sections myself here.

Thank you to the Clarke family and all those other organisers who make this event happen every year, not forgetting Peter Burrell who sits in a metal container bashing those little square buttons called keys and getting the results out PDQ. I am sure he would prefer bashing the byways somewhere in Europe as he is a proper motorcycle enthusiast.



Steve Blanchard, 1949 AJS 18C rigid



Mike Barton, AJS



Alan Hornsby & Martin Ackers, Triumph outfit



Graham Barton; mono-wheeling his Royal Enfield







Emma Thompson, James 197C



Bob Onley, Velo 350c. Girder fork winner.

## Sunbeam Club News Index Issues 830 - 853

John Hodson

This is the first index of the Sunbeam News. It covers issue numbers 830 to 853, February 2008 / March 2008 to December 2011 / January 2012. With the exception of new events and some Pioneer Run@s, reports of events that occur annually are not included as these reports can be found in the issue of the News immediately following the event. It is anticipated that updated versions of this index will be issued from time to time.

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Version 1 December 2011

## Job Sharing and Succession Planning

Baz Staple

I have no problem with Dave Masters' viewpoint expressed in the December/January News as I've long seen the sense of succession planning for key roles, such as Chairman, Secretary etc. and the method adopted by our co-editors shows how this can be done by having a common computer address.

Some years ago I was a computer hater and said I didn't want one in the house but commonsense prevailed thanks to pressure from family. I now see it as a benefit (mostly). It does allow all the committee to keep in touch instantly with one common message but the various computers do require to be switched on regularly!

So succession planning yes – two requirements to put this into action: a computer literate person who will also take up the post.

I will gladly share all my correspondence (and there is a lot of it) with a volunteer who fancies the job – in this way the person can build up knowledge of all that is going on and could take over in an instant. I'm approaching 81 and I'm told we don't last forever.

I have produced a list of my current involvements for anyone to peruse – I believe it's called a job description.

## FBHVC Drive It Day 22nd April 2012

Roy Plummer

The Sunbeam Motor Cycle Club will be supporting the FBHVC (Federation of British Historic Vehicle Clubs) Drive It Day on 22nd April 2012 with a visit to The Mill Toy and Pedal car Museum at Northiam, East Sussex. The Mill houses the largest and finest collection of pedal cars in the UK, possibly Europe, along with cherished tin plate and die cast toys from bygone times. A display to bring joy to young and old alike.

The Mill Museum has good off road parking and is located in Northiam on the A28 opposite to the Kent and East Sussex Steam Railway Station. Refreshments are available at the museum in The Mill Tea Rooms and Garden.

Dave Masters will be organising a ride from the Six Bells at Chiddingly (see events calendar).

Members wishing to join us by travelling directly to Northiam should aim to arrive between 11 and 11.30 a.m. Come on your vintage or classic motorcycle or by car, old or modern, and enjoy a social event.



## EVENTS CALENDAR 2012

|  |                                    |  |   |
|--|------------------------------------|--|---|
| 12th February<br>Contact - Peter Donaldson 01322-332087  | <b>Gordon Jackson Trial</b>        | <b>Bagshot North</b>   | <b>Star Group</b>                           |
| 3rd March<br>Contact - Ian McGill 01293-771446           | <b>Annual General Meeting</b>      | <b>Peacock Lodge,<br/>New Chapel, Surrey, 2.00 pm</b>          | <b>Closed to Club</b>                       |
| 18th March<br>Contact - Ian McGill 01293-771446          | <b>74th Pioneer Run ®</b>          | <b>Epsom-Brighton</b>  | <b>Pre 1915</b>                             |
| 22nd April<br>Contact - Roy Plummer 01424 772598         | <b>FBHVC Drive it Day</b>          | <b>Northiam</b>  | <b>Social Event</b>                         |
| 22nd April<br>Contact - Dave Masters 01424 211873        | <b>FBHVC Drive it Day</b>          | <b>Chiddingly to Northiam</b>                                  | <b>Social Event</b>                         |
| 11th - 15th May<br>Contact - Jenny Staple 01892-535671   | <b>Warwickshire Weekend</b>        | <b>Kings Coughton</b>  | <b>Pre 1940</b>                             |
| 20th May<br>Contact - Dave Masters 01424-211873          | <b>2nd Ixion Cavalcade</b>         | <b>Bexhill on Sea</b>  | <b>Pre 1940</b>                             |
| 27th May<br>Contact - Steve Marks 01323-849199           | <b>20th New Conyboro Run</b>       | <b>Chiddingly</b>  | <b>Pre 1940</b>                             |
| 10th June<br>Contact - 01293-771446                      | <b>18th Rose of the Shires Run</b> | <b>Stoke Bruerne</b>   | <b>Pre 1931</b>                             |
| 17th June<br>Contact - Peter Donaldson 01322-332087      | <b>Dick Little Trial</b>           | <b>Bagshot South</b>   | <b>British Pre 1967<br/>&amp; Twinshock</b> |
| 23rd - 30th June<br>Contact - Colin Bentham 01761-241516 | <b>29th Welsh Week</b>             | <b>Aberystwyth</b>   | <b>Closed to<br/>Club Pre 1931</b>          |
| 15th July<br>Contact - Tony Lloyd 01737-555413           | <b>26th Garden of England Run</b>  | <b>Headcorn, Kent</b>  | <b>Pre 1940</b>                             |
| 22nd July<br>Contact - Neil Sinclair 07885-660939        | <b>2nd Bangers and Steam</b>       | <b>Hamilton Arms,<br/>Stedham, Nr Midhurst<br/>West Sussex</b> | <b>One, two, three<br/>or four wheels</b>   |
| 29th July<br>Contact - Joan Westbrook 01424-882162       | <b>Sunbeam Novice Trial</b>        | <b>Billingshurst</b>   | <b>All classes<br/>monoshock</b>            |
| 12th August<br>Contact - Ian McGill 01293-771446         | <b>50th Graham Walker Run</b>      | <b>Beaulieu, Hampshire</b>                                     | <b>Pre 1940</b>                             |
| 1st September<br>Contact - Mike Holloway 01892-723564    | <b>Southern Trial</b>              | <b>Horsmonden</b>  | <b>National</b>                             |
| 2nd September<br>Contact - Mike Holloway 01892-723564    | <b>Greybeards</b>                  | <b>Horsmonden</b>  | <b>National</b>                             |
| 15th September<br>Contact - Alec Thompson 01751-431478   | <b>4th September Challenge</b>     | <b>Yorkshire</b>   | <b>Pre 1940</b>                             |
| 16th September<br>Contact - Ian Monk 01480-469612        | <b>5th Constable Run</b>           | <b>Suffolk</b>   | <b>Pre 1931</b>                             |
| 2nd December<br>Contact - Chris Mawer 07710-211913       | <b>Southern Experts</b>            | <b>Surrey</b>  | <b>National</b>                             |

### The Second Ixion Cavalcade

**Sunday 20th May**

Run starts 10:30 from St Barnabas Church, Bexhill on Sea.

Choice of two routes for pre-1940 machines.

Dave Masters: 6 Fairlight Close, Bexhill on Sea, East Sussex TN40 2PT.

Tel: 01424 211873

### 74th Pioneer Run® Sunday 18th March 2012

#### Wanted: Programme Sellers

Volunteers required to sell programmes to the visiting public from 10am.  
All help gratefully received, please contact Peter Donaldson.

See inside cover for contact details.

### Sunbeam MCC Regalia

A selection of Club Regalia is always available to purchase. For details contact Peter Donaldson - address on inside front cover or see [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)

### South of England 'RealClassic' Show Sunday 11th March

South of England Showground, Ardingly, West Sussex RH17 6TL

### Ashford Classic Motorcycle Show: Easter Mon 9th April

Ashford Market, Orbital Park, Ashford, Kent TN24 0HB. 1 mile South M20 J10

### Romney Marsh Classics at Hamstreet, Kent

TN26 2JD (A2070 10 miles) from M20 J10)

Bikejumble: 10am Sunday 13th May

Show & Bikejumble: 10am Sunday 8th July

Bikejumble: 10am Sunday 23rd Sept

### New! South of England Superbike Show - For the Later Classics!

Ardingly, West Sussex RH17 6TL

**Sunday 12th August**

### South of England 'RealClassic' Show Sunday 14th October

South of England Showground, Ardingly, West Sussex RH17 6TL

ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE

**01797 344277**

**[www.elk-promotions.co.uk](http://www.elk-promotions.co.uk)**

# Sunbeam Club Stand at the NEC, November 2011



Baz Staple and Rick Bailey viewing Brian Castle's superb 1914 Triumph with Phil Hayward's 1911 Humber in foreground



Phil Hayward's 1930 Brooklands Special 172cc SOS