



SO GOOD IT WAS BANNED!

Our latest acquisition is a Baughan trials sidecar outfit that was banned from competitions in the nineteen thirties because it was too good!

Harry P Baughan was born in 1895 and formed his engineering company in Harrow after seeing service in World War 1. He was a keen trials rider, and in 1919 built his own design of cyclecar, an example of which he used in the MCC long distance events. In 1921 he moved the company to Stroud, where he expanded into motorcycle production, using mainly JAP and Blackburne engines. Two of Baughan's employees, Bill Hayward and Chris Stagg, were keen motorcyclists, using Baughan machines with great success in trials and scrambles. Two other keen Baughan workers were the Grant-Heelas twins, Marjorie and Auriol who helped out with passengering duties. Baughan himself became heavily involved as an organiser of the ISDT when it was held in Wales and held various posts in the ACU Western Centre until shortly before his death in 1968.

By 1936 Baughan Motors had ceased motorcycle manufacturing and changed their name from to Baughan Engineers. In common with many similar companies they became involved with war work, and became suppliers to



Gloucester Aircraft, supplying components for the Whittle jet engined Gloster Meteor.

Ridden by Bill Hayward, usually with one or other of the Grant-Heelas sisters in the chair, the works Baughan outfit employed a two wheel drive system to great effect, winning trials everywhere it went. Several clubs barred the combination from their events, although the ACU stopped short of banning two wheel drive outright.

Built in 1929, the machine features a Blackburne 500cc ohv TT engine with a Sturmey Archer foot change gearbox. Lubrication is taken care of by a Pilgrim pump with an auxiliary hand pump enabling a couple of extra shots of oil to be delivered to the engine before it was worked hard. A dog clutch operated by a large lever gave the passenger the ability to engage or disengage the drive to the sidecar wheel, essential at the end of a section where the lack of a differential meant the outfit would plough straight on when being

ridden on anything other than soft ground. The two wheel drive system was patented by Baughan, and a machine was evaluated by the government for possible military use. By the time the order for 2,000 machines came through, however, Baughan had stopped making motorcycles, so the technology was passed on to Norton, who went on to make over 4,000 Big Four two wheel drive outfits for the military.

Last used in 1946 when it won the Cotswold Cup Trial, the works outfit lay around the factory for many years and was eventually acquired in a sorry state and restored by Graham Stagg, son of Chris. The sidecar was in particularly poor condition and needed a new wooden frame making to take the original aluminium panels.

Following its acquisition by the BMCT, this important and historic motorcycle will take pride of place in a new display at the Stroud Museum at Stratford Court, Stroud in the New Year.



Hayward / Grant-Heelas tackle a section

NEC CLASSIC SHOW

Once again Birmingham's NEC saw vast crowds attracted to the annual Classic Motor Show. At one point there were queues of over an hour just to get off the motorways onto the site, and the organisers estimate that over 45,000 people visited the show over the weekend. The Classic Bike section, now in its second year, saw increased numbers of club stands being taken, with a consequent increase in the number and quality of motorcycle exhibits. The Ace Café put on a stunning display of café racers, while for sheer numbers of machines the Norton

Owners Club stand took some beating. They even had a two wheel drive Big Four ex-WD outfit on show, the model that was

derived from our own Baughan trials sidecar outfit which was on the BMCT stand nearby.



The BMCT stand at the NEC



Unusual dustbin faired BSA



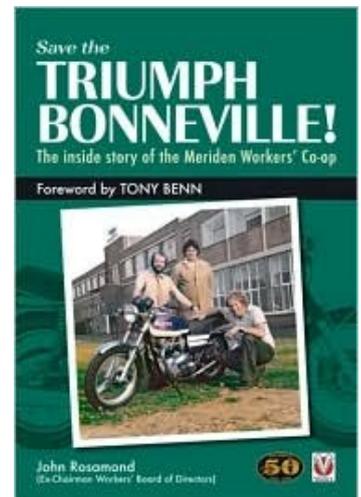
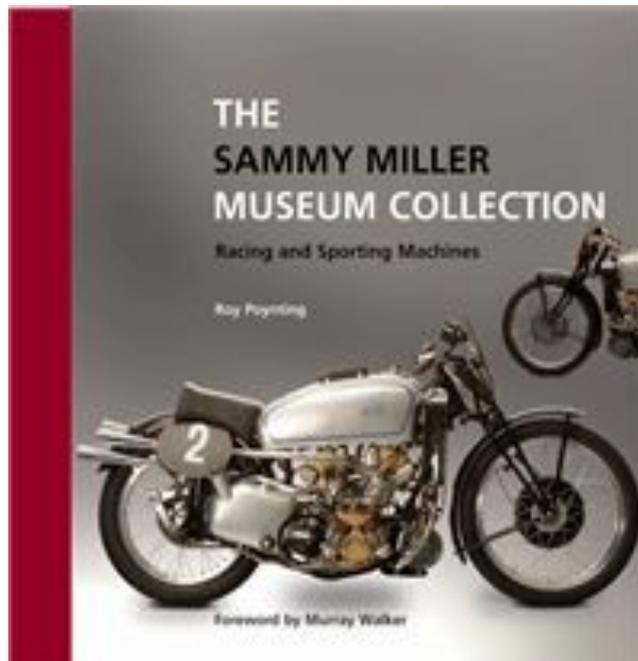
Part of the Ace Café display



Still they turn up! A "barn find" Triumph Speed Twin at the NEC

NEW BOOKS FROM MEMBERS

Sammy Miller has joined forces with respected author Roy Poynting to produce this fabulous volume featuring racing and sporting machines from his stunning museum collection. Full colour photos of 110 superbly restored machines along with a text description of each takes the reader on a virtual tour of Sammy's Aladdin's cave in the New Forest. This book is a must for anyone who's never visited the collection and a great souvenir for those that have been there. Available from the museum on 01425 616446, priced at £19.95.



A new book by John Rosamond, former leader of the Triumph workers' co-op chronicles the last years of the Meriden plant before its final closure in 1983. Covering events in great detail, this is set to become an important historical record of the efforts of the workforce to save the iconic Bonneville. Available from good bookshops or from the publishers on 01305 260068 priced at £24.95.

Will members please note that the Sammy Miller Museum is open at weekends only from December to the end of February.

BONHAMS STAFFORD REPORT

Bonhams celebrated its third major collectors' motorcycle sale of 2009 at October's Classic Motorcycle Mechanics Show, Stafford. With 74% of the 470 lots offered successfully sold, this highly-anticipated sale raised a remarkable total of almost £1m. The highlight of the sale was the 1948 Vincent Rapide v-twin famously ridden by Arthur Merrett at that year's International Six Days Trial at San Remo, Italy. Recently restored, this historic machine sold for an impressive £57,600.

Alongside this, the Vincent Marque was exceptionally well represented and the continuing strong demand for these Stevenage-built v-twins was confirmed by the excellent performance of others in the sale: the 1951 Series-C Rapide sold for £35,600 comfortably exceeding the top estimate of £26,000; the fully rebuilt 1949 Black Lightning Replica fetched £23,000; the restored 1951 Comet single sold for £14,375, despite not having

matching frame/engine numbers; while the two Egli-Vincents made £25,300 and £18,400 respectively.

Several British models that regularly form the cornerstone of any UK motorcycle sale proved to be top performers: the 1936 and 1952 Norton Internationals, which sold for £23,000 and £22,138 respectively; the fully restored 1960 model Triumph Bonneville, which fetched £12,650 and the circa 1962 Velocette 499cc Venom, which made £8,050.

Racing motorcycles of all types were strongly represented at the sale, with the famous ex-Francis Williams 1930 Cotton-Blackburne, also known as 'The Village Fire Engine', selling to a buyer in Mumbai, India for £34,500 whilst an entirely different Cotton from the modern era, the Rotax-engined v-twin ridden by Derek Huxley, found a new owner for £15,525. A post-war Velocette KTT MkVIII made over £34k.

Original 'barn finds' offered for restoration generated considerable excitement: the 1949 Ariel Red Hunter (£2,703), 1930 Matchless Silver Arrow (£9,890), 1955 Triumph T110 (£4,830) all finding keen new owners.

Top performers among the 'flat tankers' were the 1923 Douglas 2¾hp Model TS, which sold for £7,103; the 1913 New Hudson 6hp Big Six v-twin, which fetched £17,825; and the 1912 Premier 3½hp, which made £14,375, all three exceeding their pre-sale upper estimate.

Commenting on the sale, Ben Walker Head of the Motorcycles Department at Bonhams said: "The results reflect the value of a good provenance, and, where vendors are willing to be realistic with their estimates, the competitive bidding it attracts and the strong prices that are achieved as a result."



Top seller was this ISDT Vincent

"the fully restored 1960 Triumph Bonneville fetched £12,650"

BAUGHAN vs NORTON

These photos show the differences in drive shaft arrangement between the Norton Big Four (*below*) and the Baughan. The addition of a Hardy Spicer joint in place of a fabric coupling can clearly be seen.



MYSTERY BIKE



The mystery machine from our September issue has been identified by Mike Bassett as a Guildford made ROC, a company part financed by the author Sir Arthur Conan Doyle.

DATES FOR YOUR DIARY

20-21 February 2010
Bristol Classic Show
Shepton Mallet

26-28 February 2010
Alexandra Palace
Classic Motorcycle Show

12-14 March 2010
Race Retro
Stoneleigh

24-25 April 2010
Stafford Classic Show

Trustees

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Who are we...?

The British Motorcycle Charitable Trust was originally founded in 1979 as a means of raising funds to establish what was to become the National Motorcycle Museum at Bickenhill, near Birmingham. By 1995 the museum was well established as a successful commercial venture, and it and the charity became separate organisations. A new board of trustees was appointed to manage the assets of the BMCT as it pursues its objective to preserve and promote British motorcycle engineering heritage.

Our funding comes from bequests, donations, membership fees and interest on our reserves. We have an expanding network of affiliated museums that we assist with projects, and we also own a growing collection of rare and unusual machines which can be seen on display at various locations throughout the country. Our members enjoy free entry to all our affiliated museums for the very reasonable sum of £20 a year.

To enquire about membership or to find out about how you can help the trust through a donation or bequest, please contact Andy Bufton at the address on the left.

Visit our website at:
www.bmct.org

MEMBERS CORNER



NEW MEMBERS

We welcome the following new members and supporters of our cause:

Christopher Smith
John Brazell
Graham Stagg
Ronald Willis
Vic Ryland
Michael Grieve
Dave Hall
P C King
Julian Ball
Alex Reid
Brian Ley
Robin Spalding
R J Smith
Robin Ball
Malcolm Barrett
John Rosamond

The very nice 1912 3.5hp 299cc Singer pictured above is owned by BMCT member Peter Hart of Hertfordshire. George Singer, born in Kingston, Dorset in 1847 worked for the Coventry Machinists Co. after moving to the city in 1869. He left to form his own company in 1874, making Challenge cycles from premises in Leicester Street. Two years later they moved to a new factory in Canterbury Street, going on to become one of the country's foremost makers of bicycles. Singer launched the Singer Motor Wheel in bicycle and tricycle form, before graduating to full blown motorcycles with 2hp and 3hp engines. By 1911 they were exhibiting this 3.5hp machine at Olympia and also developing a cyclecar. After the war Singer quit motorcycle production to concentrate on cars, consequently Singer motorcycles are now extremely rare, although car production carried on until 1970 as part of the Rootes Group.



Merry Christmas and a Happy New Year to all

