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THE ILLUSTRATED HISTORY OF SUNBEAM BICYCLES AND MOTORCYCLES WRITTEN BY ROBERT CORDON CHAMP Reprint A beautiful book of Robert Cordon Champ with a lot of black-white illustrations.

Its Sunbeam name had been registered by John Marston in for his bicycle manufacturing business, Sunbeam motor car manufacture began in The motor business was sold to a newly incorporated Sunbeam Motor Car Company Limited in to separate it from Marstons pedal bicycle businessâ€”Sunbeam motorcycles were not made until , in-house designer Coatalens enthusiasm for motor-racing â€” racing improves the breed â€” accumulated expertise with engines. Sunbeam manufactured their own aero engines during the First World War and aircraft to the designs of other manufacturers, engines drew Sunbeam into Grand Prix racing and participation in the achievement of world land speed records. In spite of its cars and aero engines by a long period of very slow sales had incurred continuing losses. Sunbeam was unable to repay money borrowed for ten years in to fund the Grand Prix racing programme, there was a forced sale and Sunbeam was picked up by the Rootes brothers. Manufacture of Sunbeams now old-fashioned cars did not resume under the new owners, in they dropped the word Talbot leaving just Sunbeam. Sunbeams name continued to appear on new cars in under the ownership of Peugeot or Groupe PSA, John Marston, the London-educated son of a sometime mayor of Ludlow and landowner, had been apprenticed to Edward Perry, tinsmith-works master and twice mayor of Wolverhampton. In aged 23 Marston bought two other manufacturers in Bilston, four miles away, and set himself up on his own account. On Perrys death Marston bought his Jeddo Works in Paul Street Wolverhampton, left Bilston, an avid cyclist in he established his Sunbeamland Cycle Factory in his Paul Street premises manufacturing and assembling pedal bicycles he branded Sunbeam. His Sunbeam trademark was registered in , in a company, John Marston Limited, was incorporated and took ownership of John Marstons business. The Sunbeam trademark was registered for motor-cars in , rugby-educated Thomas Cureton â€” began as his apprentice then became Marstons right-hand man in the cycle works and the cautious advocate of a motor-car venture. Their board of directors did not favour it but Marston and Cureton continued their project, between and Sunbeam produced a number of experimental cars driven about Wolverhampton but none was offered for sale. The first announcement of their new autocar was in the 22 September issue of *The Autocar*, dimensions, weight 10 cwt, overall measurements 84 inches by 57 inches. Described as a sociable it carried two passengers sitting close together facing the roadside from above a central belt-drive, to begin with they faced opposite roadsides. This layout provided propinquity while maintaining propriety and their driver at his tiller sat behind them his body facing the opposite roadside. Wolverhampton â€” Wolverhampton is a city and metropolitan borough in the West Midlands, England. At the census, it had a population of ,, the demonym for people from the city is Wulfrunian. Historically part of Staffordshire, the city is named after Wulfrun, prior to the Norman Conquest, the areas name appears only as variants of Heantune or Hamtun, the prefix Wulfrun or similar appearing in and thereafter. The variation Wolveren Hampton is seen in records, e. The city grew initially as a market town specialising in the woollen trade, in the Industrial Revolution, it became a major centre for coal mining, steel production, lock making and the manufacture of cars and motorcycles. The economy of the city is based on engineering, including a large aerospace industry. A local tradition states that King Wulfhere of Mercia founded an abbey of St Mary at Wolverhampton in , the Mercians and West Saxons claimed a decisive victory and the field of Woden is recognised by numerous place names in Wednesfield. In , King Ethelred the Unready granted lands at a place referred to as Heantun to Lady Wulfrun by royal charter and this became the site for the current St. The lords of the manor are listed as the canons of St Mary, with the tenant-in-chief being Samson, Wolverhampton at this date is a large settlement of fifty households. In , there is mention of a market held in the town and this charter for a weekly market held on a Wednesday was eventually granted on 4 February by Henry III. From the 16th century onwards, Wolverhampton became home to a number of industries including lock and key making and iron.

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Wolverhampton suffered two Great Fires, the first in April , and the second in September , both fires started in today's Salop Street. The first fire lasted for five days and left nearly people homeless and this second fire led to the purchase of the first fire engine within the city in September . There is also evidence that Wolverhampton may have been the location of the first working Newcomen Steam Engine in . In Victorian times, Wolverhampton grew to be a town mainly due to the huge amount of industry that occurred as a result of the abundance of coal. The remains of this wealth can be seen in houses such as Wightwick Manor and The Mount 3.

Staffordshire is a landlocked county in the West Midlands of England. It adjoins Cheshire to the north west, Derbyshire and Leicestershire to the east, Warwickshire to the south east, West Midlands and Worcestershire to the south, and Shropshire to the west. The largest city in Staffordshire is Stoke-on-Trent, which is administered separately from the rest of the county as an independent unitary authority, Lichfield also has city status, although this is a considerably smaller cathedral city. Historically, Staffordshire was divided into the five hundreds of Cuttlestone, Offlow, Pirehill, Seisdon, the historic boundaries of Staffordshire cover much of what is now the metropolitan county of West Midlands. The Act also saw the towns of Tamworth and Burton upon Trent united entirely in Staffordshire, in Queen Mary made Lichfield a county separate from the rest of Staffordshire. Handsworth and Perry Barr became part of the county borough of Birmingham in the early 20th century, Burton, in the east of the county, became a county borough in , and was followed by Smethwick, another town in the Black Country in . In the six towns of the Staffordshire Potteries, including Hanley, a major reorganisation in the Black Country in , under the recommendation of the Local Government Commission for England led to the creation of an area of contiguous county boroughs. Meanwhile, the county borough of Dudley, historically a part of Worcestershire, expanded. County boroughs were abolished, with Stoke becoming a district in Staffordshire. On 1 April , under a recommendation of the Banham Commission, in July the largest hoard of Anglo-Saxon gold ever found in Britain was discovered in a field near Lichfield. The artefacts, known as The Staffordshire Hoard have tentatively dated to the 7th or 8th centuries. Some nationally and internationally known companies have their base in Staffordshire. The theme park Alton Towers is in the Staffordshire Moorlands and several of the world's largest pottery manufacturers are based in Stoke-on-Trent, Staffordshire has a completely comprehensive system with eight independent schools. Most secondary schools are from 11 to 16 or 18, but two in Staffordshire Moorlands and South Staffordshire are from 13 to 18, there are two universities in the county, Keele University in Newcastle-under-Lyme and Staffordshire University, which has campuses in Stoke-on-Trent, Stafford, Lichfield and Shrewsbury. They were among the 12 founder members of the Football League in , in , the club finally won a major trophy when they lifted the Football League Cup, but after relegation from the First Division in they would not experience top flight football for 23 years.

4. England is a country that is part of the United Kingdom. It shares land borders with Scotland to the north and Wales to the west, the Irish Sea lies northwest of England and the Celtic Sea lies to the southwest. England is separated from continental Europe by the North Sea to the east, the country covers five-eighths of the island of Great Britain in its centre and south, and includes over smaller islands such as the Isles of Scilly, and the Isle of Wight. England became a state in the 10th century, and since the Age of Discovery. The Industrial Revolution began in 18th-century England, transforming its society into the world's first industrialised nation, England's terrain mostly comprises low hills and plains, especially in central and southern England. However, there are uplands in the north and in the southwest, the capital is London, which is the largest metropolitan area in both the United Kingdom and the European Union. The earliest recorded use of the term, as *Engla londe*, is in the ninth century translation into Old English of Bede's Ecclesiastical History of the English People. According to the Oxford English Dictionary, its spelling was first used in . The earliest attested reference to the Angles occurs in the 1st-century work by Tacitus, *Germania*, the etymology of the tribal name itself is disputed by scholars, it has been suggested that it derives from the shape of the Angeln peninsula, an angular shape. An alternative name for England is Albion, the name Albion originally referred to the entire island of Great Britain. The nominally earliest record of the name appears in the Aristotelian Corpus,

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specifically the 4th century BC De Mundo, in it are two very large islands called Britannia, these are Albion and Ierne. But modern scholarly consensus ascribes De Mundo not to Aristotle but to Pseudo-Aristotle, the word Albion or insula Albionum has two possible origins. Albion is now applied to England in a poetic capacity. Another romantic name for England is Loegria, related to the Welsh word for England, Lloegr, the earliest known evidence of human presence in the area now known as England was that of Homo antecessor, dating to approximately 500,000 years ago. The oldest proto-human bones discovered in England date from 400,000 years ago, Modern humans are known to have inhabited the area during the Upper Paleolithic period, though permanent settlements were only established within the last 6,000 years.

5. Drive shaft – As torque carriers, drive shafts are subject to torsion and shear stress, equivalent to the difference between the input torque and the load. They must therefore be enough to bear the stress, whilst avoiding too much additional weight as that would in turn increase their inertia. The term drive shaft first appeared during the mid 19th century, in Stovers patent reissue for a planing and matching machine, the term is used to refer to the belt-driven shaft by which the machine is driven. The term is not used in his original patent, another early use of the term occurs in the patent reissue for the Watkins and Bryson horse-drawn mowing machine. Here, the term refers to the transmitting power from the machines wheels to the gear train that works the cutting mechanism. In the 1880s, the term began to be used in a closer to the modern sense. In 1885, Bukey used the term to describe the shaft transmitting power from the wheel to the machinery by a universal joint in his Horse-Power. In the same year, Clark described his Marine Velocipede using the term to refer to the shaft transmitting power through a universal joint to the propeller shaft. A pair of short drive shafts is commonly used to power from a central differential, transmission. In front-engined, rear-drive vehicles, a drive shaft is also required to send power the length of the vehicle. Two forms dominate, The torque tube with a universal joint. When the vehicle is stationary, the drive shaft does not rotate, some vehicles, seeking improved weight balance between front and rear, use a rear-mounted transaxle. This places the clutch and transmission at the rear of the car, in this case the drive shaft rotates continuously with the engine, even when the car is stationary and out of gear. A drive shaft connecting a rear differential to a wheel may be called a half-shaft. The name derives from the fact that two such shafts are required to one rear axle. Early automobiles often used chain drive or belt drive mechanisms rather than a drive shaft, some used electrical generators and motors to transmit power to the wheels.

6. Bicycle – A bicycle, often called a bike or cycle, is a human-powered, pedal-driven, single-track vehicle, having two wheels attached to a frame, one behind the other. A bicycle rider is called a cyclist, or bicyclist, Bicycles were introduced in the 19th century in Europe and as of 2012, more than 1 billion have been produced worldwide, twice as many as the number of automobiles that have been produced. They are the means of transportation in many regions. They also provide a form of recreation, and have been adapted for use as childrens toys, general fitness, military and police applications, courier services. The basic shape and configuration of an upright or safety bicycle, has changed little since the first chain-driven model was developed around 1817. But many details have been improved, especially since the advent of modern materials and these have allowed for a proliferation of specialized designs for many types of cycling. The bicycles invention has had an effect on society, both in terms of culture and of advancing modern industrial methods. The design of the bicycle was an advance on the velocipede, Other words for bicycle include bike, pushbike, pedal cycle, or cycle. In Unicode, the point for bicycle is 0x1F6B2.

Motorcycle – A motorcycle is a two- or three-wheeled motor vehicle. Motorcycle design varies greatly to suit a range of different purposes, long travel, commuting, cruising, sport including racing. In 2012, the three top motorcycle producers globally by volume were Honda, Yamaha, and Hero MotoCorp, in developing countries, motorcycles are overwhelmingly utilitarian due to lower prices and greater fuel economy. The term motorcycle has different legal definitions depending on jurisdiction, there are three major types of motorcycle, street, off-road, and dual purpose. Within these types, there are many sub-types of motorcycles for different purposes, there is often a racing counterpart to each type, such as road racing and street bikes, or motocross and dirt bikes. Street bikes include cruisers, sportbikes, scooters and mopeds, off-road motorcycles include many types designed for dirt-oriented racing

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classes such as motocross and are not street legal in most areas. Dual purpose machines like the style are made to go off-road but include features to make them legal. Each configuration offers either specialised advantage or broad capability, and each design creates a different riding posture, the first internal combustion, petroleum fueled motorcycle was the Daimler Reitwagen. It was designed and built by the German inventors Gottlieb Daimler and Wilhelm Maybach in Bad Cannstatt, instead, it relied on two outrigger wheels to remain upright while turning. The inventors called their invention the Reitwagen and it was designed as an expedient testbed for their new engine, rather than a true prototype vehicle. The first commercial design for a cycle was a three-wheel design called the Butler Petrol Cycle. He exhibited his plans for the vehicle at the Stanley Cycle Show in London in , the vehicle was built by the Merryweather Fire Engine company in Greenwich, in The engine was liquid-cooled, with a radiator over the driving wheel.

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Chapter 2 : Sunbeam motor cycles

The Illustrated History of the Sunbeam Bicycles and Motorcycles [Robert Cordon Champ] on calendrierdelascience.com
**FREE* shipping on qualifying offers. pages, illustrated throughout with numerous black and white photographic plates, includes set of 16 colour-illustrated Historic Cigarette Cards.*

Owner John Marston Mist Green S7 showing shaft-driven rear wheel and balloon tyres captured on highway, central England in Sunbeam Cycles made by John Marston Limited of Wolverhampton was a British brand of bicycles [1] and, from to motorcycles. Sunbeam Cycles is most famous for its S7 balloon-tyred shaft-drive motorcycle with an overhead valve in-line twin engine. In , aged 15, he was sent to Wolverhampton to be apprenticed to Edward Perry as a japanware manufacturer. At the age of 23 he left and set up his own japanning business making any and every sort of domestic article. Blue Plaque awarded by Wolverhampton Civic Society attached to the Sunbeamland works In Marston began making bicycles and, on the suggestion of his wife Ellen, he adopted the trademark brand Sunbeam; their Paul Street works were named Sunbeamland. John Marston was a perfectionist, and this was reflected in the high build-quality of the Sunbeam bicycle, which had an enclosure around the drive chain in which an oil bath kept the chain lubricated and clean. Sunbeam bicycles were made until Sunbeam Motor Car Company From John Marston Limited had made some early experiments in adding engines to bicycles but they were unsuccessful, a man was killed. Following experimental products made in the late s cars were built from A quite separate organisation located a mile away in Blakenhall and named Sunbeam Motor Car Company Limited was founded in However, suffering from a slump which hit car making, Marston was pushed into making motorcycles from onwards at the age of 76 , for which there was a large and increasing market. Another Marston company product line started in , with marine outboard engines first marketed as Marston Seagull, later known as British Seagull. In , the consortium became part of Nobel Industries Limited. In this huge organization motorcycles were a small part. They were followed by two scooter models from to The cycle was re-designed so that the oil contained in the oilbath lubricated the bottom bracket, chain and rear hub, the only cycle so designed to date. The top model was the "Golden", with alloy wheel-rims, epicyclic two- and three-speed gears and real gold-leaf pin-striping. The "Royal" was of the same quality but had red lining and simpler equipment. These and other models were made alongside the motor cycles at "Sunbeamland", Pool Street, Wolverhampton until and subsequently, to the same designs, by AMC until and BSA until In , a new model numbering system was introduced; Sunbeam Models 1 through Other higher-numbered models were produced in later years. The majority had single-cylinder engines developing relatively low power, though winning the TT races often, the last time in A hallmark of all Marston Sunbeams was the superb quality and finish in black with gold-leaf pinstriping. S model motorcycles A mildly customised Sunbeam S7 motorcycle. All three were very expensive but with only modest performance which resulted in low sales. The inline engine made this technologically feasible flat-twin "boxer" engines on BMW motorcycles had already used shaft drives. The original S7 was produced from to In , the sportier S8, with standard-sized wheels rather than the fat tyres of the S7, and BSA type front forks, was produced. The S7 design was improved and then sold as the S7 Deluxe. The original S7 was available only in black, whereas the standard colours for the S8 were "Polychromatic Grey" or black. The S7 Deluxe came in either "Mist Green" or black. Although the early S7 was not a good seller or mechanically very sound, it is the most sought after and commands a premium over the S7 Deluxe and the S8. When Sunbeam production came to an end, BSA sold the remaining stock of parts to Stewart Engineering, and this company is now the sole supplier of spares for post-war Sunbeam motorcycles. The Times, Friday, Mar 18, ; pg. The Times, Thursday, May 20, ; pg. Wolverhampton Museum of History. Haynes Publishing Group, Yeovil. The Book of the Sunbeam S7 and S8. Sir Isaac Pitman and Sons, Bath. Motorcycle Maintenance and Repair Series. External links Wikimedia Commons has media related to Sunbeam pedal cycles. Wikimedia Commons has media related to Sunbeam motorcycles.

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Chapter 3 : Sunbeam (motorcycle) : Wikis (The Full Wiki)

Sunbeam Cycles made by John Marston Limited of Wolverhampton was a British brand of bicycles and, from to motorcycles.. On John Marston's death after the First World War it was bought by Nobel Industries, Nobel became ICI.

In at age 15, he was sent to Wolverhampton to be apprenticed to Edward Perry as a japanware manufacturer. At the age of 23 he left and set up his own japanning business, John Marston Ltd , making any and every sort of domestic article. He did so well that when Perry died in , Marston took over his company and incorporated it in his own. The company began making bicycles , and on the suggestion of his wife Ellen, Marston adopted the trademark brand "Sunbeam". Consequently, the Paul Street works were called Sunbeamland. John Marston was a perfectionist, and this was reflected in the high build quality of the Sunbeam bicycle, which had an enclosure around the drive chain in which an oil bath kept the chain lubricated and clean. They were made until , and to the end remained the best bicycle money could buy. From John Marston Ltd had made some early experiments in adding engines to bicycles but they were unsuccessful, one man being killed. However, suffering from a slump which hit car making, Marston was pushed into making motorcycles from onwards at the age of 76 , for which there was a large and increasing market. After the First World War the Marston company was sold to a consortium. In the consortium became part of Nobel Industries Limited. In this huge organization motorcycles were a small part. They were followed by two scooter models from to The cycle was re-designed so that the oil contained in the oilbath lubricated the bottom bracket, chain and rear hub, the only cycle so designed to date. Many John Marston Sunbeam motorcycle models were produced. In a new model numbering system was introduced; Sunbeam Models 1 through Other higher numbered models were produced in later years. The majority had single cylinder engines developing relatively low power, though winning the TT races often, the last time in A hallmark of all Marston Sunbeams was the superb quality and finish in black with gold-leaf pinstriping. S model motorcycles Main article: Sunbeam S7 and S8 The unusual S models were manufactured from to The engine layout was the unusual feature. The inline engine made this technologically feasible—horizontally-opposed "flat" twin engines on BMW motorcycles had already used shaft drives. The original S7 was produced from to and did not sell well. In , the sportier S8, with standard-sized wheels rather than the fat tyres of the S7, and BSA type front forks, was produced. The S7 design was improved and then sold as the S7 Deluxe. The original S7 was available only in black, whereas the standard colours for the S8 were "Polychromatic Grey" or black. The S7 Deluxe came in either "Mist Green" or black. Although the early S7 was not a good seller or mechanically very sound, it is the most sought after and commands a premium over the S7 Deluxe and the S8. In they, along with other enthusiasts, broke away from the Sunbeam Motorcycle Club and formed the Sunbeam Owners Fellowship. David and Christine Holyoake now own and run Stewart Engineering out of premises in Leamington Spa , and are the sole supplier of spares for late-model Sunbeam motorcycles. Haynes Publishing Group, Yeovil. The Book of the Sunbeam S7 and S8. Sir Isaac Pitman and Sons, Bath. Motorcycle Maintenance and Repair Series.

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Chapter 4 : SUNBEAM - THE ILLUSTRATED HISTORY OF SUNBEAM BICYCLES AND MOTORCYCLES - Vintage

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Sunbeam Cycles Save Mist Green S7 showing shaft-driven rear wheel and balloon tyres captured on highway, central England in Sunbeam Cycles made by John Marston Limited of Wolverhampton was a British brand of bicycles [1] and, from to motorcycles. Sunbeam Cycles is most famous for its S7 balloon-tyred shaft-drive motorcycle with an overhead valve in-line twin engine. In 1905, aged 15, he was sent to Wolverhampton to be apprenticed to Edward Perry as a japanware manufacturer. At the age of 23 he left and set up his own japanning business making any and every sort of domestic article. Blue Plaque awarded by Wolverhampton Civic Society attached to the Sunbeamland works In Marston began making bicycles and, on the suggestion of his wife Ellen, he adopted the trademark brand Sunbeam; their Paul Street works were named Sunbeamland. John Marston was a perfectionist, and this was reflected in the high build-quality of the Sunbeam bicycle, which had an enclosure around the drive chain in which an oil bath kept the chain lubricated and clean. Sunbeam bicycles were made until 1914. Engines From John Marston Limited had made some early experiments in adding engines to bicycles but they were unsuccessful, a man was killed. Following experimental products made in the late 1910s cars were built from 1918. A quite separate organisation located a mile away in Blakenhall and named Sunbeam Motor Car Company Limited was founded in 1919. However, suffering from a slump which hit car making, Marston was pushed into making motorcycles from onwards at the age of 76, for which there was a large and increasing market. Another Marston company product line started in 1920, with marine outboard engines first marketed as Marston Seagull, later known as British Seagull. In 1921, the consortium became part of Nobel Industries Limited. In this huge organization motorcycles were a small part. They were followed by two scooter models from 1922 to 1923. The cycle was re-designed so that the oil contained in the oilbath lubricated the bottom bracket, chain and rear hub, the only cycle so designed to date. The top model was the "Golden", with alloy wheel-rims, epicyclic two- and three-speed gears and real gold-leaf pin-striping. The "Royal" was of the same quality but had red lining and simpler equipment. These and other models were made alongside the motor cycles at "Sunbeamland", Pool Street, Wolverhampton until 1924 and subsequently, to the same designs, by AMC until 1925 and BSA until 1926. In 1926, a new model numbering system was introduced; Sunbeam Models 1 through 10. Other higher-numbered models were produced in later years. The majority had single-cylinder engines developing relatively low power, though winning the TT races often, the last time in 1927. A hallmark of all Marston Sunbeams was the superb quality and finish in black with gold-leaf pinstriping. S model motorcycles A mildly customised Sunbeam S7 motorcycle. All three were very expensive but with only modest performance which resulted in low sales. The inline engine made this technologically feasible flat-twin "boxer" engines on BMW motorcycles had already used shaft drives. The original S7 was produced from 1928 to 1930. In 1929, the sportier S8, with standard-sized wheels rather than the fat tyres of the S7, and BSA type front forks, was produced. The S7 design was improved and then sold as the S7 Deluxe. The original S7 was available only in black, whereas the standard colours for the S8 were "Polychromatic Grey" or black. The S7 Deluxe came in either "Mist Green" or black. Although the early S7 was not a good seller or mechanically very sound, it is the most sought after and commands a premium over the S7 Deluxe and the S8. When Sunbeam production came to an end, BSA sold the remaining stock of parts to Stewart Engineering, and this company is now the sole supplier of spares for post-war Sunbeam motorcycles. The Times, Friday, Mar 18, 1931; pg. The Times, Thursday, May 20, 1931; pg. Wolverhampton Museum of History. Further reading Champ, R. Haynes Publishing Group, Yeovil. The Book of the Sunbeam S7 and S8. Sir Isaac Pitman and Sons, Bath. Motorcycle Maintenance and Repair Series. External links Wikimedia Commons has media related to Sunbeam pedal cycles. Wikimedia Commons has media related to Sunbeam motorcycles.

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Chapter 5 : Elgar and his bicycles | National Trust

Robert Cordon Champ's 'The Sunbeam Motorcycle' from with its useful technical appendices and indispensable chronicle of technical improvements. Factory photos of machines in this and the complementary 'The Illustrated History of Sunbeam Bicycles and Motorcycles' from are invaluable.

Sunbeam Bicycles The company was founded by John Marston, a native of Ludlow, where his father had been Mayor of the borough and a Justice of the Peace. On leaving school in he came to Wolverhampton as an apprentice to Edward Perry, tin plate worker and japanner at Jeddo works. At the end of his apprenticeship in he purchased a japanning business at Bilston from Daniel Smith Lester. All kinds of domestic products were produced and the company became one of the two largest makers of black enamelled ware in the country. John was a keen cyclist and became interested in trying to improve the machines of the day. Around he constructed a rather crude and heavy bicycle with solid tyres. At the time, William Newill, the works foreman, built a much improved machine for his boss, with a special low frame because John Marston had short legs. The cycle had been finished in the usual japanning colours of black and gold leaf, and to the same high standard as Marston products of the time. John was so pleased with the cycle that he decided to manufacture them and gave William Newill a partnership in the new venture. Read about John Marston and the company. Another exhibit at the show that would soon become a prominent feature of all Sunbeam machines was J. The casing contained a small oil bath which lubricated the chain to reduce wear, kept it clean and improved power transmission. In May the company opened a London showroom and depot at 38 Holborn Viaduct and soon moved to larger premises at 51 Holborn Viaduct. William Travers, a famous bicycle racer was recruited as the London Agent and also acted as a consultant in future bicycle design. Gilbert, another bicycle racer became finishing shop foreman. This takes the form of an axle bracket, the upper shank of which is brazed into the foot of the seat pillar. Attached to this is a collar, forming a case carrying the eccentric flange, through the shoulder of which the axle passes. If the chain requires adjustment, the nut holding together the split lugs of the case is slackened, and the eccentric, by gripping the shoulder with a spanner, is turned forward or backward as desired. The total scope of the adjustment is equal to a link of the chain, so that if the chain becomes very slack, the eccentric can be turned back to enable a link to be removed; it can then be tightened up again. Stay rods from the rear axle run into the butterfly flanges shown at the foot; a single stay runs from a flange at the other side up to the neck of the backbone. This very handy means of adjustment does away with the uncertainty of adjusting both sides alike, and permits a fixed rear axle. The back frame forms a sort of triangle, the upper round fork tubes running into a sort of cap near the top of the taper seat pillar, the whole fitting being very neat. An Arab or other comfortable spring and saddle are fitted, and there is a good direct plunger brake acting on the pilot wheel. Instead of abrupt bends, the handlebar is brought back in a gradual curve. All the usual details are well carried out, and the Sunbeam deserves rank as a first-class machine at certainly a first-class price. Ball bearings are put to all parts; the square block pedals have adjustable cranks. Both wheels are 30in. The lines of framework very much resemble those of the noted Demon Racer. The seat-pillar is stayed by slanting tubes from top and bottom direct to the centres, thus relieving the backbone of any strain. Adjustment is made by the usual rear fork slot. As in the stronger pattern, it has 30in. A light and pretty machine. A slight help is given to the steerer by a couple of flat steel springs, fixed to the front pillar, and acting against a stud below the backbone. Although not a strong spring, like the old automatic steerers, the guides are sufficient to keep the wheel straight, an assistance to novices. There is also a stronger Sunbeam, at the same price, for gentlemen. Their lightweight road racer weighed only 16 lbs, and the Light Roadster weighed 29 lbs. Also on display was the spring frame Sunbeam, an anti-vibration model. Unfortunately the idea did not prove to be successful due to the launch of J. William Newill also had the idea of making the gear case fill a gap in the frame. The rear offside lower chain-stay was removed and soldered into the inside of the chain case. In the business was incorporated under the Companies Act as John Marston Limited, and in the

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following year three more depots were opened. The Royal Sunbeam was introduced in black, olive green, dark cherry, or dark navy blue. A new rim with staggered spoking also appeared as did a head-lock, and for the first time a Sunbeam spanner was supplied free with every bicycle, along with a new design of oil can except with the Sunbeam Special Also in John Marston patented a method of filling and emptying the gear case without spilling oil. Some Sunbeam models from An advert from A new seat pillar was fitted to the Royal Sunbeams that allowed more adjustment and a more comfortable ride, and 3 spanners were supplied free of charge with each bicycle. Courtesy of Jim Boulton. Sales rocketed and by there was an urgent need for expansion, particularly in the manufacture of components such as pedals. This resulted in the setting up of the Villiers Cycle Components Company to make them.

Chapter 6 : Sunbeam Bicycles

* Robert Cordon Champ, , 'The Sunbeam Motorcycle'. Haynes Publishing. * Robert Cordon Champ, , 'The Illustrated History of Sunbeam Bicycles and Motorcycles'.

Chapter 7 : calendrierdelascience.com:Customer reviews: The Illustrated History of the Sunbeam Bicycles

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Chapter 8 : Sunbeam Cycles | Revolv

The largely pictorial collection of great bikes from Sunbeam history illustrated how a great name like many others in the British bike world could have gone further but for lack of vision and/or innovation.

Chapter 9 : Sunbeam Cycles - Wikipedia

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