

Free to Sunbeam MCC members

"Always Ahead"



Club News

Issue 843

April - May 2010



Reg Light's 1914 349cc Ixion and Chris Elms' 1914 New Imperial JAP.

A club welcoming members with any make of machine and catering for
Veteran (pre-1915), Vintage (1915-1930), Post Vintage (1931-1940)
and Sporting Trials (pre-1965 and Modern bikes)

<http://www.sunbeam-mcc.co.uk>

AGM Photographs



Members at the AGM



John Buckingham receiving the John Olley Trophy

Peter Donaldson receiving the President's Cup

Barbara McGill receiving the Len & Marjorie Savage Ladies Award



More Members at the AGM

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

President

59 Beechwood Road, Sanderstead,
Surrey CR2 0AE

Chairman

18 Chieveley Drive, Tunbridge Wells,
Kent TN2 5HQ

Secretary

13 Victoria Road, Horley,
Surrey RH6 9BN

Trials Secretary

The Cedars,
Little Billington, Beds.LU7 9BS

Treasurer

Riddlesdell, Netherfield Hill,
Battle, E Sussex TN33 0LH

Membership Secretary

28 Lesney Park Road, Erith,
Kent DA8 3DG

Pinhard Prize Officer

96 Fairdene Road, Coulsdon,
Surrey CR5 1RF

Pioneer Registrar

46 High Road, Wilmington,
Kent DA2 7BN

Committee Member

PO Box 85, New Romney,
Kent TN28 9BE

Committee Member

6 Forest Place, Waldron, nr. Heathfield
East Sussex TN21 0TG

Committee Member

2 Mee Cottages, Green Lane, Old Netley,
Southampton, Hants SO31 8EY

Club Archivist

18 Chieveley Drive, Tunbridge Wells,
Kent TN2 5HQ

Webmaster

Editor

14, Joydens Wood Road, Bexley,
Kent DA5 2HR

Vice Presidents

Lord Montagu of Beaulieu, P Donaldson, I D McGill

Mrs M Ayers

Tel: 020 8657 4671

Baz Staple

Tel: 01892 535671
jennybaz.staple@gmail.com

Ian McGill

Tel: 01293 771446
acsociable@tiscali.co.uk

Chris Mawer

Tel: 07710 211913
christopher.mawer@tiscali.co.uk

Roy Plummer

Tel: 01424 772598

Peter Donaldson

Tel: 01322 332087

Tony Lloyd

Tel: 01737 555413
aj.lloyd@blueyonder.co.uk

John Waghorn

Tel: 01322 224605

Mrs Julie Diplock

Tel: 01797 344277
juliediplock@hotmail.com

Chris Pile

Tel: 01892 535671
Christopher.pile@sky.com

Neil Sinclair

Tel: 07885660939

Baz Staple

Tel: 01892 535671
jennybaz.staple@gmail.com

Ian Cockshull

ian@cockshull.co.uk

Dr John Hodson

Tel: 01322 524567
johnh587@googlemail.com

Sunbeam Motor Cycle Club Ltd

Registered in England No. 3011502

Registered Office: ETM Consulting Limited, The Old Stables, Hendl Farm, Groombridge, East Sussex, TN3 9NU

Web: www.sunbeam-mcc.co.uk

Email: clubnews@sunbeam-mcc.co.uk

All makes catered for. Veteran (pre-1915), Vintage (1915-1930) and Sporting Trials (pre-1965 and modern)

EDITORIAL

Sunbeam Club News
Issue 843
April - May 2010

© The Sunbeam Motor Cycle Club reserve copyright for all matters published in the Sunbeam Club News
The views expressed by contributors are not necessarily those of the editor or the club.

I hope that you like the new format of the Sunbeam News. Although we have many colour photographs for this the "Pioneer" edition, in future issues it is likely that only the front and back covers will be in colour. I have also changed the layout to make more efficient use of the space available and to ensure that the "colour" pages are available for photographs rather than text.

You might notice that the "Smalls" section for private adverts contains only three items in this issue. This is because I didn't receive any more! As I have found out for myself, Sunbeam Smalls can be a useful route for obtaining rare spare parts. Whilst other publications have more readers, by advertising in our Club News your "Wanted" or "For Sale" advertisements are targeted at a readership more likely to have what you want or to want what you have.

Julie Diplock and Chris Pile have joined the Management Committee we wish them both all the best in this new role. Bill Brown and Guy Haffenden have stepped down from the Management Committee. Thanks are due to them for the valuable contribution they have made to the running of the club over many years.

Our first major event of the year, the Pioneer Run, was a great success, see reports elsewhere in this News. Let us hope that all our events this year are so successful.

With Best Wishes,

John

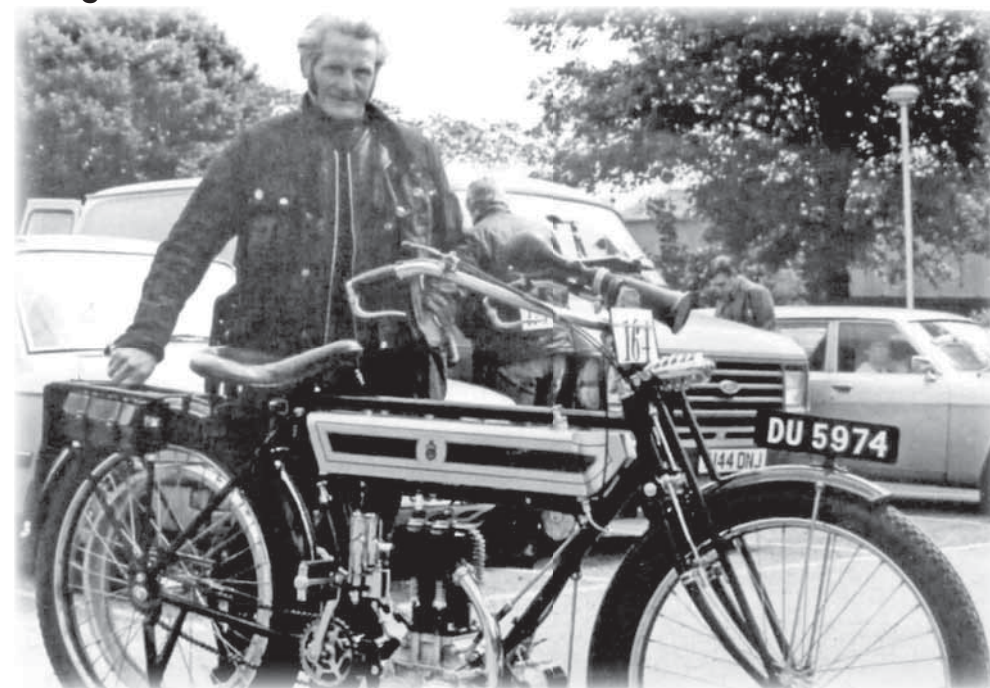
Contents

AGM Photographs	2	Pioneer Photographs	16
Doug Jenner	5	The Southern Experts Trial	18
Letters	6	Report of the AGM	21
Club Nights	9	The Ward Motorcycle	22
An Unprecedented Gift	11	Off The Saddle	23
Pioneer Run 1961	12	Garden of England Run	27
Pioneer Run 1938	12	New Members	27
Pioneer Run 1938	12	Members Advertisements	27
Graham Walker Run	14	Trials Secretary's Notes	29
Club Archive	14	Events Calendar	30
Pioneer Report 2010	14	Pioneer Awards Photographs	31

Copy date 10th of the month preceding publication

Doug Jenner 1927-2010

Ted Finch and Bill Pile



Doug was immersed in mechanical things from very early in his life, his father dealt in vehicles of all sorts from his place in Punnetts Town.

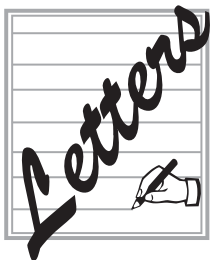
Doug was competitive from his late teens riding on OK Supremes and grass track including Brands Hatch and the SE Centre.

He opened a small business servicing and selling bikes at Rushlake Green before moving to the very large dealership owned by John Groombridge at Cross in Hand, Heathfield. Doug was workshop manager, involved with British, Continental and Japanese machines during the 60s, 70s, 80s and 90s. Doug joined the Sunbeam club in 1982 and then rode early machines in the Pioneer Run and Graham Walker Run and various other Sunbeam events as well as those organised by the VMCC. Doug was President of the East Sussex section of that club. Doug reconditioned many bikes to a high standard and was a source of inspiration to those of us flagging with our own machines. His cache of spares collected over the years, was willingly made available to those in desperate need. The reliability of his restored machines was legendary. His skills resulted in numerous awards including several for the Horse Power Team in the Pioneer Run.

His wife Betty, who was also a long standing member of the Sunbeam Club, predeceased Doug in late 2009.

Doug's cortège was the now well known motorcycle combination accompanied, despite the adverse weather, by a few stalwarts on solo motorcycles and many others were assembled at Eastbourne Crematorium on the 8th of February.

We, in this area of East Sussex, will miss Doug considerably and we send our sincere condolences to daughter Linda and her children Simon and Beccie.



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: The Ixion Run?

At last the SMCC has come to a conclusion over a practice it is exercising already. There is never one simple answer to complex questions, the question of the SMCC's falling prominence amongst premier motor cycle clubs is not down to just one aspect.

Veteran and vintage motorcycles do not multiply naturally and I suspect that with the help of the recession and ever increasing auction prices many machines are disappearing into centrally heated vaults as investments for the future. Such owners are not likely to be active members of clubs like ours, time moves on but 1930 stays exactly where we left it, the post vintage movement potentially has a whole bunch of girder forked machine riders that can be welcomed into our field. They may even buy V&V machines to ride on once they see what fun they are, packed with interest and history.

After last year's AGM I rashly offered to set up a new event for PV machines if the vote went that way, I have to say the drawn out conclusion was putting me off the idea, then the Bexhill Observer came to the rescue by announcing the town's first "Blue Plaque", with a plaque celebrating Logie Baird and could readers name any other likely recipients. The parish church of St Barnabas nearly burned down a while back and I went round to photograph the board with a list of its incumbents before they pulled it down. Second in the list is Canon Basil Henry Davies BA or Ixion as he was known to readers of The Motor Cycle, he was vicar of St Barnabas from 1926 -1940. The current vicar is now in charge of the church's renovation and is keen for any money raising events from his church so we are hoping to have a static vintage motor cycle show with the support of local club sections to celebrate the work of Ixion and earn him a "Blue Plaque" and the church some money.

The bonus for me is the coincidental dates of Ixion's incumbency, the last year of 1940 falls very handily into the SMCC's post vintage limit of girder forked motor cycles pre-1940. If the initial event is a success it would be good to make it annual with a bike run from Bexhill for eligible machines produced before that date.

Two stones with one bird you might say. I look forward to being able to keeping readership informed of any progress we might be making. If you are local and would like to support me I would welcome your involvement.

Dave Masters - 01424 211873

.....

Re Dating Committees

Dear John

Club members may have seen the letters and articles in recent issues of "The Automobile" regarding the dismissal of the highly regarded Veteran Car Club Dating Panel and its replacement with a Dating Advisory Committee. This change seems to be causing some concern, in

particular regarding eligibility of cars to participate in certain VCC events and because the fee has risen from £125 to up to £500.

We should be thankful for the Sunbeam MCC Pioneer Dating Committee and the Pioneer Register and grateful for all the hard work that John Waghorn and the Committee do for our Pioneer movement.

Regards,
Howard German

.....

Re: A Burgeoning Business in Bolney

Dear John,

Members who reside in Sussex or neighbouring counties may be interested in a specialist motorcycle garage that understand the vagaries of veteran, vintage and 'classic' machines (as well as 'moderns'). 'The Motorcycle Workshop' is situated on the former A23 (now by-passed) at London Road, Bolney, West Sussex, RH17 5PY (01444 882688 www.themotorcycleworkshop.co.uk) and headed up by an enthusiastic family team.

I have used the services of the cheerful Tony Masters for several years now, ever since I discovered that Verralls of Handcross take their 'oldies' there for MOT tests and indeed mechanical work if Ian Hatton has too much on.

Tony and Jeanette Masters run the spacious business on the now quiet London Road, Bolney just a few hundred metres/yards (take your pick!) south of the famous 'Bolney Stage' hostelry, which many will remember as a well known watering hole on the way to Brighton; it still thrives and welcomes patrons as before.

'The Guv'nor' Tony Masters is a time served intuitive mechanic who seems to be able to diagnose faults rapidly and start the most recalcitrant machines, as I have witnessed. He can tackle anything from a carburettor overhaul to complete engine/bike re-builds. They have full MOT facilities and a well equipped workshop, plus an integral machine shop ably run by enthusiastic son Rob, a trained machinist, with lathes, milling machine, surface grinder etc. 'One off' machined items can be made or repetition work undertaken and samples of Rob's work are on view in the office.

During MOT tests you are not kept at arms length during inspections as some places insist. Parking at the premises is an absolute doddle on the traffic free 'Old Brighton Road' as I like to call it. Because of their welcoming attitude I have been in the habit of putting a veteran or vintage bike on the trailer and running down to Bolney and for me the fact that Verralls is just up the road is an added attraction ('two birds with one stone' etc.) Often I've left my bike for testing or for evaluation while I (or often Chris and I) wander up the road to the Bolney Stage for lunch.

The 'Motorcycle Workshop' has a clubby atmosphere (like Verralls) with people popping in and out and Tony and Jeanette host the now well known charitable December 'Toy Run'. This is held on the first Sunday and the garage is the focal point for an entertaining gathering of bikes of all ages prior to the 'Toy Run'. The garage is then thrown open for coffee, tea and biscuits (small donation to charity) to all comers, not just competitors. There is interestingly, an equestrian shop adjacent so if you wanted to stock up on leather treatment for your Brooks saddle or leather toolboxes its right next door.

Tony and Jeanette offer discounts to Sunbeam members on MOT tests for older machines and the older the bike the cheaper the fee. 'The Motorcycle Workshop' is also open for MOT

tests on Saturdays (all day) and Sunday mornings and there is normally a range of second-hand machines for sale parked outside. For those with a computer, just type in 'Motorcycle Workshop Bolney' and you'll come up with lots more detail.

Geoff Morris

.....
Re Pioneer Run

Dear John,

Through the Club News would you please pass on a very big thank you to Ian McGill and his team for an absolutely superb Pioneer Run. The organisation was spot on with so many helpers at many places on route to see us safely on our way. This year not only did Ian order the good weather yet again but also road traffic was the lightest I've ever seen on previous runs.

I had a trouble free run, John Buckingham our number two in the Horsepower Team did much the same. But our third team man Cyril May had problems right from the start. After about two miles his 1904 Humber refused to go on. Cyril and his helpers spent over two hours making various adjustments until they came across a very obscure but easy to fix ignition problem. Once fixed they had a very good run in very light traffic arriving at the sea front at 15.10hrs just as everyone was shutting up shop. Cyril was able to sign off, collect his medalion and a photo. Very well done Cyril.

Now for a couple of questions for Ian, could he please tell me through Club News how many non-starters there were this year and also how many did not get to Brighton [Note: see Ian's Pioneer Report]. There seemed to be more riders this year by the side of the road making "adjustments" and I did see two almost to Brighton being loaded into vans. What a shame to get so far.

To finish on another thank you, I think this year's Pioneer Programme was one of the best, a real collector's item.

Best Regards to all Sunbeamers,

Richard Mummery

PS One other Question Ian, how is the Newcomers Award Chosen?

Steam & Cream at the Bluebell Railway

Baz Staple

The Chiddingly club night crowd have previously enjoyed a trip on the Bluebell Railway for a cream tea, Bluebell call it "Steam & Cream". Our President Marjorie suggested the last time we did it that we should advertise it in future in the magazine, so here goes.

Spike Holman is arranging a ride out on Friday 3rd September, before assembling at Sheffield Park Station for the 3.00pm steam departure. As before, bikes can be parked in the more private staff car park, although those arriving by car should use the normal visitors' car park. Spike will advise more details, timing and costs later, although you can advise him of your interest at St Michaels, Little London Road, Cross in Hand, Heathfield, TN21 OCT.

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.

Club Nights at Chiddingly Future Dates

April 1st Dave Pittuck talking on engine flywheel balancing

May 6th Bill Cakebread talk and tales on his apprenticeship at Associated Motor Cycles in the 1950's during which the AJS porcupine was developed.

June 3rd Steve Whymark leads a club run to the Roebuck, Wych Cross with a new route. Leave Six Bells, 7.30pm

July 1st Member Karl Foulkes Halbard invites us to a second evening of karting at his dedicated track at Filching Manor. Special Sunbeam costs of £10 per head (normally £15) for two 15 minute sessions. Previous meeting great success with individual computer printouts of race times. Arrive Filching Manor 7.30pm

August 5th The ever popular Fish & Chip run to Trawlers, Seaford. Leave Six Bells 7.30pm

September 2nd Dennis Bates and Eric Cadby will give a talk on the old Sunbeam Sprints at Ramsgate with slides of some famous sprinters

Club Nights at London Colney

The Scott Owners Club has invited Sunbeam Club members to their social meetings. The meetings are held on the second Tuesday of each month and start at 8pm. The venue is The Broadlakes Lodge Social Club Ltd, Shenley Lane, London Colney, AL2 1DG and is just south of St Albans on the B5378 (Shenley Lane) half a mile north of the junction with the B556. All Sunbeam Club members are welcome to join them.

Club Night Reports

Baz Staple

March Club Night

Our programmed talk by Footman James Insurance had to be cancelled because Martyn Raybould collapsed just prior to it and ended up in hospital. Bill Pile stepped in with what he called an "easy" quiz for motorcyclists, and another "easy" one for the ladies. Well it may have been easy for you Bill but it certainly provided much jocularly with some alternative proffered answers. Thanks Bill – a good night!

An Unprecedented Gift

Geoff Morris

Many Veteran and Vintage people within the club may have known that our much missed past President and Chairman the late Lt Col 'Tiny' Ayers had a considerable library amassed over many years. Its volumes covered a huge range of subjects reflecting Tiny's interests in many disciplines such as clocks, engineering, military, geographic, fine arts and last but not least motoring and motorcycles.

At the core of the motorcycle section was an unparalleled collection of motorcycle sales catalogues dating from 1900 and covering the all important veteran and vintage period and beyond to the 1930's and post war. There are also handbooks, spare parts lists and accessory manufacturer's sales information. There is hardly a make not covered by this massive 'A.B.C. to Zenith' archive.

For many years Tiny, and latterly Marjorie, liberally allowed the Dating Committee free range access to these irreplaceable items and many a veteran machine has been authenticated accurately because of this facility.

Towards the latter end of last year Marjorie decided to present Tiny's entire collection of catalogues to the Club for the continued use of the Dating Committee. This truly amazing and comprehensive gift will ensure that the Club will have access to what must be one of the finest resources in private hands today. Currently the collection is housed very adequately in its original four drawer filing cabinet and such is the number of catalogues that they only just fit in (with a push!) – each make having its own file of catalogues. There are probably well over 1000 manufacturers' sales catalogues ranging from single sheet affairs to booklets of 40 pages or more for some of the bigger marques. All are in sound condition with some incredibly rare examples of the smaller companies' literature.

A working party of four 'set to' last year to manhandle the substantial cabinet and separated contents down two flights of stairs and on a practical level our thanks are due to Brian Southam whose strength was appreciated! Not only that, but Brian also provided the transport for the removal.

But it is to Marjorie Ayers whom the Committee and the Club wish to thank profusely for this most thoughtful and generous gift. I think Tiny would have delighted in the fact that his precious collection built up over years is being kept intact and put to such a useful purpose.

A Reminder for Club Members Intending to Visit the Isle of Man

From 1st April 2010, the following agreement will be in place between the Isle of Man and UK Governments:

Except for immediately necessary and emergency treatment which does not require admission to hospital, visitors to the Isle of Man (including UK residents) who require treatment will be expected to pay for it. It is therefore strongly recommended that all visitors to the Isle of Man ensure that they have appropriate insurance in place which will cover any treatment costs and repatriation to the UK by air ambulance if that should prove necessary.



Footman James
Insurance specialists. At your service.
0844 826 4547
www.footmanjames.co.uk

Policies include as standard:

- ✓ Discounts for Club Members
- ✓ Motor Legal Expenses
- ✓ 24 hour Breakdown Recovery (UK and European)
- ✓ Personal Accident to include Road Rage & Bikejacking
- ✓ Agreed Value, Limited Mileage and Multi-Vehicle options are also available.

Whatever your pride and joy, rest assured, we'll get you covered.

The enthusiasts' favourite for over twenty five years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange our best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted our best policy.

Talk to us soon.

Footman James
Insurance specialists. At your service.

Quoteline: **0844 826 4547** www.footmanjames.co.uk

We're at your service!

Footman James is a trading name of Aon Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. FP 5352.01.09

COMPETITIVE RATES on modern car, motorcycle, home and contents insurance

It's Pioneer Run Time Again

John Buckingham

The photograph below was taken at the start of the 1961 25th Silver Jubilee Anniversary Run, when the start was at Tattenham Corner Railway Station Yard.



In the picture left to right: Don Howlett 1914 Triumph, Dennis Harman and Graham Beamish 1914 Zenith. Don Howlett worked for Comerfords at Thames Ditton, Nr Kingston. The two motorcycles came from the Comerford collection. Don was an expert trials rider; he rode for Greeves in the ISDT. Graham was works supported in grass track, motocross and the ISDT. Dennis worked for Graham at his motorcycle shop on the south coast road at

Fishers Gate overlooking Shoreham harbour; he was the agent for BSA, Greeves, AJS and Norman motorcycles.

KT 1329, the Triumph, has been ridden for the last few years by John Summer of Woking, LO3560, the Zenith, was last out in 1991 and ridden by Paul Bullock of Westerham.

The Pioneer Run

From The Sunbeam Club News April 1938

Time runs on, and so does the Pioneer Run, now quite a veteran event in the motor cycling calendar: the interest shewn in the register scheme seems to show that we may expect a good entry once again.

The start is from Tattenham Corner at 10 a.m., the route will be the same as last year-i.e. Brighton Road via Reigate Hill, Povey Cross, Handcross, Balcombe, then right up on to the downs and up to the Devils' Dyke.

Entries go to J.F.S. Polden and must reach him by Wednesday, 13th April; if you want insurance please see that your entry reaches him in good time.

Offers to help "Pin" who is arranging for programmes and the like: a number of sellers of the latter will be wanted, perhaps some of our Gatwick helpers could come along.

A former member - W.H. Lucas has a 1908 Rex which he rode in 1931. He will give it to any member interested. His address is 81, Oak Street Abingdon.

H.K.G Gorland of 20, John's Walk, Lower Warlingham, has a 1913 Triumph for sale; A Fuchs, of 21, Bewlys Road, SE27, has a 1914 Rover for sale. Please apply direct.

NEED A FERRY CROSSING TO EUROPE

Contact Julie at Sport Travel Solutions

We guarantee an Excellent Service and Competitive Fares

with all of the Ferry Operators Including P&O Ferries

Telephone: +44 1670 762134

Email: juliewarnes@aol.com

Website: www.sporttravelsolutions.net

SPECIAL FARES FOR
SUNBEAM MEMBERS



MAIL SPARES

We sell British motorcycles
1900 to 1980

We need to buy these machines
- single items in large collections.
Any condition.

Also spares and associated items.
such as lights, signs, catalogues etc

Phone for a confidential discussion.



Ron Farthing
The Old Barn, Curload, Stoke St. Gregory
Taunton, Somerset, TA3 6BJ
Telephone: 01823 491443

Graham Walker Memorial Run Sunday 8th August 2010 At The National Motor Museum, Beaulieu, Hampshire

Ian McGill

Very many thanks to Frank Snell of the Southampton & District MCC and Clerk of the Course for this event, three new routes have been mapped out which will stop the necessity of riding through Lyndhurst, and hopefully keeping the riders on a route away from the trotting races that have clashed with this event for the past few years.

There will be a separate route of 24 miles for veterans. A separate 30 mile route for vintage machines and a long route possibly 45+ miles for vintage and the PV machines, which are being invited as a one year trial. All will be of the rider's choice.

All mileages need to be confirmed, and route cards will be issued, together with the usual excellent band of road marshal's from the Southampton & Dist: MCC.

What I don't wish to do is deplete the veteran entry numbers, by including PV machines, so watch this space.

All past entrants for the last three years will receive entry forms from early June.

Club Archive

Baz Staple

We have recently been fortunate to receive old copies of the Pioneer programmes from Marjorie Ayers and Michael Ryan which almost completes a set from 1930 to current. There is only 1 copy missing, 1938, but we are of course most grateful to both of these donors for the valuable additions. With reference to the missing 1938 programme - if anyone can provide information to bring about the capture of this rare and elusive programme, the club will be more than grateful.

Apart from the Pioneer programmes Michael Ryan has also forwarded a number of early programmes of the Southern Trial and the Southern Experts Trial, plus a Point to Point programme. Additionally Michael has donated some 20 photographs, mostly to do with the Pioneer run from the very early days of the event, including pictures of Fred Pinhard and Graham Walker.

Michael's father, Harold, was the Pioneer Registrar for a number of years and we've also gratefully received his file of correspondence to do with the Register covering 1940-1947.

So many thanks to Marjorie and Michael in handing over these important documents to boost our growing archive.

2010 Pioneer® Run Report

Ian McGill

What super weather we were once again blessed with for this year's Pioneer Run®, it was even reasonably warm at 5.40am on Epsom Downs, and thanks to the volunteers that said they would help set up the start area, all was ready for the Mayor of Epsom & Ewell, Councillor Jan Mason to send to riders on their way, shaking hands, and a cheery wave to all, they set off on their journey to Brighton.

Handcross was probably the first stop for most, with a cup of coffee at Maureen Green's house or the usual 'must' stop at Verralls emporium to see what goodies were on offer.

Most of you will know by now that Leonardslee Gardens have been sold, so this is almost sure to be our last visit to this well know coffee stop, and we thank the Loder family most sincerely for looking after our riders so well over what must be nearly twenty years.

Arriving at Madeira Drive, Brighton the riders were meet by our enthusiastic and very

knowledgeable commentator, Ian Young, what he does not know about the riders and their machines is not worth knowing.

This year was the first outing of our new gazebo, which acted as a signing off point and a sales pitch for regalia, this gazebo will be available for use at other events and for publicity.

Our event was also graced by a visit from the Chairman of the ACU Mr Jim Parker, usually known as a road race fan, but was well impressed with our veteran event.

At 2.00pm the Mayor of the City of Brighton & Hove Councillor Ann Norman arrived, together with the Mayor of Epsom to present the awards, which included a 40 year award to stalwart riders Tom Breen and Chris Booth who with wife Marion were also celebrating their 40th Wedding anniversary, it is interesting to know that Chris & Marion came back early from their honeymoon to take part in the Pioneer Run.

My thanks to all the volunteers who gladly gave their time to help on the day, as I said at Brighton, I can do the admin, but without help on the day, things would be impossible.

Out of 369 entries, 314 started, 287 arrived at Brighton and 27 didn't finish due to breakdowns.

I have put a bid in to Brighton Events Office to hold the 73rd event on March 20th 2011, thus avoiding Mother's Day, which I am sure some will be glad about.

Sincere thanks to all our sponsors and programme advertisers, without whom the entry fee would be a lot higher!

Pioneer Run Award Winners

Lt Col "Tiny Ayres" Memorial Trophy

Winner - Brian Barber - 1905 Charter Lea - total years 185
1st Runner Up - Colin Groves - 1905 Rexette - total years 184
2nd Runner Up - David Dickerson - 1903 Phoenix - total years 180

Laurie Fenton Memorial Trophy

Winner - Mat Roberts - 1898 Marot-Gardon - total years difference 91
1st Runner Up - Nicola Clark - 1902 Dreadnought - total years difference 80
2nd Runner Up - Nicholas Ingram - 1914 Triumph - total years difference 73

Ladies Award with Replica Sue Harris - 1914 Royal Enfield

Bob Currie Memorial Trophy Colin Borley - 1910 Douglas

Classic Motor Cycle Trophy Louise Wood - 1914 James

Dutch Horsepower Team Trophy

APMC Team - David Dickerson - 1903 Phoenix, Colin Groves - 1905 Rexette
Jim Hammant - 1910 Triumph. Total 539 years.

German VTVG Trophy Martin Schenker - 1914 Sunbeam

Brian Verrall Memorial Trophy Michael May - 1912 Singer Sidecar

Ray Newton Memorial Trophy Heinz Kindler - 1910 Wanderer

Certificates for Completing 40 Runs Chris Booth and Tom Breen

Long Service Certificate for Programme Distribution and Selling for over 35 Years
Peter Donaldson



Photographs by the Editor

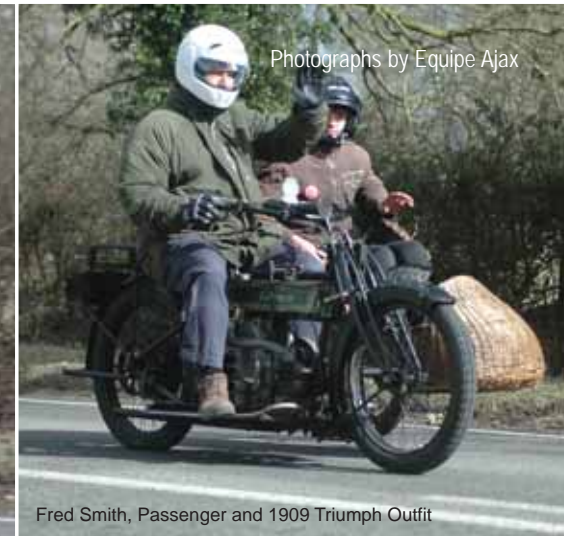
The Start at Epsom



1903 211cc Calvert



David Noakes and 1906 FN



Photographs by Equipe Ajax

Fred Smith, Passenger and 1909 Triumph Outfit



1913 3.5 hp Premier
Being given some attention before the start



1906 500cc Peugeot



Andy Brown and 1902 Clement Garrard



Jonathan Beweley and 1909 Triumph



1902 273cc Holcroft



1914 269cc Wolf



Bernard Holmes and 1914 Matchless Outfit



John Rhodes, Passenger and 1912 Williamson

The Southern Experts Trial – What is it?

Peter Donaldson

The Sunbeam MCC has run the Southern Experts Trial annually since 1931 except for the war years and certain unavoidable situations where land conditions thwarted the event. I was involved in the last of those, which was the year 2000 where at Tilgate Forest near Crawley in Sussex, very heavy rain in the previous 24 hours flooded the car-parking area to an unusable position. We successfully ran the next year's event there. The Southern Experts Trial of 6th December 2009 was the 68th one we have run.

The event is open to people who live in the area of the Southern Half of England and the Southern half of Wales. There is another event called The Northern Experts Trial and caters for those living in the northern half of the two countries.

For about the first half of the Trial's existence, the Sunbeam Club ran the event completely. Then as our Trials side became less numerous and also local areas became more independent we turned to running the event on a shared basis. Thus these days we are the moving force, we find another Club within the area open to the event and we supply impetus, the funding, the secretarial side including permit, insurance, awards, programmes and advice. Our partner Club supplies the ground to run the Trial, the design and presentation of the course plus most of the Marshals necessary to run the Event. (Sometimes they invite another Club to help them, as happened in 2009). Both the Sunbeam Club and the Partner Club share the publicity of this important Event in the ACU National Calendar. After all costs have been met by the Sunbeam Club we ensure that the partner Club gets at least a £50 profit. However if there is a profit and that exceeds £100 then the profit is shared on a 50/50 basis. In the past, around the last 30 years of running this event, it has often lost money for our Club but in very recent years, including 2009, there has been a profit for us.

The problem of why the event has lost money has lain in small entry figures. The Trial is intended for the top riders, and since the demise of the numerous British Motorcycle Factories and their Trials Teams, then only a limited number of private individuals have wished to ride in an event that is known to be difficult almost to the extreme. Riders know who are the tops and unless they feel they have a hope of displacing such a person then they are less likely to drive a long distance to compete.

Until recently there was a sidecar class running alongside the Solo Class but with the modern solo machine and rider capable of incredible performances then running side by side has become more problematical. Often the land used does not easily lend itself to catering for the 3 wheelers. This means supplying an entirely different course and needing double the number of marshals for laying out the course and observing the sections. The marshal situation has further been exacerbated by using the punch card system for scoring rather than the time honoured observers marking card. Reason for the punch card is that each competitor carries a punch card round which is marked at each section and the competitor knows what scoring they receive at each section, and hand it in to the results team at the end of each lap. A new one being issued for the next lap. The Results team can build up the results position as the Trial proceeds. With a time limit for completion of the Course (normally 5 hours), we reckon and aim for completing the event results within 10 minutes of the last competitor finishing. Awards can be made and everyone plus the Press goes home knowing the full results of the day. With the Observer's Card, this is brought in to the Secretary of the Meeting by Observers who will have taken down route marking on their Section and staggered in through the Woodland. Those sheets are taken home and results computed and posted out to Competitors and other interested bodies a few days after the Event. But, punch cards need two marshals per section instead of one, one observing and the other punching the card as

he directs, otherwise the Event is slowed down significantly. Also a Results team of normally three working through the day

Ten or so years ago Alan Stone, our then industrious Trials Secretary, introduced a Class for Pre 65 machines that could use the same Start and Finish Section markers and an easier than modern Solo route to swell competitor numbers and hence income, but that has gone the same way of recent years as the sidecar class. Our current Trials Secretary, Chris Mawer, has introduced a new solo class known as Clubman Experts who are able to use the same start and finish cards on sections with an easier route.

Today we have three classes in our Southern Expert Trial. The Expert Class for adults over 18 years of age who are top class riders on machines of any capacity riding the difficult route. From these the Trial winner is found. A Class for Youth A who are 16 to 18 year's old, ride the same difficult route but on machines with a capacity of 125cc or less. (Don't confuse the idea of a 125cc machine with that ex Post Office Bantam that couldn't pull the skin off a rice pudding, which you learnt to ride on). The modern 125cc has instant power that you would have dreamt of eventually squeezing from a 500cc back in the '50s. It is light with fabulous suspension, gripping tyres and disc brakes. In fact back in 2003 our winner of the Southern Experts Trial in 2009 Alexz Wigg, then riding in the A Class lost least marks of the event, with Sam Haslam runner up in the 2003 Class A also ahead of the actual adult winner that year. Sam was 3rd in 2009). The new Clubman Expert Class on an easier route is intended for those riders who are normally found in the Expert Class winning first class awards in local Trials.

Who has won the Southern Expert Trial most often? The answer is a tie with 6 times each, Sammy Miller between 1960 and 1968, Graham Jarvis between 1992 and 2007. Runner up to that duo is Peter Stirland with 5 wins between 1954 and 1962.

Where has it been run? Well in a triangle from Devon to Dover and up to Northamptonshire. Bordon in Hampshire being most used at 5 times between 1952 and 1959 with runner up Dunsfold in Surrey 4 times between 1995 and 1999. Since the year 2000 we have run at Crawley (Sussex), Crewkerne (near the Devon border), Dover (Kent), Thrapston (Northamptonshire), Mere (Wiltshire), Dover (Kent), Stroud (Gloucestershire) and Mere (Wiltshire). Gives the would be competitor a real range of diverse riding conditions and distances from home.

New Conyboro Run

Sunday 30th May 2010

Six Bells Public House, Chiddingly, East Sussex, BN8 6HE.

Arrive 10.00am
Pre booked lunches available at the pub.

Details off the club website or

Phone Steve Marks on 01323-849199.

Past entrants will receive entry forms through the post.

VERRALLS

(Handcross) Ltd.

Specialists in
VETERAN - VINTAGE - CLASSIC
and
THOROUGHbred MOTORCYCLES



WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

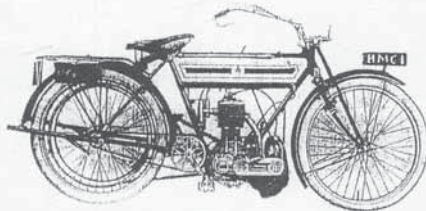
We always have on display a range of machines at our showrooms below:

**The Old Forge, Quicks Yard, High Street
Handcross, Nr. Haywards Heath, West Sussex, RH17 6BJ**

Telephone: 01444 400 678 Fax: 01444 401 111

Website: www.verralls.com

HINTON MOTORCYCLES



Triumph enthusiasts can supply handlebars, number plates, exhausts and much more for your flat tank Triumph. Also manufacture or repair to petrol tanks for flat tank machines. Phone Mike or Anne Lawson to discuss your needs or just to talk triumphs

01258 472262 evenings
Email to mikelawson@freuk.com

BEST FERRY DEALS



FOR COMPETITIVE RATES CONTACT:
NUTT TRAVEL on 0044 28 7035 1199
OR VISIT OUR WEBSITE:
www.NuttTravel.com

Report of the 2010 Annual General Meeting

Ian McGill

Due to the caretaker at Forman Institute forgetting that we had booked the hall, and despite the Secretary writing to remind her and also phoning twice on 27th February, we found that the venue was unavailable.

A hasty rush around the local area by Baz Staple and John Hodson found that the Peacock Lodge at New Chapel could accommodate us. Thankfully most members that attended had already arrived at the Forman Institute, so it was an easy process to move on to Peacock Lodge, however John Buckingham and Guy Haffenden volunteered to stay behind and direct late comers. Our grateful thanks are recorded to these four members for their help.

After all this excitement, the meeting started very surprisingly at only 20 minutes late, with our President Mrs Marjorie Ayers welcoming all members and then asking our Chairman Baz Staple to chair the meeting.

This was followed by the usual reports from committee members all of which were accepted by the usual show of hands from the floor.

As there were no proposals for new officers, the present ones agreed to stand for another year, we did however vote in a new member of the committee, Chris Pile was proposed by John Russell and seconded by Peter Donaldson, so we at last have more new young blood in the organisation team.

AGM awards were presented by Marjorie Ayers to the following persons:

President's Cup

Peter Donaldson.

John Olley Trophy

John Buckingham

John Neave Trophy

Ian Cockshull.

Len & Marjorie Savage ladies award

Barbara McGill

Pre '59 Trials award

Paul Casling

Twinshock Trials award

Neil Sinclair

Marjorie Ayers, Jenny Staple and Barbara McGill yet again came up trumps with the tea & cakes, and were thanked for same by the Chairman.

After a very pleasant afternoon the meeting was closed by the Chairman at 16.55 hrs many thanks to all whom attended, there were 49 attendees, with 38 apologies for absence.

Pioneer Run Photographs

Pioneer Run Photographs taken from four different locations are available from:

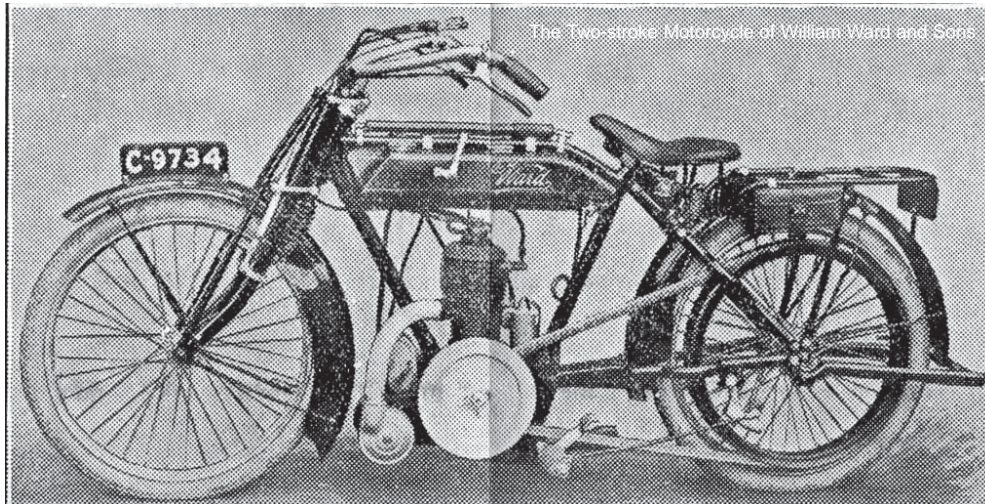
Equipe Ajax

Flat 9, Broadwater Boulevard, Rectory Gardens.
Worthing, West Sussex, BN14 8JF

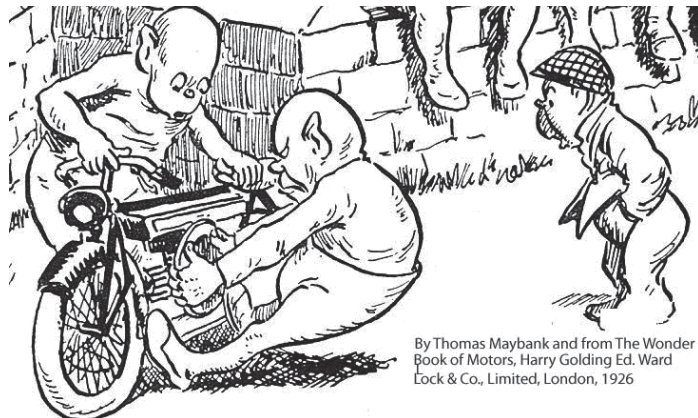
The photographs are on a 2 GB memory stick at the very reasonable price of £6 including p&p.

Obscure Makes - The Ward Two-Stroke Motor Cycle

William Ward and Sons traded as motor engineers from North Street, Wetherby, Yorkshire. Between the years 1915 and 1916, during World War 1, they produced a light weight motorcycle powered by a 293cc two-stroke engine. This appears to be the only motorcycle that Ward and Sons made and manufacture ceased when the Ministry of Munitions prohibited the production of non-military motorcycles in November 1916.



The engine was of 2¼ hp and of "remarkable power" a large silencer with extended exhaust pipe was fitted. A Senspray or AMAC carburettor provided the fuel and an EIC magneto produced the spark. Druid forks, Bowden front brakes, belt rim rear brake, armoured leather tool bags, Best & Lloyd semi-automatic oil pump and touring or semi TT handlebars were fitted. A Lycetts saddle, Clincher, Kempshall or Avon tyres, gold lined tank (1gallon oil, 1 quart oil), valenced mudguards, Lyco ¾ belt, 24" wheel plated rims and plated foot rests with rubber pads completed the specification. Accessories provided included a pump and tool kit and the bike was finished in brilliant black with the usual plated parts. The fixed gear model cost £26-10s-0d and a two speed countershaft gear model cost an extra £6-6s-0d.



Off the Saddle

Peter Donaldson

After the longest and most unpleasant winter for many a year, we ran the Sunbeam Pioneer Run last Sunday in the most pleasant weather I recall. There was sun and warmth at both start and finish and the riders had nice conditions to ride down from Epsom to Brighton. Everyone seemed very happy with a first class event. At the end, as usual, we had the prize giving and sadly quite a number of recipients had left. We had Jim Parker, chairman of the ACU as the Club guest, chaperoned by our Trials Secretary, Chris Mawer. Chris reported how impressed Jim was at the enjoyment riders showed both of their achievements and ancient machines, plus the first class organization of the event. It was his first visit to the Pioneer Run, the only adverse comment he made was that such a well organized prize giving with the Mayors from both Epsom and Brighton that so many riders who were in line for an award had not bothered to stay. You could have knocked me over with a feather when I found myself awarded a brilliant framed certificate printed out on the background form used for the 'bike dating certificates, and praising me for 35 years of work on for the Pioneer Run. One day perhaps I will get to ride in the event!

The weather caused our January Club Night to be cancelled and the ACU South East Centre AGM to be postponed for a month. When we did have that AGM, at the Foreman Centre at Blindley Heath, Chris Mawer and I both went. Chris got there early and found that we had been given a small room for about 10 people where we often have our Sunbeam Committee Meetings. But we were expecting 50 or so people, and though it was not his direct problem, luckily for all he sorted it out and got us into the main hall which the staff had to clear. However, what happened at the same location when we ran our own AGM several weeks later was far worse with no staff in attendance and some 60 odd of us swanning around in the car park locked out. Some very quick action by Baz Staple and John Hodson got us into cheaper and better accommodation over a restaurant down the road.

Back to the SE Centre AGM, We expected to hear that there was a financial loss greater than the previous year. But no, it transpired all was well and a reasonable surplus had been gained through more profit from more riders in events and better sales to competitors of the expensive electronic transponder system for lap scoring at motocross events, which the Centre had purchased as a job lot. We voted through a £25,000 loan to the Sidcup Club to help pay for the building of safe accommodation for equipment to be kept at Canada Heights by the Sidcup Club, for maintenance and improvements of the 60 odd acre site and its facilities. The loan to be repaid over 10 years at some twice the interest amount the Centre can gain from that money invested in financial institutions, but half what would be paid by the Club to a high street bank. I queried whether or not we, the Centre, should be making a profit out of one of us, ie a Centre Club. That fell on deaf ears but still leaves me a trifle uneasy. All the same officers were voted into the positions which run the Centre. Long term this must be addressed and younger blood brought in, but with no volunteers, from where? There were no points to be raised on behalf of our Club or any items affecting us.

On Sunday 17th January I did my annual stint of "observing" at the Sidcup 60 Trial run at Canada Heights. When I see what the good Centre riders of today on the latest machinery tackle it makes me despondent. I have been a good Centre rider years ago and have won awards in the Sidcup 60 Trial many years ago. But, I cannot envisage even a younger me being capable of safely tackling even on a modern machine the standard of section ridden in events such as the '60' of today, this bordering on trick riding and not Trials riding as I know and love! As usual there were no Sunbeam riders in this tough event. The Trial was sponsored by Freestyle Off Road Centre for all off road machinery and clothing at Mark Cross, Sussex.

They supplied the refreshments for the observers and in the pack was a very nice letter praising us for doing such a necessary job for Trials and a woollen hat. I had never worn one before and found it warmer than the cap I usually wear. At lunch time round came a Quad with some of the best soup I have ever experienced. Thank you Freestyle.

A week on I rode in what was this year a very good Talmag Trial. I had nearly not ridden after the fiasco of the running last year. There were 175 entrants all on British 4 stroke machinery and 10 of our members riding. Roger Sutton came in half way down the finishers in the under 300cc Class on his Tiger Cub. Ian Watkins just over half way down the over 300cc Rigid Rear Class on his 350cc AJS. In the Clubman Class Colin Bentham slotted nicely in the top half of finishers on his 350cc AJS and I was way behind him on my 350cc Matchless. David Blanchard was our hero winning the Girder Class on his 1938 500cc Ariel with George Smith on his 1937 Royal Enfield a few places behind him. Our Joan, who won the over 65 years old Class last year came in 4th this year on her 250cc BSA only losing one mark and being pipped from 3rd place on the special test, there were two other riders on no marks lost. Brian Humphries on his 500cc rigid Matchless was further down the class with next placeman Harry Rayner on his 350cc Royal Enfield. Had I been riding that class, as I should have entered, I was riding the same route as them, I would have slotted in between those two. Last, and certainly not least, our Gordon Smith was holding down the 3rd wheel for Pete Pesterfield, and they won the sidecar class with a 500cc Ariel. Great day with no complaints, only praise.

The following weekend ten of our Club members were out in the Civil Service Red Tape Trial. Club member Chris Brown was Clerk of the Course and yet again made a brilliant job of it. It is always a pleasure to ride in one of Chris's Trials. The ACU Steward was another of our Club Members, Brian Bonny. Those of us riding had a mixed day. Bernard Rodemark won his Class, with Ian Watkins very close and Mike Holloway not far behind him. Brian Humphries, in the same Class sadly retiring with a pulled back after just 3 sections. Dick Castleton was one of only two out on a Trail Bike and won his Class and beat most of the others mounted on Trials 'bikes that were on the same route, a brilliant bit of riding Dick. In Class B for British sprung 'bikes under 250cc Paul Casling came 4th with Roger Sutton further back and Joan, after a very good ride the previous week had a poor ride in this event. Neville Lewis was in the Sportsman Class with me and had a good ride. I broke down on my Gas Gas with blocked jet and couldn't have been further from the car park if I'd tried. Dick brought some tools out and got me going and I managed to finish two of the 3 laps.

Went along to our Associate Club Bexleyheath's AGM a couple of days later and though finances and reports on events were very good, they have suffered a drop in membership, as have a number of other Clubs and emphasizes how fortunate we have been in achieving an increase in ours in the last year.

There was again no Star Group Event in February and it was almost three weeks before riding again. This time, back on the Matchless again and near Chelmsford in Essex. The Trial, run by the Southend Club was very good. I hit again the plug oiling caper I've experienced with that 'bike since riding in the Arbuthnot last September, and had to push it in from the 3rd section to the car park. New plug and did half the Trial before it started missing again. Another new plug and didn't stop the engine for the rest of the Trial. Dennis Fleet was also riding and won the Non Expert Class, well done Dennis.

The next Sunday went along to the APMC Annual Dinner with Ian and Barbara McGill and several other Sunbeam members. It is always a very well attended good social occasion and bodes the question why have so many Clubs, of all sorts, dropped their Annual Dinners, including ours, through lack of members interest.

With the Matchless, every time I take the plug out it is covered in oil so its engine strip down

time. Cancelled my entry to a South Midlands British 'Bike Trial and went and observed for them, wearing my Freestyle woollen hat. Great disguise. Our Chris Mawer was Secretary of the Meeting, I've been a close buddy of his for just on 50 years and he didn't recognize me. Nor did our Paul Casling who had a brilliant ride getting round the 45 sections with no loss of marks. He was pipped to the winning post by the only other person on zero who made faster time on the Special Test. So Paul won the up to 250cc Class. The winner picked up a pair of shock absorbers which no doubt Paul would have appreciated for when he takes his Greeves off up to rocky Scotland for the International Pre '65 Two Day Trial in just over two months time. Our Joan took a flyer in a deep mud and water section near the beginning, but as a very typical well experienced game Trials person she picked herself and the 'bike up and carried on, her normal smart bright and clean riding gear being absolutely smothered in mud from head to toe, other than that tumble she had a good ride.

Two days before the Pioneer Run went to our Associate Club, Bexleyheath's Dinner. There are normally several people who are members of our Club there but this year there was only Dennis Fleet, who though on our books is Secretary of the Bexleyheath Club, and of course myself. There were less people there than previous years but was a very pleasant cosy evening.

The day after the Pioneer Run took the Yamaha Serrow for its MOT. I rode about 15 miles out to West Kingsdown and with a disc brake on the front and a drum one on the rear was very aware of the difference in braking of the two types of brake. Though knew the drum brake was in good condition it felt by comparison that I'd get my first failure on this bike. But no, he gave a little whistle and said that's good as 80% came up on the electronic brake test. From a cross country riding angle, which is where most of its use comes, to have a soft rear brake is in my mind an advantage as makes slippery downhill riding more controlled than a virtual instant lock up with a disc. With the test finished Neil, who reminds me of Jeremy Clarkson in many ways and owns the business Uralmoto (UK) Ltd got nattering. His staff all went home and left just he and I there. He is a great Harley Davidson man, he had not come down to the Pioneer Run this year as he rode down and took part in the biker gathering at Wootton Bassett. There were 15,000+ bikers there that day showing appreciation for the lads and lass in the services who have been killed in recent years. Each rider gave a minimum of £5 to a kitty for helping the families of injured and deceased Service folk and achieved great recognition from the Press for their generosity of spirit as well as the cash. The local mayor gave the bikers a thorough welcome to the Town and the fact we may have lost a few of our supporters to such a great cause can only be praised. Neil's bikes show some respect to their origins, but his 1940 Harley may still have its original girders and sprung seat, but disc brakes and a large car like electric starter are part of the "customizing" his immaculate bikes receive. All three got started for my benefit! I left as it was getting dark but that wasn't going to rob me of my customary ride after putting a Cross Country machine through its MOT, getting a bit of dirt on it again on the byway through Farningham Woods. It was very dark and somewhat muddier than I expected but great fun on headlights.

24th Garden of England Run 18th July

Tony Lloyd 01737 555413
aj.lloyd@blueyonder.co.uk

The Garden of England Run comes round again in July when it will be run for the 24th time. Most people seem to have enjoyed last year's event and we are going to run it in much the same format. We have the usual three classes for Veterans, Vintage (pre-31) and Veteran/Vintage Three-wheelers. It's open to all, including non-members.

Last year we invited Post-Vintage entries purely as a demonstration class to test interest. There were no prizes or souvenir finishers' awards. In the event we only had one entry so this class will once again be demonstration only.

Regulations will be sent out to all on the mailing list in April. New entries from members and non-members are always welcome so if you are not already on the mailing list phone or e-mail Tony Lloyd (make sure you head e-mails "Garden of England" so that we know it's not spam). Entry forms are also available on the club website. www.sunbeam-mcc.co.uk go to Events Calendar and click box for Entry Forms.

Sometimes the landowner changes our entry gate at the last minute for sheep-grazing rotation purposes. So look for the Sunbeam banners to mark our entry gate.

Routes and venue have been stabilised for several years now and seem to be generally popular, so mixture as before, about 40 miles for the Short Course and 50 miles for the Long Course. Lunch stop, mid-way, will once again be at The Lord Raglan, Rabbit's Cross.

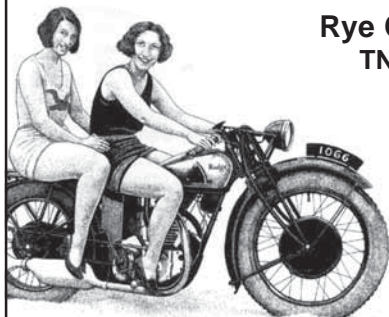
Some entrants dislike the nadgery bits. Whilst respecting those views we like to provide a little bit of sporting challenge. So the Final Instructions will include instructions on avoiding these sections.

We have a good established team of regular supporters and helpers now but any offers of help in route-marking, site set-up, marshalling or recovery will be welcomed with open arms.

I'm afraid that entries and meals have gone up in price but the committee now insists on a positive result on the balance sheet so I hope the increases are acceptable. Let's hope for our usual good weather.

Ashford Classic Motorcycle Show: Easter Mon 5th April

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



Rye Classic Events at Hamstreet, Kent TN26 2JD (A2070 10 miles from M20 J10)

Rye (Hamstreet) Bikejumble:
10 am Sunday 16th May

Rye (Hamstreet) Classic Show & Bikejumble:

10am Sunday 18th July

Rye (Hamstreet) Bikejumble:
10am Sunday 19th September

South of England 'RealClassic' Show Sunday 24th 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

New Members

Peter Donaldson

The following people have recently joined our Club.

Please give them a warm Sunbeam welcome.

George Allen (Lincolnshire)

Piers Ottey (Sussex)

JC Mayo (Cambridgeshire)

Boris Faulconbridge (Suffolk)

Roger Beale (Kent)

Kent Robinson (Hampshire)

Members Advertisements



Small Ads for Private Sales and Items Wanted are free to Club Members, and can repeat free for several issues if requested. Just let the Editor know your requirements.

Please note this does not include business advertising.

Address and Contact
Numbers inside the front cover.

WANTED

Any 1951 TT Memorabilia
- in particular badges,
photos, literature etc

Brian Clark 07718 485666

WANTED

Scott 2 speeder frame,
basket case, or
abandoned project

Laurie Erwood
01582 842337

WANTED

1913/14 Sidecar, complete
or just the chassis, to fit to
my REX/JAP.

Dave Pittuck
01403 700658

Vehicle Shows

Members might be interested in these shows:

Amberley Museum Veteran & Vintage Motorcycle Show,

Amberley Museum & Heritage Centre, Amberley, Arundel, West Sussex, BN18 9LT.
Sunday 9th May 2010. More details from www.amberleymuseum.co.uk.

Trevithick's Industrial Dartford Celebration, includes a Vintage Motorcycle Display,
Central Park, Dartford, Saturday 1st May 2010.

More details from wheelereng@btinternet.com.

Insure your bike & car on one policy! Call for details



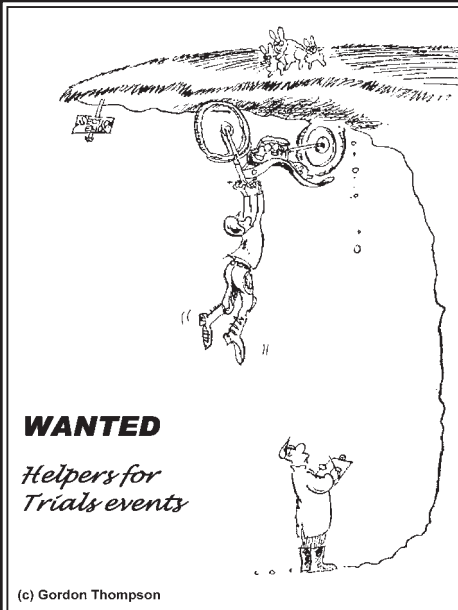
**Carole
Nash
more**
comes as standard
bike & car insurance
0800 298 5500

- ✓ Instalments
- ✓ Instant cover
- ✓ Legal protection
- ✓ UK & European breakdown

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm
www.carolenash.com

IRISH POLICIES AVAILABLE: Dublin 1800 298 550 Calls may be recorded.



PERSONAL

The Trials section members, GSOH, outgoing personality, would really like to meet the V&V section members who may be able to spare some time and assist them in good "clean" fun.

Not looking for marriage, just casual fun and games upto four times per year.

No pressure, no ties. Very casual wear and stout shoes/boots essential. Thermos or hip flasks and wooly hats optional. No sandals.

Call Chris Mawer, 07710 211913

WANTED
*Helpers for
Trials events*

(c) Gordon Thompson

Trials Secretary's Notes

Chris Mawer

We have two major Trials in June, The Greybeards at Stedham on the 6th, and the Dick Little British Bike Trial at Bagshot Heath on the 20th. The Regulations have been published and will be sent to Competitors in April/May. I am glad to say that Mike Holloway, assisted by sister Joan Westbrook, will once again be Clerk of the Course for the Trial in Surrey.

We will need a full turn out of Observers for both these dates in June so mark up your diaries now!

Paul Casling recently won the South Midland Classic Trial against a top class field of over 80 which was good training for his ride in the Pre 65 Scottish 2 day Trial at Kinlochleven where he is up against the top riders in the country.

The Southern Experts Trial, which will probably be on 5th December, has still to be confirmed in one of two areas. Vying to run it with us are Clubs in Gloucestershire or Devon – but more of that later in the year.

EVENTS CALENDAR 2010

<i>7th to 11th May</i> <i>contact - Jenny Staple 01892-535671</i>	Warwickshire Weekend	Kings Coughton Warks	Pre 1940
<i>30th May</i> <i>contact - Steve Marks 01323-849199</i>	18th New Conyboro Run	Chiddingly, East Sussex	Pre 1940
<i>6th June</i> <i>contact - Barry Care 01604-646818</i>	16th Rose of the Shires	Stoke Bruerne, Northants	Pre 1931
<i>6th June</i> <i>contact - Chris Mawer 07710-211913</i>	Greybeards Trial	Stedham, Sussex	National
<i>13-20th June</i> <i>contact - John Appleton 01296 623048</i>	27th Welsh Week	Aberystwyth	Pre 1940
<i>20th June</i> <i>contact- Chris Mawer 07710-211913</i>	Dick Little Trial	Bagshot Heath, Surrey	Open
<i>18th July</i> <i>contact - Tony Lloyd 01737 555413</i>	24th Garden of England Run	Headcorn, Kent	Pre 1940
<i>8th August</i> <i>contact - Ian McGill 01293-771446</i>	48th Graham Walker Run	Beaulieu, Hampshire	Pre 1940
<i>8th August</i> <i>contact - Neil Sinclair 07885660939</i>	Gordon Jackson Trial	Billingshurst, Sussex	Star Group
<i>14-15th August</i> <i>contact- Trevor Davies 01952-691231</i>	Testers Run	Wolverhampton to Dinas Mawddwy	Pre 1940
<i>12th September</i> <i>contact - Chris Stiles 01206-262831</i>	3rd Constable Run	Suffolk	Pre 1931
<i>19th September</i> <i>contact - Barry Care 01604-646818</i>	3rd September Challenge	Warks/Northants	Pre 1915
<i>5th December (tba)</i> <i>contact- Chris Mawer 07710-211913</i>	Southern Experts Trial	tba	National

Pioneer Awards Photographs

Photographs by the Editor



Mat Roberts Winner of the Age Difference (91 years) Trophy



Brian Barber Winner of Combined Age Rider and Machine (185 years) Trophy



Mayor of Epsom and Ewell Presents Martin Schenker with the German VTVG Trophy for Best Newcomer



Sue Harris Receives the Award for the Best Lady Rider



Heinz Kindler Receives the Trophy for the Best Vee Twin Machine



Michael May winner of Brian Verrall Trophy

Pioneer Run 2010 Awards

Photographs by the Editor



Louise Wood winner Classic Motorcycle Trophy best unrestored machine



Nichola Clark runner up rider with greatest age difference



Presentation to Epsom Mayor Cllr Jan Mason



Presentation to Brighton Mayor Cllr Ann Norman



David Dickerson receiving the Dutch Horsepower Award on behalf of the APMC Team



Chris Booth Presentation