



SUNBEAM

Club News

Published bi-monthly

Free to Sunbeam MCC members



70th Pioneer Run

The Mayor of Epsom & Ewell starts off
six bikes which took part in the
first Pioneer Run in 1930

Cover photo by kind permission of EquipeAjax, Flat9, Broadwater Boulevard,
Rectory Gardens, Worthing, Sussex BN14 8JF

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

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Founded 1924

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



Sunbeam Club News

Issue 831

April 2008

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Dear Sunbeamers,

It is with sadness that we write this our last editorial as we have resigned as editors. This is not a decision that has been taken lightly but the position we have found ourselves in is untenable.

We have over a period of time received continuous criticism and complaints from within the committee about the magazine. We have on two occasions been found guilty on other matters before being given a chance to answer the "charges". Despite trying to resolve the situation, we have no reason to believe that this would not continue in the future.

The club is bigger than any one or two individuals and we believe that our resignation from the committee and as editors is the best way forward for us and the club. We shall continue as members to support the Club activities, and to promote the Club.

We would like to thank all who have supported us during our time as editors and wish good luck to whomever takes over from us. Pro tem, it will be another plate for Club Secretary Ian McGill to keep spinning.

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Happy riding

Ian & Jane

Copy deadline for the next issue of the Club News is May 7th 2008

April 2008

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CLUB NIGHTS

See p 43 for location of club nights

Forthcoming Fixtures

May 1st - Ride to the Star at Old Heathfield

June 5th - Club Run

July 3rd - Ride out to Filching Manor for a karting session, £5 per head.

Meet Filching Manor 7.30pm

August 7th - Fish & Chips, Seaford.

Report of Previous Fixtures

February Motorcycle Quiz

We thought the quiz questions - 1 set of anagrams of motorcycle makes and another sheet of names in crossword style were quite difficult. However six teams of six people completed most questions and it was a close call to find the winner, but Tony Held's group was named Mastermind of 2008.

March Club Night

Velocette fanatics were privileged to see Dave Master's 1913 Veloce. This indeed is a very rare beast and seems to be unique. It is a 4 stroke inlet over exhaust of 300cc in unit construction, with a 2 speed gear cluster. A very complicated design, beautifully engineered and extremely advanced. Wet sump, oil circulated by gear pump with tell tale needle to assure the rider who, at that time, was only familiar with hand pump total loss. It was pretty gutless when Dave first obtained it but we trust with more hp available now it will reach Madeira Drive under its own power since no l.p.a. attachments are in the design. As can be seen from the photo it is a lovely looking bike.



Baz Staple

Sunday 10th August 2008

Mark it in your diary and come to the National Motor Museum, in beautiful Beaulieu for the

Graham Walker Run.

Lots to see, and plenty to do, with a super ride around the New Forest. No steep hills, just the thing for your newly acquired veteran.

Entry forms online, or contact
Ian McGill
(01293) 771 446

25th WELSH WEEK

22nd-29th June 2008

The Silver Anniversary of this unique event for V&V machines. Don't miss out.

We are restricted to forty riders, and acceptance will be on a first come first basis. The event is restricted to Sunbeam members and machines must be made before 01. 01. 1931.

Approx cost for accommodation, meals etc. £270.00 per person.

Entry fee for riders is £25.00.
please call Des & Joy Brown
(01761) 471 511

THE WRONG WAY ROUND

Four intrepid members of the Club intend to ride around Britain in May this year in aid of **Children In Need**.

They will start from Western lawns, Eastbourne on 4th May. All are invited to attend and ride some or all, of their first anticlockwise northwards leg (that's "widdershins" to any Terry Pratchett fans) into Norfolk.

Donations are welcome by cheques made out to the registered charity "The Wrong Way Round" and sent to
144 Broderick Road, Eastbourne, East Sussex BN22 9RF.

Their progress can be followed on the website:
<http://thewrongwayroundcharityrun.blogspot.co.uk>



The Sunbeam September Challenge
Open to all Machines on the Pioneer Register
Sunday 14th September

A New Event for 2008 For Pioneer Motor Cycles

An Autumn Rally for pre 1915 motorcycles (open to all machines on the Pioneer Register)

Route of 50 miles through the quiet country lanes and villages of the South Midlands. Unspoiled England! No Traffic Lights! No Roundabouts!

Start:
Shakespeare County Raceway,
Stratford upon Avon
Warwickshire.

Finish:
Vintage & Classic Day at
Turweston Airfield,
Brackley, Northamptonshire.

(Hosted by The Vintage Aircraft Club) with Vintage Aircraft, Tractors, Motorcars, Military Vehicles, Motorcycles on Show.

Separate travel route for Bikes and Tender Vehicles. Ample Parking for Tender Vehicles, Vans, and Trailers at both venues.

Entry Forms are available online now at www.sunbeam-mcc.co.uk

Anyone who would like entry forms and details: These are available from:

Barry Care M.B.E., - Telephone: 01604 646818
8 Chater Street, Moulton, Northampton, NN3 7UD

16th NEW CONYBORO RUN

25th May 2008, Chiddingly

The 16th Annual New Conyboro Run will take place on Sunday 25th May 2008 at its usual venue, the Six Bells Public House in the picturesque village of Chiddingly, East Sussex, close to the historic county town of Lewes, famous for bonfires, beer and its castle.

The New Conyboro Run is an event for Motorcycles, Sidecar outfits, Tricycles and Quadricycles manufactured before 31st December 1939, post vintage machines being required to have girder forks.

There is a choice of two routes, one of approximately 30 miles mainly on the flat suitable for veteran and lower powered machines and one of approximately 50 miles suitable for sporting and higher powered machines.

The routes are as per last year, following each other for half the distance; the long route doing an extra loop through pretty villages, crossing rivers hugging the South Downs, and passing by a steam railway.

Route sheets are provided and all junctions will be marked as usual by LEFT, RIGHT and STRAIGHT ON signs.

Ploughmans Lunches are available for pre-order at the pub at the same cost as last year.

The event opens at 9:00 am in the event field adjacent to the pub known for its wealth of motorcycling memorabilia and friendly landlord, from which time hot drinks and biscuits will be served.

All route sheets, programmes, rider numbers, tickets for pre-booked lunches will be handed out at the time of signing on.

First machines are away at 11:00 am after final instructions. All finishers will receive a commemorative award.

After lunch, at approximately 2:00 pm, the awards ceremony covering all classes will take place, at which time tea and cakes will be served.

There is ample parking for all trailers etc in the event field.

The last four years have been dry and sunny (I am tempting fate, only time will tell!).

Entry forms will be sent to all those who attended last year, hopefully in February. For those who did not attend last time, but wish to join us for a very enjoyable day, please contact me at the number or address below.

Secretary of the Meeting:

Frank Mace, Tel: (01739) 788665 or Mob: (07971) 414595
Thatched Cottage, Old Bury Road, Palgrave, DISS, IP22 1AZ




The 1st Annual Constable Country Run

is to be held on
Sunday 21st September 2008
at West Bergholt, Suffolk

Entry Forms are
available online now at
www.sunbeam-mcc.co.uk



Start and Finish at
The White Hart , with
a run of approximately 45
miles on tarmaced roads
with one reasonable hill.

Ample parking for cars,
motorcycles, trailers and
tenders.

Just off the B1508.

An Event for Veteran & Vintage machines

Entry forms and further information are available from:
Chris Stiles, Tel: (01206) 262 831
"Riverside", 39 Fen Street, Nayland, Suffolk, CO6 4HT

*Sunbeam MCC - Pioneer Run.
Sunday 9th March 2008.*

Award for the Oldest Rider & Machine.

At the award presentation on Madeira Drive, it is always a rush to check which riders had finished and signed off, check the predicted winners list and be ready for the presentation at 2.00pm. In view of this as from 2009 the course will be closed at 1.00pm not 1.30pm as in the past.

Unfortunately, I made an error and the award was given to Brian Barber. After the presentation I was confronted by Des James and Ewald Gall, both of which claimed they were the correct winners, at this time Brian Barber had departed from Brighton.

Returning home, I re-calculated and found that Des James was the correct winner, a phone call to a very understanding Brian Barber then had the award posted to Des James, I sent an email of apology to Ewald Gall, offering to have a runner up shield engraved and sent out to Germany, also offered a cost free ride in 2009.

Both of these offers Herr Gall has refused, and still maintains he is the rightful winner.

The facts are:

Des James riding a 1912 machine (96yrs) + his age of 88years Totals 184 years.
Ewald Gall riding a 1897 machine (111yrs) + his age of 72years Totals 183 years

Clearly Des James is the correct winner by ONE YEAR

My apologies have been offered, this is the first time in 19 years of calculating this type of award that I have made a mistake.

Unfortunately Herr Gall does not wish to accept this decision, this of course may be through his translation from English to German.

Ian D. McGill.
Event Organiser.

With reference to the post vintage discussion after the AGM, with hindsight I feel it is a pity that I did not stop Jane Akers from continuing her 'Against' statement. The idea of the discussion was that the committee and those on 'top table' were there particularly at the outset to hear the members' views and not to partake themselves.

Baz Staple
Chairman

THE 70TH PIONEER RUN 2008

My 15th consecutive run on The James H. Smith, made in 1904 in Camberley, Surrey, clutchless single speed direct drive.

Weather during January and February has been brilliant (keep burning those tyres!!) bike riding weather and have been out on my vintage bikes most weekends and as do not have to do anything else between weekends, during the week too, so was hoping this good weather would continue at least till March the 10th !!!

The Smith is now very reliable and I use it on quite a few runs during the year, a lovely pedal away and then just sit there enjoying the countryside till I get to where I want to go, it looks complicated with all its levers but is in fact so easy once on the way.

I am in a Dutch Horsepower Team with Jane and Robert Kitchen AND we did win one year, a few years ago!!!! I don't think anyone else entered so we did, to try and encourage others and now we've "cut our noses off to spite our faces", mainly cause Jane is such a young thing!!! but it is good to see seven teams entered this year but, there could be more, so how about making a team for next year?

What amazes me is that there are 364 entries, which is great but I hardly see any of them out and about at other events and there are quite a few good veteran events about!! perhaps I go to the wrong venues!!

Thank God the Pioneer is only once a year! only because I have to get up at some unholy hour of the day to make my start time!! But it's good to have an early start, I have even gone through Handcross looking like a ghost town before now!!

The day arrived and at 4 in the morning looked promising i.e. not raining!! wasn't cold, the nearer we got to Epsom the brighter it became and as everyone will know by now the weather at Epsom was the best for many a year and although the ground was a bit damp the rest of the day brightened up the further south we went.

The bright warm weather stayed with us till on the way home, most tucked up in vans! As for the run itself, it is always good to see and hear of new riders and so nice to re-acquaint oneself with many friends made over the years.

My ride was uneventful and trouble free leaving Epsom at 8-14, waved away with a cheerful good luck from the Mayor of Epsom and Ewell Councillor Jean Steer, missed out on the coffee stop as an early start is usually associated with an easy ride with very little traffic, Handcross again was nearly empty but I did hear of later riders getting off their machines and walking through on pavement, another headache can be Henfield but this again was free of traffic but the best bits for me are the quieter roads with trees, fields, quaint cottages and especially the people waving good luck, other motorcyclists waving, I wonder if in awe or pity, hopefully the younger ones will continue this fabulous event in the future!



The route is an easy one for The Smith, it's 3HP pulling along at 25-30+mph and thankfully climbs the small hills that we are confronted with and without having to turn a pedal, it is always a relief to see the barrier open at the bottom of Reigate hill, I was quite lucky with the traffic lights, only having to stop at 3 sets, 4 if you include the one where the engine had stopped and foot approaching ground when the amber light came on, and I baulked John Moore's take off on his lovely BAT on trying to get going again without actually stopping, apologies were accepted at the finish.

I arrived early at Madeira Drive therefore being fortunate to see most others arrive, listening to the music

of the old bikes, many different tunes being played from the thud thud thud of the single to the staccato of the Scotts and growl of the fours, the FN's the Wilkinson and that most desirable veteran for me the long wheelbase Henderson and of course the offbeat of the 'V' twins

The atmosphere is thrilling both at the to-ing and fro-ing at Epsom many starting their bikes, just to make sure they will run or just add to the chorus with others! to the more relaxed atmosphere at Brighton where 'big relief' we made it' was more common, not everyone did which is such a pity but did give my team the honour ??? of winning The Dutch Horsepower Team award (oh no - for the second time!!) our combined ages of bikes and riders being 468 which is quite young compared to most other teams but unfortunate breakdowns were in our favour.

The award presentation was at 1-30, a little earlier than usual but perhaps the organisers had prior warnings of some wet stuff, this was graced by the presence of Marjorie Ayers our President and the Mayor of Brighton and Hove Councillor Carol Ann Theobald.

Many thanks go to all the entrants who make this a wonderful yearly extravaganza of Pioneer machines, special thanks must also go to the organisers and of course all the volunteers who mark the route, sell programmes, the stewards and who man the sign on / off posts. A very big thank you to all, I read somewhere that there is 2000+ bikes on the Pioneer register, it would be good to see more although I'm sure the organisers would not agree giving them more of a headache.

Ken Lee

(EA). Photo by permission of EquipeAjax

Report on 2008 Annual General Meeting

held at the Forman Institute, Blindley Heath, Surrey, on 1st March 2008.

57 attended ; 36 tendered their apologies, 327 odd members did not attend

The meeting was opened by our President Mrs Marjorie Ayers welcoming all who attended, this was followed by one minutes silence and prayers lead by Club member Rev David Scott in memory of Allan Robinson and Brian Verrall.

The president then asked Vice-President Peter Donaldson to chair the meeting.

We then went on to the general business and the minutes of the last AGM were agreed and signed by the Chairman. This was followed by the Treasurers report, he reported a good set of figures, and advised of a £2 rise in membership fee's as from 1st January 2009, he also stated that this increase has been held down due to the income that we receive from our investments, and that an increase in membership would not necessarily bring in more money, as the costs of running the Club would rise.

The following members were elected as auditors for the next year, these are Tony Lloyd and John Hodgeson.

The Secretary added a tribute to Allan Robinson and Brian Verrall, both had contributed a great deal to the Club, and would be greatly missed. On an upbeat message he praised event organisers for some excellent events a big plus being the 2 new V&V events planned for this year. Trials riders also had a super year, with some of the trials now having national status. The secretary finished by thanking the ladies for a super selection of cakes & buns together with tea and coffee.

Trials Secretary reported on some well run trials and thanked the SOM's Observers and helpers and looked forward to the 50th Greybeards trial this year. This was followed by the Membership Secretary who reported on a rise in membership, which is good to see. This was bought on by a considerable push, through publicity and issuing application forms with event entry forms. The Editors thanked all who had contributed copy, and asked that it will continue. Unfortunately colour magazines are still far too expensive to produce. The website has been completely re-written and has so far received good reviews. The Pioneer Registrar reported a slight downturn on applications although the total on the register has now reached 1799.

The Pinhard Trophy was awarded to Tommy Searle a MX2 motocross rider with the Red Bull KTM team, and the trophy was presented at Hawkstone Park on March 2nd.

Elections of committee members then followed, most present posts were filled by the present occupants, except the Chairman where Baz Staple was elected with only one objection.

After tea a fairly heated discussion ensued regarding whether or not to accept PV machines into vintage events. The committee took note of all opinions and this will be a point of discussion at the next Committee meeting.

The AGM closed at 4.45pm.

Thank you to all who attended.

Jan D. McGill.
Hon. Secretary.

Sunbeam Club News

STOLEN!

On the night of April 6th, nineteen motorcycles were stolen from the home of VMCC member, Joyce Cobbing. Please find below a list of the stolen machines. Anyone with information please call D.C. Emma Skeen (01452) 335200

- 1904 Humber, 4hp. V-twin. Reg. AB2607
- 1911 Hobart, Ladies Model. Reg. AR2945
- 1913 Humber, Reg. EH554
- 1913 Douglas, Ladies Model. Reg. KT 1703
- 1915 Brough, Ladies Model, in line Flat twin. Reg. AT2885
- 1915 Douglas. Reg. OT4454
- 1921 Moto Gillet, 350cc. No Reg.
- 1921 Alcyonette, 90cc. Ladies Model. No Reg.
- 1923 Zenith-JAP, 680cc. V-Twin. Fuel tank missing. Reg. KH4513
- 1924 Calthorpe. Reg. PH569
- 1925 Velocette, Ladies Model, 3-Speed. Reg BC8928
- 1926 Moto Guzzi, 500cc. Reg. K.09654
- 1926 Rex Acme-Jap, V-Twin. Reg. RT2251
- 1927 New Imperial, 250cc. No Reg.
- 1927 BSA, 350cc. OHV. Reg. NX8103
- 1932 Moto Guzzi, 175cc, Model P. No Reg.
- 1932 Frera, 225cc. No Reg
- 1946 Ariel Red Hunter. Reg UAS872.
- 1950 Moto Guzzi, Motoleggera. No Reg.

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Send your comments to:

Ian McGill, 13 Victoria Road, Horley, Surrey RH6 9BN

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Do you have an interesting snippet or amusing photo that you would like to share with the Club? Send it to the editor at the above address.

The Club has received the following letters regarding the Post-Vintage discussion held after the AGM.

2008 was my first SMCC AGM and I was looking forward to a healthy discussion around the inclusion of pre-1940 girder forked motorcycles in our Club after the AGM. I came away saddened and disappointed with the intransigence of the meeting on the subject which if we examine it unsentimentally was suggesting no more than what the Club does already; there was a two thirds feeling against the proposition to include the later machines.

What is it all about? You don't even have to own a motorcycle to join our Club, and even if you own a pre-1940 girder forked model you can still ride it in some events, and win trophies (if that's what you want). Even the VMCC (Co Ltd) has exclusive events which only includes vintage or veteran machines. Maybe I have missed something, but to me this says that a large proportion of post vintage (PV) machines are eligible with the SMCC already.

I guess there may be a conservative view that feels that this is the thin end of a wedge, but the wedge (if that is what it is) is already in place and doesn't have to be knocked in any further if boundaries are clarified about what is eligible in separate events. We are none of us getting any younger and we have a duty to ensure the Club's continuance. If we look after it, future generations of Sunbeamers may in 30 years want to consider the issue around 1960's Japanese bikes (horror! but I don't have a crystal ball), but let us look to the here and now to ensure they get the chance to have those considerations.

The VMCC is a business now and boasts some 16,000 members. I was shocked to realise that our respected and world renowned Club has only 380-odd paying members and that we are largely reliant on some wisely made Club investments. With an ageing membership (and I include myself) it seems to me that the Club cannot survive healthily much longer without a few radical changes, but they don't have to change the ethos of the Club, just make it more long-term viable.

From letters in the VMCC Journal there is already unrest within that club regarding the "rolling 25 years" machine age policy. We clearly should not go down this road, but we could skim off some of those who are looking for an alternative club.

Income is a big issue and a clear open door attitude to pre 1940 girder fork machine owners will progressively bring in a larger membership once owners realise we are "welcoming" and have events for them.

The Club title is also an issue, I think that there is a feeling we are a one make club; my suggestion is we add a couple of words - "Sunbeam and Historic Motor Cycle Club" or perhaps "Sunbeam and Vintage Motor Cycle Club". These titles immediately clarify the understanding of other make riders that we are open to them.

The big profit making Club event is the Pioneer Run, which amongst other costs includes a £3000 fee to close Madeira Drive in Brighton. This event has robustly endured many other changes over the years, and it might be worth considering a change of venue. If you travel due south from Cowfold along the A2037 and the A283 you go through a gap in the Downs and avoid Brighton City Centre with a choice of perhaps Shoreham Airport, Portslade Dock area or even a different sea front space.

My message to the newly-appointed Club committee is that you have democratically been elected to do what you think is best for our Club; this includes its long term survival. You may have to bite the bullet and take some flack. What would you prefer to be remembered for? Doing nothing or doing something.

I respect the "gentlemanly" attitudes displayed but this is a time to get our priorities right, who knows we may even get some of those post vintage riders to buy themselves a flat tanker once they see the enjoyment we get.

Publicity is another aspect we could look at, if we are able to make some healthy changes, the motorcycle press will be happy to give us some promotional features identifying those aspects of our Club that will interest non-members. The Club will survive with the aid of a die-hard band of volunteers. Let's be realistic, are we getting enough younger members to ensure a future?

On a final note, I had the privilege of completing my seventh Pioneer Run ; to all you volunteers who turn out each year in the dark, often in foul weather, I applaud you. Thank you for allowing me to have such a wonderful day.

Dave Masters

Dear Sunbeamers

At the start of any discussion it is important to hear both the reasons for and against the suggestion to allow opinions to be given and formed.

The introduction of post vintage machine to our events was raised in 1995 on a similar basis. At that time members did not want to change the club and it did not go forward. Twelve years on, the Club is stronger than ever.

Like many people, we originally joined the Sunbeam MCC as Jane was not happy riding a vintage motorcycle in another club's runs and wanted to use her vintage bike in events with other similar machines.

Thanks to Baz and other's sterling efforts to publicise the Club and what we do, we have had an influx of new members. These people have joined the club on the basis of what we do at the moment not because we might admit post vintage in the future.

The Club's weakness has always been that it did not put itself forward. If we continue with publicity, there is no reason to believe that we should not continue for many years, and indeed even to grow.

Post vintage machines are not generally owned by younger riders - the majority of people who own post vintage machines also own vintage and/or veterans as well. Younger riders are far more likely to own "classic Japanese" machines as these are similar to the machines of today which they are likely to own, ride and easy to relate to. It probably also helps if the gearchange and brake are on the same side as their current vehicle.

Although we are asked not to refer to "another club", it is interesting to note that the arguments that are offered for the introduction of post vintage are the same as those used by members of the other club. As has been the case with that club, if we allow post vintage they will, albeit slowly, take over as, if we are honest, we would use a later machine if we had the choice because of the ease of riding and comfort. I know that Jane will be riding a 25 year old Japanese motorcycle rather than a vintage or even 50's motorcycle this year with the other club for this very reason.

We have a long history; we should be proud of it and continue to make it without changing the nature of the club.

Jane & Ian Akers

Dear Jane and Ian,

Having listened with increasing interest to the lively and sometimes heated discussion following the AGM about these being admitted to some of our events I'd like to express my feelings on what many see as a contentious issue. It is right and proper that from time to time the Committee examines beliefs, policies and perceived needs of members to ensure that their expectations are met as far as is possible. To me a Club is rather like a business or commercial organisation in that it never stands still and is either going forward profitably or else steadily declining.

Like, I'm sure, many others I joined the Club in total support of its then strict policy of only catering for pre-1931 machines and running suitable events for them. With which I wholeheartedly agreed. The rolling 25 year rule of the VMCC has forced it down a road whereby a single Director is paid a salary approaching two-thirds of our total accounts for the year....

Fears were expressed during the discussion that admitting later machines would swamp the earlier ones. However they are already allowed in two events and such "swamping" has just not happened. Last years New Conyboro Run only had 4 later ones from a total of 45. It's all about control and simple restrictions, should they prove necessary, to ensure that the older ones always predominate. In any event the youngest pre-war machine is now virtually 70 years old and, to the general public at least, will simply appear as just another elderly motorbike - like most of their riders!

We certainly need a steady influx of new members and a good source, of which there aren't many, must be encouraging owners of pre-war machines to actually ride alongside the early ones (perhaps on a one-day membership basis?) thereby becoming interested in them and hopefully joining in. The somewhat increased numbers would be helpful in getting the best terms and facilities when making booking arrangements with Hotels where these are involved.

Whilst its probably true that if a choice is available most would plump for the younger machine with electric lighting, better brakes, etc.. and thus somewhat better able to cope with the cut and thrust of modern traffic, especially when solo and not in an actual event.

However, and more importantly though, advancing years with give us lessening agility, ability and slower reactions leading to increasing difficulties in riding earlier bikes. If ownership of a pre1940 one allows a continuance of riding for some years then certainly to me that's a real bonus which must not be given up.

As you will have gathered by now I am becoming something of a recent convert to the idea of admitting pre-war machines (with effective controls, of course) to our ranks. I hope this belief will be understood, if not necessarily agreed with, by the many members who over the years have become close and dear friends. My suggestions are made in what I feel to be the best long-term interests of our Club and hope they will be taken in this spirit.

With warmest thoughts,

Colin Missen

Pioneer Run 2008.

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or
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Pioneer Run 2008 Photographs

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Herts WD1 4LP

Pioneer Run 2008 Photographs

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07966 456155

www.eonmatthews.co.uk

A sad goodbye to Jane & Ian.

As you will have read elsewhere, Jane & Ian Akers have resigned as Club editors, and from the committee, although they have been kind enough to edit this current magazine.

As Club Secretary for the whole of their Editorship, I would like to thank them most sincerely for all their hard work and long hours putting the Club News together, looking after the web site and maintaining a full time occupation. (just how many hours are there in a day)

Bas & I met with them over Easter to try and resolve the problem, with regret this was not to be, and their resignation has been accepted.

Sincerely, Baz Staple & Ian McGill

BRIAN R VERRALL 1936-2008



It is with great sadness we must make the company's formal announcement that Brian following a short illness, died on 2nd February.

The business he had established some fifty years ago had over the years, distilled to the point that motorcycles were its prime concern; but Brian had traded in many facets of business life

during his long working career and he retained an immense well of knowledge in all manner of subjects from antiquarian horology, arms and armour, scientific instruments, antique furniture and fine printed works to his beloved early motor cycles. He would willingly share his insight and expertise on such matters with anyone who enquired... and likely as not laced with side-splittingly funny anecdotes on the way.

Members of the Sunbeam Motor Cycle Club and readers of this journal will know that Verralls have advertised in its pages for many years, during which time Brian built-up the business to the point where it enjoyed a position of pre-eminence world-wide dealing in veteran, vintage and classic motorcycles. He was beyond doubt the doyen of dealers in early motor cycles and transport and could boast with confidence of being the longest established concern dealing exclusively with such machinery.

Brian's dedication to the veteran motor cycle movement was confirmed in his sponsorship over a number of years of the Pioneer Run. Brian was of course a trader through and through, but always dealt honestly with his thousands of customers. A big man, he had immense presence and was a great raconteur also given to acts of considerable generosity; but never happier than when following the trail to a machine and hammering out a deal.

We will continue to strive to maintain the company's reputation as we have since taking over the business from Brian in October 2004.

Nearly two hundred people attended Brian's funeral on 13th February. It was a warm sunny day and with a sprinkling of old machinery in attendance, he was given a send-off of which we are certain he would have approved. We would wager too that he would not have been able to stifle a chuckle when his brother-in-law minister commenced the homily with the words "The Life of Brian", at which point we all expected characters from Monty Python's Flying Circus to burst into the chapel; but then Brian could always look on the bright side of life. He will be sorely missed.

Ian Hatton and Gordon Button



Dear Jane and Ian,

I'm pleased to tell you that your club has been added to our list and I have added a link on our clubs page to your site. Once signed in, your members can now enjoy discounts on all our products. This is a great incentive so I hope you'll spread the word to them on our behalf!

<http://www.opieoils.co.uk> For telephone sales call Guy on 01209 215164

Opie Oils have been Distributing Performance Oils for more than 12 years now and started an internet based Club Discount Scheme over 3 years ago.

We offer oils and other performance products to Clubs and Forums at substantial savings over high street prices and currently stock major brands including Silkolene, Castrol, Motul, Redline, Amsoil, Mobil, Fuchs, Denso, Brembo, Splitfire and Purolator.

We offer a free "recommend me an oil" service for those users that would like a bespoke recommendation but our bike product finder caters for most unmodified bikes available in the UK today.

We currently have more than 200 Car Clubs who take advantage of the discounts that we offer and are now in a position to offer bike Clubs/Forums the same discounts on a large range of bike products.

Our website has a Club Members Section where there are large discounts and regular special offers. The prices in the Club Members section are up to 17.5% cheaper than our normal prices and there are further "specials" on top.

Simon Barnard

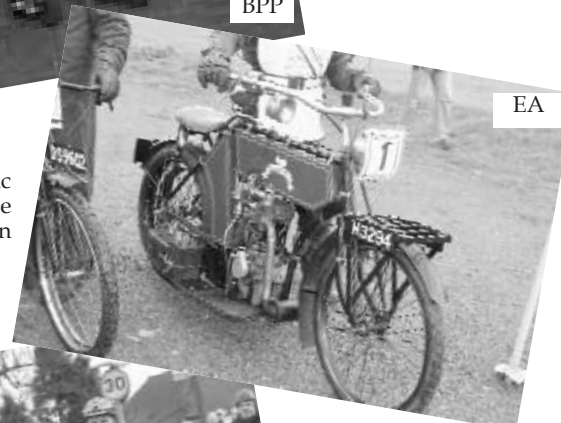
The 70th Pioneer Run

6 pages of photos



BPP

That most historic machine, the Dreadnought, in the paddock



EA



EA

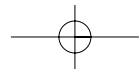
Geoff Morris (above) and new SMCC Chairman, Baz Staple (right) as they begin the run at Tattenham Corner



EA

Photos by kind permission of :

(BPP), Bill Petch Photography. (EM) Eon Matthews. (JS) Jenny Staple. (IA) Ian Akers. (EA) EquipeAjax



70th PIONEER RUN Sunday 9th March 2008



BPP



EA



EA



IA



IA



EA



EA



EM

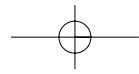


JS



IA

Photos by kind permission of :
(BPP) Bill Petch Photography. (EM) Eon Matthews. (JS) Jenny Staple. (IA) Ian Akers. (EA) EquipeAjax





Calling No.177

Hello.
 I wonder if you could help.
 On today's pioneer run (9/3/08) took a stunning picture of rider 177.
 I wonder if you'd be so kind as to pass on my email address or details to him
 so he can have a copy . No charge is involved, and I'm sure he'd enjoy having
 it as a reminder.

Many thanks

Neil Harrison
 5 Vale Crescent
 London
 SW15 3PJ

Tel - 020 8546 2600

email - harrisonbmw@supanet.com

Photographs by kind permission of
 Bill Petch Photography, 15 St Francis Close, Oxhey, Herts, WD1 4LP



Photos by kind permission of :
 (BPP). Bill Petch Photography. (EM) Eon Matthews. (JS) Jenny Staple. (IA) Ian Akers. (EA) EquipeAjax





Photos on this page by kind permission of : EquipeAjax, who also can do a DVD/CD for a small sum. I can highly recommend them (Ed.)

70th PIONEER RUN AWARD WINNERS


- SPECIAL AWARD** Frank Dolman, for riding 50 years with same machine
- SPECIAL AWARD** Bob Podbury, for 30 years of programme selling.
- ENGRAVED MEDAL** For the Six motorcycles that ran in the 1930 event:
 Harry Wiles, 1902 Dreadnought
 Brian Kennedy, 1910 Douglas
 John Waghorn, 1912 Rudge
 Chris Catt, 1914 Triumph
 Robert Hummerstone, 1914 Sun-Villiers
 Anthony Stockman, 1914 Triumph
- COMBINED AGE** Des James (88), 1912 New Hudson (Total 181 years)
 1st Runner Up: Colin Groves (77), 1905 Rexette (180)
 2nd Runner Up: Dereck Light (83), 1913 Morgan (177)
- AGE DIFFERENCE** Pael Baele (20), 1897 Comiot (Difference 92 years)
 1st Runner Up: Mat Roberts (19), 1899 De Dion (91)
 2nd Runner Up: Luke Swift (19), 1912 AC (78)
- LADIES AWARD** Corina Norman-Smith, 1910 Humber
- MOST MERITORIOUS** Barry Care, 1913 Premier
- AUTHENTICITY** Alan Webber, 1909 Rex
- HORSEPOWER TEAM** Ken Lee, 1904 James H Smith
 Rob Kitchen, 1909 NSU
 Jane Akers, 1913 Sunbeam
 Total years of riders and bikes: 456 years
- RAY NEWTON CUP** Ken Blake, 1914 BAT
- NEWCOMERS** Ian Northeast, 1914 James

EQUIPE AJAX

MOTOR SPORT NEWS FEATURES

We are a group of freelance photographers specialising in motorsport and motoring events throughout the South of England and on the Isle of Man. We hope you enjoy these samples of our work and we would love to hear from you if you have any comments or would like to see any more of our work.

Flat 9, Broadwater Boulevard, Rectory Gardens, Worthing, Sussex BN14 8JF
 Tel: (01903) 219204 Fax: (01903) 277236 Email: equipeajax@lineone.net
www.equipeajax.co.uk



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 woolyhats optional. No sandals.

WANTED
Helpers for Trials events

Illustration by kind permission of Roger Beale

Call Chris Mawer, 07710 211913

PINHARD PRIZE WINNER

Tommy Searle receives the huge Pinhard Trophy at Hawkstone Park



With the World Championship season yet to start, Hawkstone Park's international meeting on March 2nd saw Britain's best hope of a World Champion, Tommy Searle, receive the Pinhard Prize, an award which he won in December 2007.

Had Tommy not been testing in California at the time, the prize would have been presented to him at the ACU's Presentation of Awards in January. Ian McGill presented the award to Tommy at Hawkstone Park during the lunchtime interview session.

Ian McGill said "Tommy's superb achievements last season, 2nd in the MX2 World Championship, in only his second full season and Runner Up for a second time in the Maxxis ACU British Motocross Championship saw his name come to the top of a short list of riders that we will all enjoy watching succeed in their chosen disciplines over the coming years.

"Tommy was unfortunately testing in the USA at the time of the ACU Annual Dinner, and was thus unable to receive the award at that time. I would like to thank the Salop MCC for allowing me to present the Pinhard Prize at Hawkstone Park and must take the opportunity to remind all Clubs that the Sunbeam MCC only considers riders put forward to us by their respective Clubs."

Any nominations should be forwarded to The Sunbeam Motor Cycle Club-Pinhard Prize, 13, Victoria Road, Horley, Surrey, RH6 9BN.

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FEDERATION NEWS

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www.fbhvc.co.uk

UK LEGISLATION

David Hurley

Paint

The latest news from DEFRA is that the licensing scheme to allow the continued sale of 'non-compliant' vehicle refinishing products and domestic paints is unlikely to be introduced before mid-summer. Meanwhile, the DEFRA team is taking seriously the proposal that cellulose and non-compliant coach enamel should be classified as 'special finishes' (which would obviate the need for a licensing scheme as far as vehicle paints are concerned) and, at the time of writing, is planning a meeting with experts from the British Coatings Federation to discuss the detail.

This is, of course, good news, but it would be unwise to count those chickens just yet as there are many technical and legal hurdles that the DEFRA team have to negotiate. In closing on this topic, I'd like to pay tribute to the team at DEFRA - whilst being scrupulously correct in following their obligations under the law, they have done everything in their power to support our arguments, first giving strong support to our application (through FIVA) to the European Commission for a derogation to allow the continued sale of non-compliant products for use on historic vehicles, then ensuring that the UK government would give effect to that derogation, and finally supporting our case that the mechanism for activating the derogation should be simple. We hope that their political masters will also recognise the merit of our arguments.

London Low Emission Zone

Reports suggest that in the first few days of operation of the LEZ, several thousand infringements were noted. The operators of the non-compliant vehicles who had failed to pay their £200 fee to enter the zone were sent warning notices rather than £1,000 penalties, but penalty notices will soon be the norm. Pre-1973 historic vehicles are not affected, but younger preserved historic commercial vehicles are. The original consultation on the scheme proposed a rolling-date exemption for preserved historic commercial vehicles over 25 years old. When the fixed-date concession was announced after the consultation, we tried to argue but we were told in no uncertain manner that if we didn't like the concession on offer, there would be no concession - period.

Emissions related congestion charge

The rules for the central London Congestion Charge Zone (CCZ) will change in October. Instead of the current system where vehicles are either exempt or pay the £8 standard charge (with discounts available in certain circumstances), there will be a higher charging band of £25 for certain cars and utility vehicles, *with no discounts*.

The vehicles affected are those type approved after 1 March 2001 with CO2 emission figure more than 225 g/km and those type approved before that date with engines of over three litres capacity. Porsche GB is mounting a legal challenge to the proposal.

Meanwhile, Transport for London has accepted that vehicles over three litres that were never type approved cannot be charged at the higher rate. This is an unintended consequence of the way the regulations were drafted.

The lengthy report on the consultation includes this:

Given that Congestion Charging only applies on weekdays between the hours of 7am and 6pm, TfL does not consider that the proposed emissions related congestion charges would have a significant impact on the occasional use of historic vehicles ... TfL would subsequently be likely to make an appropriate Variation Order that would set out proposals to include historic vehicles within the scope of the higher charge.

This would include stakeholder discussions with organisations including the Federation of British Historic Vehicle Clubs. Any such Variation Order would be subject to consultation before it could be confirmed by the Mayor.

We await developments.

Private Hire Vehicles

The Department for Transport has confirmed that the hire of a vehicle with seats for fewer than nine passengers with the services of a driver for a wedding or a funeral is exempted from the normal regulations relating to Private Hire Vehicles. Hire of such a vehicle and driver for any other purposes, such as a tour of the local countryside or attending a special function, falls within the regulations that stipulate such vehicles and their operators must be licensed for the purpose. The licensing authority for this activity is the local authority in which the vehicle and its operator are normally based. Initial indications are that there is no uniformity of criteria.

We would like to hear from historic vehicle owners who hire themselves and their vehicles out for purposes other than weddings/funerals.

DVLA

Nigel Harrison

Vehicle Inspections

In the last Newsletter I repeated FBHVC's view that where an application is made to reclaim a registration number or where a dating certificate is required vehicles should be inspected. DVLA will be incorporating the phrase *vehicle inspection is standard practice* into the V765 form that is signed by clubs. This will act as a useful reminder.

OFF THE SADDLE

The Gas Gas got repaired after its breakdown in the January Star Group Trial but have not been able to ride it since.

The following week would have been my annual bit of observing for the Sidcup Trial but it coincided with a surprise 70th birthday lunch for my brother in law, so that was out.

The next week was to have been the Talmag Trial, a must in my book but was cancelled and my entry returned as the Army wished to play `soldiers'! Did get an enjoyable Trail ride with the Bexleyheath Club on Thursday 24th January over in the Biggin Hill area. It was fairly cold but otherwise the weather was fine. Rode the Yamaha Sorrow from home over to Biggin Hill.

A days riding on fairly wet going saw just over 100 miles on the clock by time I got home again. There were just 2 of us on the Sunbeam Books on that ride. The Saturday before the planned Talmag date we had the pre AGM Committee meeting at Blindley Heath. It promised to be a good AGM with Roy to report a healthy balance sheet, though a requirement to build it up slightly to keep in line with inflation and for the interest which helps to subsidise Clubs membership costs. It was agreed that the base figure in the pot was to be raised from £40k, where it has been for years, to £50k. With an active large Club such as ours, which this year will be organising 14 events, there will always need to be a substantial reserve to cover event costs and losses should where they arise for whatever reason, plus new equipment and other Club operating costs.

I would be reporting a turn round from the membership losses of the last 2 years to an upward trend again. All events we ran in 2007 where a success. We have held membership fee at £12 for the last 15 years and a £2 rise is being proposed for next year. The thought of allowing Post Vintage machines (1931 to 1939) with girder forks to be accommodated into some of the our Vintage events was to be discussed as an idea at the AGM but after the meeting itself was closed. On that subject Ian Akers wrote an excellent editorial in the February Club News and Ian McGill asked people who went to the AGM to stay on for this chat and those that were not to be there to write their feelings to him on the subject.

The Committee itself was divided on the subject and the Clubs feelings on the matter needed to be accessed. The whole subject was not new to us. Two events already cater for the years in question and it was probably 10 years since the subject previously got a good airing. We need to think of the Club of the future and not just today. Though membership is again on the up the average age of active riding members in the Club is continually on the rise and we need to increase membership to remain viable in years to come. Even with the acceptance of the Post Vintage Class into some of our Vintage events we would still be looking at machines over 70 years old by the time we perhaps agreed to this proposal. And always lurking in the background must be the Law and how it will view ancient machinery on the road in the future.

There was no event that I wished to ride on Sunday 2 February and the following Sunday the Star Group event was run at Barretts Pit which I find too slippy

in the wet, it being steep sloped spoils from a long defunct lime works plus loads of natural chalk.

However on the following Thursday got a first class Trail ride down at Crowborough. There were 15 people riding and 3 of them were on the Sunbeam Club books. The old section at Redgate Mills from the works supported National Southern Trial which was run up into the 60's, we tackled.

I had ridden it before on several occasions but must say that recent water erosion has made it very difficult going. It started with about a 4 foot deep gully that was only just about wide enough for the bike and at one point my right footrest came against a small rock outcrop and the left one dug into the banks of the gully. Had an awful job getting out of that as couldn't get legs off the footrests as there was nowhere to put them. Then you had to gun the machine out of that narrow gully and up onto a large slippery rock outcrop.

One of the lads gave up and got back to the road and met up with us at the top of what is over half a mile of really juicy going. In the afternoon we returned to the area and came back down Redgate Mill, which was always going to be an easier option, but after the morning's experience 3 of the lads gave it a miss and rode round on the road.

On the 20th February went to a lively and certainly interesting Centre Trials Meeting as the Sunbeam Club representative. As Chairman Jim Connor is enthusiastic, and both a very experienced rider and someone switched into the modern `bike scene with his 3 lads all expert riders. The expert Class is now divided in 2 for Centre Championships, the Elite Class and slightly less difficult route for the Expert Class.

To any of us who have ridden in the past one would wonder why do this. But with such good modern machinery around as we have today the very best riders can tackle what to the also runners is virtually impossible and certainly dangerous to any but the very best. Because of this we have a large number pro rata that should have moved up to expert class still riding the Intermediate Class on their own desires to avert injury. This has pulled the standard on the Intermediate Class up. That has had the same effect on the Non Expert Class where riders don't want to move up for the same reason and the level of the non expert route is also higher than it should be.

This idea of a Elite Class and route, plus a serious attempt to check routes are right as envisaged for the classes is an attempt to sort out those 2 bottlenecks and get people moving up. Concern was expressed quite rightly that 2 years on and the fiasco of who won the Centre Expert Class in 2006 is still not sorted and is being bounced back and forward between Centre and the ACU HQ, to whom the original protest was sent. This to be followed up with a strong letter.

Up came the old chestnut of getting the Star Group, which has lost several Clubs recently and finds itself unable to run a Trial each month, to join up with the Thames Valley Trials Group. Star Group are all for this idea but the Thames Group which only now has 3 Clubs is playing hard to get as they presumably view it as a take over scenario.

A heated discussion of when is a stop a 5 penalty when one is riding in a stop

with penalties event as opposed to one where a stop is automatically a 5 mark penalty.

I got scoffed at for saying I would give a 5 to someone who ended up with the bike completely on its side with the footrest stuck in the ground even if the rider had both hands on the handlebars, one foot on a footrest and the other on the ground the other side of the fallen machine and yet both wheels still had rubber touching the ground and the engine is running, in my book that ain't a 1 it is a 5, the rider has lost the plot even if with super human strength, which all trials riders have, he manages to lift the machine upright again and regain forward motion. As far as I am concerned he lost it when he laid the bike down.

The following Sunday went with Ian and Barbara McGill to the APMC Dinner at Newlands Corner near Dorking. The APMC events are always well supported and there is also always a strong Sunbeam Club representation with our Baz Staple as President of the Association. The next Saturday was our AGM. The AGM itself was very well supported and the Meeting went well. It was the 3rd AGM I have chaired and I have been acting Chairman of the Club since Tiny first went ill. This AGM we voted in a new Chairman and am pleased to see Baz Staple as the new Sunbeam Club Chairman. He has a very hard act to follow in Tiny Ayers but he has our wholehearted support. Baz took over from me and presided over the prize giving. He then closed the meeting.

We had some very nice tea and cakes before most attendees stopped for the discussion on the idea of allowing further of our Vintage Events to accept Post Vintage machinery in their runs. What happened then was as far as I, and many at the meeting considered, to be an unmitigated disaster. It was intended to be an airing of ideas, no voting on the matter, and to find how the general Club Membership felt on the matter, for future consideration. But there was little in the way of balanced discussion. I ride a Vintage machine and have no desire to ride a Post Vintage machine, but that doesn't mean I can not see why it cannot become more accepted in the Club without falling into the trap A N O club has of rolling time rules and getting to a state where Vintage machine riders get to feel precluded from events. That sort of a scenario is far from any thoughts of the people on the Committee and the vast proportion of the Club membership who are interested in old machines. What a shame for there is now a lot of calming of peoples fears. I have had my say and am not upset with anyone at the meeting as individuals, just sorry it went the way it did.

Much will be written about the Pioneer run the following weekend. The 70th time the event has been run, and it went off very well. We had plenty of programme sellers at Epsom, thanks to all of you who came and helped. The weather was cold at Epsom and really lovely at Brighton.

This year's signing off was done by Barbara McGill seated in a hearse, yes that's right, a 30s Austin hearse. I won't suggest that she had a grave expression as she did her job, nor that the hearse was parked in the dead centre of Madeira Drive, no Barbara didn't have a cold and wasn't 'coffin'.

Did the older riders feel they had got to the end when they presented themselves to her?

In fact it was all part of what is becoming a great theme at the Brighton end of the Pioneer Run with signing off in the old hearse, the programme sellers dispensing programmes from an Austin wartime NAAFI wagon, Ian Young doing a grand job as commentator on a 'fare stage' with the elderly double decker bus.

As you all know early this year we sadly lost to cancer Club member Allan Robinson who has done an outstanding job for 39 years as the Club's commentator at Brighton. Ian had a very hard act to follow and I have to say he made an excellent job of it, interesting facts and figures plus interviews poured continuously out over the air.

Fantastic, well done and thanks Ian.

Peter Donaldson



WHAT CAN YOU DO?


Like all Clubs, the Sunbeam MCC relies on its members not only to patronise its events, but also to assist the organisers of those events.

We don't ask for a chain gang, usually it's just a "gopher" or a help with the tea and sticky buns, but if you would like to know more about helping out, contact one of the committee members, or talk to one of the event organisers.

They will be pleased about your offer.

You'll get even more out of being a member of arguably the best motor cycle Club in the country when you put something back in to keeping it a happy, healthy and successful one.

A young lad is pushing his scooter into a motorcycle shop, as it has broken down. The grizzled engineer looks at him, walks around the scooter, sucks air through his teeth and says: "I'll need to order in a new power band from the suppliers as your one has snapped". The young lad looks crestfallen, pleading with the bloke to repair it as quickly as possible, as he has a date the following evening. The engineer, being a helpful sort, says: "I might be able to loan you a lunar cycle until it's fixed."



Small Ads are free to Club Members, and can repeat free for several issues.

Just let the Editors know your requirements (address and contact numbers inside the Front Cover)

Rev. David Scott

I would like to offer my services to Club members for Christenings, Weddings, Funerals or any other way I may be able to help and support you.

I can be contacted at:

23, Wilmington Way, Patcham, Brighton, East Sussex. BN1 8JH or by telephone on: (01273) 276 690

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500cc OHV Sunbeam flat tank or saddle tank considered needing work or mint, but must be original. telephone David Poole on (01270) 841 032

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Veteran Triumph single speed free engine model pre 14, condition not too important as long as rideable and reliable with pioneer certificate.

Any calls treated with total confidence.
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Tel Nigel Hussey 01458 448124

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Your machine parts rendered beautifully clean, ready for inspection and assembly, or painting. Castings burnished, polished or restored to 'as-cast'. Paint stripped or retained as required. SMCC member based in South London.

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WANTED

Parts for 1916 Sun VTS 269cc
I particularly need a PISTON
This is a 2-stroke deflector type approx 70mm bore and made from cast iron; but a whole undamaged piston of almost any metallic substance would be welcome!
Please call Roger Yates on 01525 375286 (daytime)

WANTED

Pre 1905 Three Wheeler, any marque, any condition.
Please call Dave Pittuck on 01403 700658 or e-mail dpittuck@hotmail.com

WANTED

A late Velocette GTP model which is complete, largely original and waiting to be ridden by a two-stroke enthusiast.

Call Colin Missen
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Sunbeam Club Regalia

Please send your orders to Peter Donaldson - his address is on the inside front cover of this magazine.

***NEW* Hi-Vis Jerkins £9 (+p&p £1.00)**

Lightweight safety overcoats, manufactured to BS EN471 Class 2. In Saturn yellow with 2 band and brace "Scotchlite" reflective tape lines. They are zip-fronted, have an ID pocket and a small club logo on the front, a large club logo on the back so now people can see you. Fits over your existing jacket, so needs to be about 2 sizes up on that size to allow complete freedom of movement
Sizes: 2XL, 3XL

Fleece Jackets £18 (+p&p £2)

These high warmth, lightweight, fleece jackets have elasticated cuffs; a full-length zip-fastener and two pockets in black and an embroidered Club logo on the left breast. they will fit under most motorcycle clothing, and should keep you nice and warm whilst working in cold garages, or wandering around the paddock at a trials meeting. Fantastic quality at a low price
Sizes: M,L,XL,XXL

Rugby Shirts £18 (+p&p £1.50)

These are lightweight, warm black "Kustom kit" long-sleeved rugby shirts with embroidered Club logo. Ideal for those times when short sleeves just won't do.

Sizes: M,L,XL,XXL

Polo Shirts £12.50 (+p&p £1.50)

Quality lightweight black polo shirt with embroidered Club logo, short sleeves. Great casual wear

Sizes: M,L,XL,XXL

Sweatshirts £15 (+p&p £2)

Warm, black, high quality "Fruit of the Loom" sweatshirt with embroidered Club logo. For those extra cold days you can wear this under your fleece jacket or over one of the rugby shirts. "Snug as a bug in a rug."

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Trials T-Shirts £8 (+p&p £1.50)

Leightweight, black, long-sleeved T-shirt with embroidered Club logo. Stylish and smart a la "trials rider"

Sizes: M,L,XL,XXL

T-Shirts £6 (+p&p £1.50) *NOW ALSO IN YELLOW*****

High quality, short-sleeved T-shirt with embroidered Club logo.

Sizes: M,L,XL,XXL

Baseball Caps £5 (includes p&p)

People lose 30% of their body heat through their heads, so lag your noggin this winter. High quality "Beechfield" caps, with embroidered Club logo and a strong metal fastener / adjuster.

Sizes: adjustable

Club Ties £5 (includes p&p)

Dark blue "Roberto of London" polyester neck tie, with two gold lines and Club logo.

Lapel Badges £2.50 (inc p&p)

A neat, discreet circular pin badge for lapels or bike jacket pockets

Cloth Badges £3 (inc p&p)

A circular black embroidered badge for blazers and jackets

Vehicle Badges £7.50 (inc p&p)

Triangular metal vehicle badge with Club logo for bike or car

Sticky Badges £1 (inc p&p)

Circular, sticky-backed, plastic printed badge in black and gold for your car windows or motorcycle topbox

***NEW* Car Window Stickers £1 (inc p&p)**

Rectangular cohesive plastic printed in black on a yellow background. Just the ticket!

NEW REGALIA LINES

YELLOW T-SHIRT

Though the Club Regalia lines have traditionally followed a yellow on black format, some 6 years ago we produced a line of Sweat Shirts which were black on yellow to commemorate the Club's Trials winning of the Star Group Championship. These were a success and I still wear mine when riding in Trials.

Now, for no specific reason other than the popularity of this format a few years back, we have got and offer various sizes of a light weight short sleeve T shirt with a black Club badge stitched on a yellow shirt at £6 plus £1.50 P&P.

How about giving it a trial?

HI-VIS JERKINS

In response to recent comments about members riding in events with other clubs vests, we have just commissioned a number of High Visibility Jerkins. Well made to British Standards, bright and lightweight - also useful carried in your car in case of a breakdown, puncture or accident. It may also interest you to note that in many EU countries, a safety vest is now legally required for each person (not just the driver) travelling in your car in the event of an emergency.

EVENTS CALENDAR 2008

1st May	Club Night	
9-12th May	Warwickshire Weekend	Closed to Club Pre-1931
No. 752	Kings Coughton, Warks	Contact: Jenny Staple 01892-535671 jennybaz.staple@gmail.com
25th May	16th New Conyboro Run	Pre-1940 Girder Forks
No. 753	Chiddingly, Sussex	Contact: Barry Care 01604 646818 barrycare@tiscali.co.uk
5th June	Club Night	
8th June	14th Rose of the Shires	Pre-1931
No. 751	Stoke Bruerne, Northants	Contact: Barry Care 01604 646818 barrycare@tiscali.co.uk
22-29th June	25th Welsh Week	Pre-1931
No. 754	Aberystwyth, Wales	Contact: Joy & Des Brown 01761-471511
22nd June	Dick Little British Bike Trial	Centre Restricted
No. 755	Bagshot Heath, Surrey	Contact: Chris Mawer 07710-211913 christopher.mawer@tiscali.co.uk
3rd July	Club Night	
13th July	22nd Garden of England Run	Pre-1931
No. 756	Headcorn, Kent	Contact: Tony Lloyd 01737-555413 aj.lloyd@blueyonder.co.uk
7th August	Club Night	
10th August	46th Graham Walker Run	Pre-1931
No. 757	Beaulieu, Hants	Contact: Ian McGill 01293 771446 acsociable@tiscali.co.uk
16-17th August	Testers Run	Pre-1940
No. 758	Wolverhampton, W Mids	Contact: Trevor Davies 01952-691231 trevor@daviesnewport.f9.co.uk
4th September	Club Night	
7th September	Greybeards Trial	National
No. 759	Stedham, Sussex	Contact: Chris Mawer 07710-211913 christopher.mawer@tiscali.co.uk
14th September	Sunbeam September Challenge	Pre-1915
No. 760	Stratford to Brackley	Contact: Barry Care 01604-646818 barrycare@tiscali.co.uk
21st September	Constable Country Run	Pre-1931
No. 761	West Bergholt, Suffolk	Contact: Chris Stiles 01206-262831 chrismstiles@tiscali.co.uk

Please note that the locations of the events are now corrected, as in fact only one Sunbeam MCC event is actually based at Stoke Bruerne

2nd October	Club Night	
6th November	Club Night	
4th December	Club Night	
21st December	Southern Experts Trial	National
No. 762	Stroud Valley, Gloucestershire	Contact: Chris Mawer 07710-211913 christopher.mawer@tiscali.co.uk

Club Nights

see p4 for details of the Club Nights

These are held on the first Thursday of each month at The Six Bells public house, Chiddingly, Sussex. BN8 6HE
Tel: 01825-872 227





THE SUNBEAM MOTOR CYCLE CLUB Ltd

Membership Application Form



The main interests of the Sunbeam Motor Cycle Club are in the Pioneer,
Veteran & Vintage and Sporting Trials fields

Founded 1924

Member of the FBHVC

Affiliated to the SE Centre ACU

Membership open to riders and drivers of all makes of vehicles

I wish to join the Sunbeam MCC and agree to be bound by its Rules.
I agree to my name and address being held computer database for Club use only.
I enclose remittance as follows...

ITEM	QTY	COST	P&P
Individual Membership	—	£12.00	
Family Membership (husband and wife) See Note 1	—	£18.00	
The Sporting Motorcyclist (Trials) See Note 2	—	£12.00	
Black and Gold Cloth Club Badge	—	£3.00	
Circular Sticker Badge for Vehicle	—	£1.00	
Enamel Badge for Vehicle	—	£7.50	
Rectangular Window Sticker for Car	—	£1.50	
Lapel Badge	—	£2.50	
Club Tie	—	£5.50	
Fleece Jackets with Embroidered Badge (2XL)	—	£18.00	+£2.00p&p
Long Sleeve Rugby Shirt, Black with Embroidered Badge (2XL)	—	£18.00	+£1.50 p&p
Sweatshirt with Embroidered Badge (2XL)	—	£15.00	+£2.00p&p
Short Sleeve Polo Shirt, Black with Embroidered Badge (2XL)	—	£12.50	+£1.50 p&p
Long Sleeve T-Shirt, Black with Embroidered Badge (2XL)	—	£8.00	+£1.50 p&p
Short Sleeve T-Shirt (also in Yellow) with Embroidered Badge (M - 2XL)	—	£6.00	+£1.50 p&p
High Vis Jerkin (in Yellow) with Badge & Motto (2XL - 3XL)	—	£9.00	+£1.00 p&p
Quality Baseball Cap, Black with Embroidered Badge (stable)	—	£5.00	
TOTAL			

NOTES:

- Family membership is not applicable to members who ~~title~~ machines. Individual memberships are required for riding members.
- If you intend competing regularly (that is, a minimum of ~~times~~ per year) as a Sunbeam member in Sporting Trials, the Club will supply a Sporting Motorcyclist at a charge of ~~£1.00~~ per year. The balance of the costs will be met by the Club.

*Name..... Date.....

*Address.....

*Post Code..... Telephone.....

Email.....

Signature..... * indicates required information

When completed, please send to ...

Peter Donaldson, 28 Lesney Park Road, Erith, Kent DA8 3DG

Tel: (01322) 332087

STAMPS ARE ALWAYS GREATLY APPRECIATED WITH ALL CORRESPONDENCE

Visit the Club Website <http://www.sunbeam-mcc.co.uk> or email us at membership@sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club -Always Ahead