



## Seasons Greetings

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



# THE SUNBEAM MOTOR CYCLE CLUB LTD

## Founded 1924

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

# EDITORIAL

Sunbeam Club News

Issue 835

December 2008

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At the time of writing I have just come back from riding a motorcycle from Cape Town in South Africa to Windhoek in Namibia, a distance of some 4,000 kms. Over 3,000 kms was totally off -road and in fact some was across the Namibian Desert, a very harsh environment indeed.

I must confess it was on a modern trail bike and I had a GPS navigation system and a back up vehicle following an hour behind. I was staying in good quality accommodation at the end of each day with good food and a comfortable bed to relax in, before continuing my journey.

However, in the middle of nowhere I would come across a man or woman just sitting beside the track with seemingly no accommodation, water or food within sight or walking distance. In some remote villages I would pass barefoot children walking miles to school with backpacks on all happy and contented. In both cases they would wave happily as I passed and seemed content without designer clothes, or a flat screen TV in sight!

When you are in literally the middle of nowhere you begin to realise how totally insignificant you are in the great scheme of things. When you look up at night and see how many stars you miss normally, it makes you rethink your priorities in life - it really is something of a wake-up call!

In Windhoek there is now a modern orphanage that houses 60 children that now have a better chance in life thank to the generosity of motorcyclists who like me have done the trip and donated generously at the end to help them get a better start than just sitting by a track in the middle of nowhere.

Why I am I telling you this? Well to me, much as I love old bikes, I like motorcycling, I think it is still one of the best ways to travel and really see a country. I believe that most of you are the same and not so anal or small minded that you believe this magazine should only be about pre-30's machines. Unfortunately some do and want it more tightly wrapped and do not want me to mention such things!

I need to know what the majority want, not a vociferous minority, so I can balance out the magazine. However, if you want articles about old bikes you had better start sending in the copy or they are going to be pretty thin! Rant over! Have a good Xmas, personally I shall be riding a bike!

Ride safe and keep the shiny side up!

*Ian Kerr*

*Copy date 20th of the month preceeding publication*

December 2008

3

## Presidents Christmas Message

Sitting down to send a greeting on what looks to be a not-very-Merry Christmas, I can at least look back on what has been a pretty exceptional year in the Sunbeam Club.

Firstly though we have to recall the sad loss of some of our stars in the membership. Outstanding characters are quite irreplaceable. Malcolm Meinertzhagen, Gordon Hadfield and Brian Verrall each left a permanent mark on the club.

Fortunately we can look back on some successful events, both old and new organised by hardworking and long suffering secretary Ian McGill. Not forgetting the Conyboro, The Rose of the Shires, The Warwickshire, The Garden of England and the Graham Walker, the splendid 25th Anniversary Welsh Week run by Joy and Des Brown and John Appleton.

The new successes, the Constable Run and the September Challenge, thanks to Chris Stiles and Barry Care to name but a few!

If 2009 is blessed with as many happy events as 2008, we can look forward to some good times ahead in the Sunbeam Club.

In the meantime I look forward to seeing some of you at the Chairman's Lunch at Pirbright on the 3rd January 2009

With warmest best wishes for Christmas

*Marjorie Ayres*

## The Pioneer Run ®

The Sunbeam Motor Cycle Club Ltd wishes it to be known that it has registered the "Pioneer Run" as a trade mark in the name of the Club. Entry forms for next year's Run on the 22nd March have already been sent out to all intended entrants and the closing date is 31st December. The event is open to all pre 1915 motorcycles and three wheelers that are on the Pioneer Register.

The event has taken place every year since 1930, excepting times of National crises. The first Run attracted 77 entries, the youngest of which was a mere 16 years old, whereas nowadays entries are in the region of 360 attracting riders from all over Britain, plus those from Eire, Holland, France, Germany, Belgium, (Latvia?) and the States.

The youngest machines i.e. 1914 will be 95 years old. The cost of putting on this event is in the region of £15,000, only part of which is reclaimed by the entry fees, the remainder being covered by the Club's valued sponsors. The Club wishes everyone, whether riding or spectating a good day out.

*Ian McGill*

## Malcolm Meinertzhagen – 24.2.1942 – 9.10.2008

It is with much sadness that I have to inform you of the sudden passing of one of our Sunbeam Club members at his home in the early hours of Thursday 9th October. The cause of his death was deep vein thrombosis causing a blood clot on his lungs.

Malcolm was a big man in every way, standing at well over 6 feet and with a large frame, his presence was felt whenever he entered a room. Malcolm was a quietly spoken true English Christian gentleman whom it was my privilege for him to become my true friend.

Malcolm was born in Woolage and attended Woolwich Poly, graduating as an Industrial Chemist. He worked for several large companies as a lab technician and Industrial chemist taking him to several parts of the world. After being made redundant in the 1980's he bought himself into a firm making specialist roofing material that was sold all over the world. He only recently surrendered his directorship and was just moving into retirement.

In his teens whilst attending the church youth club at Barnshurst he met Margaret, she liked him straight away because he was good at telling jokes (he had a wicked sense of humour that stayed with him throughout his life). They both worked hard as a team in the youth club and went on to marry in 1965.

His first powered two wheeler was a Cyclemaster, how long that lasted I'm not sure, but I guess not too long bearing in mind his large frame. In 1977 he began to show an interest in old motorcycles. A friend of his, David Sullivan, put him in touch with a person who had a badly burned 1919 Douglas combination. This was duly rebuilt by Malcolm to a very high standard and took him and Margaret on many, many vintage runs.

Malcolm became a true Douglas fan and over the years he added several vintage and veteran Douglas's to his collection. These though were kept in an "as found" condition as Malcolm felt that this was the true way to preserve their originality.

He joined the London Douglas club, became involved with the running of the club and for the last 20 plus years has been their Chairman.

Throughout the whole of his life Malcolm put 110% effort into whatever he was involved in, be it his family, the church, his work or motor cycles. He watchword was "if you do something, do it properly". He was a man loved and admired by many people.

All the aforementioned was born out by a packed church at his funeral. The congregation being made up of his family, fellow worshippers, work colleagues and of course motor cyclists, many of whom had come considerable distances to say their farewells.

His sudden passing leaves a huge hole for all his family, friends and the organisations he was involved with. I and I'm sure all of you have fond memories of Malcolm. He leaves behind his wife Margaret, daughter Rachel, son Tim and two grandchildren. I and I know you send them our heartfelt condolences.

*Richard M Mummery*

## CLUB NIGHT REPORTS

### October

We had a good attendance to hear Dave Master's talk about development of German military jet powered aircraft. He used a flip chart with numerous illustrations of various planes. It came as a surprise to hear that research started as early as 1928, long before Hitler assumed power.

The Fuehrer of course backed development to the hilt and in 1944 when we thought the war was starting to turn in our favour we were hit by the V1 and V2 rockets which came as quite a shock to the country. This could have been an ace card for Germany had the war gone on much longer - fortunately the allies were soon to make inroads into German occupied country and so put the sites out of range. An interesting and illuminating talk, thank you Dave.

Bill Pile

### November

This Club Night was a talk by Steve Marks on Hendersons.

There was a full house to hear the personal story of Steve's bike plus a very incisive history of the Henderson Company, from its unusual beginnings until production ceased suddenly in 1931. The claims of manufacturers for their products in these early days were extraordinary, and Hendersons were no exception with extravagant claims.

Steve's talk was expertly rendered aided by up to date modern projection with ample and clear drawings from his files of period drawings and photos.

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## CLUB NIGHTS FUTURE DATES

7th January *Natter Night*

5th February *Talk by Roger Dale on Dynamos and cut outs*

5th March *Bring Something Interesting*

Please note the change of date of the New Conyboro Run, from Sunday 24th May to Sunday 31st May. This is because the French changed the date of their Ballard run to 24th May.

26th Annual Welsh Week - 21st to 28th June 2009

New organisers John Appleton and Colin Bentham would like to remind everyone to leave a space in their diary for this enjoyable event.

## Club News

### Membership Subscription

It is time again to be asking for subscriptions to renew membership.

We have had to take a final decision that we need to increase subscription rates this year. We have been hinting at this for the last 2 years, but have previously have found that when we put together the provisional year end Clubs finance figures, we felt able to go yet another year at the old rate. Note the word old.

Subscription rates were last raised, would you believe it, in 1993, 16 years ago. Through good management of our finances, along with good rates of interest on our reserves and the fact that the Club was no longer required to pay the £3 ACU Affiliation fee on behalf of each member, and instead only just a smallish Club fee we have managed to put off a rise until now!

We also benefited recently from the change in postal weight/size charging. However, we are looking at lower interest rates on reserves, increased charges for almost anything you care to think of and falling surpluses available when running events.

In order to maintain a reasonable reserve to buffer against the unexpected, such as having to cancel an event and being landed with the costs, the need to replace equipment and so forth, we need to raise the subscription.

So for 2009 it increases £3 for an individual membership, or a total of £2 for family membership (that is 2 persons living at the same address of which only one rides in events). We trust that you understand our predicament and look forward to the early renewal of your membership of the Sunbeam Motorcycle Club.

*Peter Donaldson*

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## Club Nights

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

**Please note the club now has a new website [www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk) and all entry forms are downloadable from this location. The previous website will direct you to the new one, but you should change your bookmarks/ favourites settings**

## The 1st Constable Run

Awaking early on the Sunday and being greeted to glorious blue Suffolk sunshine gave much needed start to the day ahead.

Two days on site preparation prior to the event ; cutting large areas of grass (after being let down by the farmer), trimming trees and making vehicle ramps to gain access to the field equalled by the efforts made by the ladies in their baking and food preparation.

Breakfast was provided by the landlords Pauline and Simon with 20 riders taking advantage of the hearty Suffolk food prior to the start. The food was very welcome as some the entrants had been on the road since 3am that morning.

Our first Suffolk event attracted an entry of 38 riders and passengers of which 33 started. First rider was Ken Lee on his 1904 James H Smith, followed closely by a good collection of early veteran machines including Richard Mummery's Wilkinson and the Triumph of Ian Jennings (all the way from Bradford), there's enthusiasm! Last rider off at 11.30am.

The route started from the Crown Inn at Wormingford on the Essex Suffolk border, an excellent location and continued into Stour Valley and Constable Country via Bures in Suffolk.

Sudbury, Kersey (with a surprise for the riders) was followed by the Suffolk towns and villages of Chelsworth, Boxford ad Stoke-by-Nayland. A route of 45 miles.

It is worth mentioning that the riders passed the Rose and Crown in Boxford which is the residence of 'Hurricane Smith' the wall of death rider whose passenger was a large male lion. The lion is buried in the forecourt of the pub; and the village sign incorporates "Hurricane Smith2 with the lion in the sidecar.

Variety was considered a necessary ingredient of the event and the riders and passengers had Suffolk timbered villages, narrow bridges, mostly traffic free roads and a surprise water splash to hold their interest.

Judging by the riders smiling faces on their return it appeared that the event had succeeded in providing a good day out, and they had been shown a small part of the Constable Country.

### Award winners

#### 2000 Mile Cup:

Frank Mace and Sandra Bridger	1924 Sunbeam	Fastest ridden
Ian Jennings	1913 Triumph	Most Meritorious

#### Riders Choice:

Ian Johnston	1913 Rover	Veteran
John Merchant	1930 Rudge	Vintage

Press coverage prior to the event provided keen public interest on the day and

attendance by Anglia Television news at the start. Interviews by myself and Frank Mace on his Sunbeam were shown on the news program the following day.

The event could not have been a success without the valiant and hard working efforts of the team.

Shirley, my patient wife; secretary of the meeting cake maker extraordinaire , Jenny and Richard Hall; all the way from Bexhill for two days grass cutting, baking and valuable help on the day. Jane and Ian Akers for the production of the route sheet, excellent program and breakdown transport.

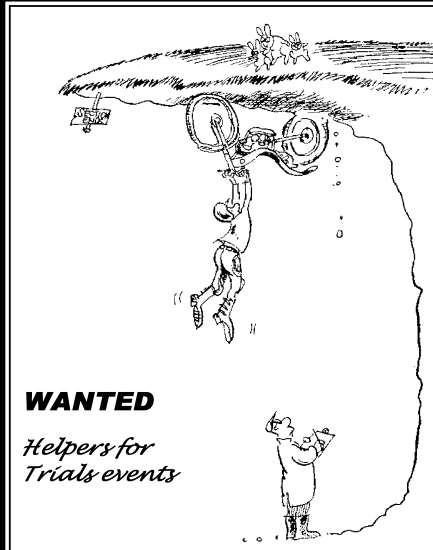
The warmth a d help given by Pauline and Simon two excellent landlords of the Crown Inn.

To Morvend grateful thanks for providing afternoon Teas and Coffees and sundry items.

Many thanks also to all the riders and Marshalls who turned up on the day and who contributed to the event.

In conclusion we were blessed by a glorious day, an enthusiastic band of helpers, beautiful scenery and a generous and keen group of riders and passengers who together made this event a success and one which hopefully will continue for many years.

*Chris Stiles*



**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

(c) Gordon Thompson

## Gordon Hadfield FRCS

I much regret having to report on the loss of one of our most eminent members. Gordon Hadfield was an Orthopaedic Surgeon, Medical Advisor to the ACU and also a close friend of the late lamented Allan Robinson.

Gordon was well known in his field and notably in the motorcycling world for his reconstruction work on Barry Sheene and other celebrities. He had well publicised views on full face crash helmets – he did not approve of them.

A long term member of the Sunbeam Club he had taken part in many Pioneer Runs on his 1914 Royal Enfield sidecar, frequently accompanied by his son Christopher on his 1914 Triumph solo.

My friendship with Gordon actually goes back nearly sixty years when Tiny and I were very newly wed. We met Gordon and his wife in Malta in 1949 when Tiny was serving there in the Royal Engineers and Gordon was doing his National Service as a Medical Officer in the Army.

Both keen motorcyclists, they were part of the trials team. Malta was an ideal for trial riding with rocky outcrops and dried up river beds.

Shortly after our arrival with Tiny as Captain and Gordon as MO, they departed with the team for Cyprus to compete in the Inter-island Trial. Their transport was a Royal Navy Battle Cruiser, no less and they won the trail!

Our ways parted when we left Malta and many years passed before we met the Hadfield's again on Madeira Drive at the finish of a Pioneer Run.

I saw Gordon last in March this year when having completed another Pioneer Run in his 84th year.

Now sadly another great character is no longer with us, but he will be remembered with admiration and affection

*Marjorie Ayers.*

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## To Collectors of Pioneer Run programmes

The archive has some duplicate Pioneer Run programmes which can be offered for sale to boost Club funds. Pre war editions at £3 each (limited quantity), post war at £2 each. Contact Baz Staple

*Baz Staple*

## OFF THE SADDLE

The 2nd weekend in September, six of our members made the annual pilgrimage down to West Wiltshire to ride in the Arbuthnot Trial. This is a great long distance Trial for British bikes of pre-unit construction. It is run over 70 miles, with much of it on by-ways, run on the same course as when first started in the '20s.

Today has 10 observed sections, 2 special tests and 2 check points. The traditional route had lost just 2 stretches of cross country thoroughfare due to the Governments recent legislation. I had expected it to be more.

Both Eddie Rehham and Brian Humphries were booked as missing at the first control point losing 10 marks there which spoilt their results. But our Ian Watkins won class B for rigid-rear machines. Chris Brown won the springer class and Dave Blanchard was runner-up on his girder-forked Ariel in Class H.

It was a most enjoyable ride with a mid-route stop at a posh golf club where we weren't made very welcome by the members. However, with most of us buying food and drinks, money had talked with the committee.

Brian, an early arrival there, ordered his food and took his drink out onto the patio area and said a cheery "Hallo all" and was ignored. So he said "Replay," went back inside and came out again with his cheery welcome and was ignored again. Sad, that some people class themselves above others!

One would wonder what the competitors in the first years of this event would have felt when entry was only open to Royal Naval commissioned officers! Arbuthnot, after whom the Trial was named, was not only very prominent in most aspects of early Motorcycle Sport, but also a Naval Admiral who lost his life in the Battle of Jutland.

The next weekend I was Trail riding in France and the Thursday following, I was out on a Trail ride with our associate Club Bexleyheath. It was a great ride on a new route in deepest Kent. But I was still in fast mode and not relaxing into the correct speeds for Trail riding.

As a result I misread the actions of the person I was behind. He stopped where I expected him to go on at a cross road, and I powered into his machine catching my foot between out two metal footrests, knocking him off and I took a flyer down the road.

He was not happy, though luckily unhurt, but though I finished the ride and drove home, I spent over 5 hours that evening in the local hospital with a suspected broken bone in my foot. It was totally my own fault and felt terrible about the whole accident. It turned out only to be badly bruised and swelled up and I spent the next 2 weeks in sandals.

That had me 'off the saddle' and was unable to go down on the Saturday with Chris Mawer to a meeting with the Officials of the Club with whom we are running the Southern Experts Trial in the Cotswolds in December.

Nor was I out in the Witley Long Distance Trial the following day and I had been the only Sunbeam entry. Heard it was as good as last year when I

enjoyed its new route down in Hampshire immensely.

I went over to France for the next fortnight on holiday. By time came back the foot had greatly improved, but decided to give the Jack Lilley Cup Trial on the Sunday a miss as I still had a nasty scab on the top of the foot.

This event was run at Bagshot Heath North and the Clerk of the Course was our Mike Holloway, who despite the rain, put on a first class course.

There were 8 Sunbeam entries with 2 non-starters, Bernard Rodemark. still suffering with his knee and myself.

There were 10 sections each ridden 4 times, and Brian Humphries had to retire with machine problems after 37 sections, that is what I call bad luck, so close to finishing.

George Smith and Dave Blanchard were out on their girder machines, Graham Wylie had a very good ride on his lovely rare Velocette springer and Neville Lewis and Mike Vangucci held their own up on light-weights. All I spoke to, praised Mike for the course and thoroughly enjoyed their ride.

The first weekend in November, I rode my Matchless in the Vintage Club's Bounds Trial. This event was masterminded by our own Mike Vangucci who did extremely well at Dew's Farm just off the M40 at Harefield in the South Midland Centre.

Again there were several of us Sunbeamer's riding, though no programme was issued so am not sure just who they all were. I retired half-way with electrical problems and a misfiring motor. Luckily, I was able after a bump start, to get back to the trailer.

Brian Humphries made a right mess of his primary chain case, broke the primary chain, which jammed up behind the clutch and took a load of metal off his engine sprocket. Luckily he was alright, but he had to push his bike in from the furthest part of the course and claims to have lost a stone in weight!

I haven't seen the results yet, but Graham Wylie in his Velocette was pleased with his performance. I heard the Neville Lewis was supposed there but I didn't see him.

When I got home I took the bike off trailer and kicked it, started first kick and went perfectly round the block a couple of times in the following half hour. This suggests I have magneto problems, thank goodness they didn't appear in its previous outing in the long distance Arbuthnot Trial!

I attended the Dates Meeting last week and we have all 4 dates agreed for our Trials in 2009. We did try to bring our date for the Southern Experts forward a week as we have this year from its traditional position of being the Sunday before Christmas purely to get away from the usual problems of people's preparation for the Festive Season.

However, it clashed with another Trial, though they did not object. The Chairman pointed out that the traditional date was one when events are not normally run Country wide, therefore the true Experts did not have local pressures on them to ride locally and are most likely to be available for the Southern Experts. So we are back to the traditional date.

Unfortunately our April Star Group date falls on Easter Sunday in 2009 and experience tells us that family commitments mean a poor entry potential on that date. The Star Group events are run each second Sunday of the month during the year. The only alternative in 2009 is August, and we would hit the same entry problems there. So as at now, it's Easter Sunday.

The Dates Meeting was followed that evening with a Centre Trials Combine Meeting where 2 interesting points were raised. The first being that next year marking of modern bike Championship and National events return to be marked by Stop with Penalties and make any movement you like except go backwards. In other words we are unfortunately back to bunny hopping again.

The other point was that both the Centre and ACU Rugby could not agree on sorting out who won the South Eastern Centre 2006 Trials Solo Championship. The matter has been handed back to the Centre Trials Combine whose original decision on the winner lead to a formal protest to Rugby. So it has been agreed that there will be an EGM at which there will be just one winner, no tie and that will stand. The Sittingbourne Club are to get their £300 protest fee refunded.

Officials for the following year have been appointed and I am assistant secretary again.

The next evening was a quarterly open to all Clubs Centre Management Meeting, so back to Blindley Heath again. (Having had our own Sunbeam Committee Meeting there the previous Saturday it meant I had 3 meetings in the one location in 5 days).

I have never attended any Meeting before in goodness knows how many years of association with Motorcycle Committee work where there was such evident anti ACU Rugby Head Office feeling.

We have a very proactive ACU Rugby Chairman, Jim Parker, who I believe is bending ACU rules and he has a number of 'Yes' Men around him and there is not the strength around to change his dictate.

Roger Brown, the South East Centre Treasurer and a Director of the ACU Ltd has after 5 years of blunt talking and hard work finally thrown in the towel and resigned. He gave us all his personal feelings on the matter.

It is very distressing when you hear a person who you know to be honest and straight forward so 'browned off' (sic). Both Chris Mawer (our Sunbeam Club Trials Secretary, and also the assistant secretary of the South Midlands Centre of the ACU), and myself, feel that Jim Parker is still doing more good than harm.

But we are aware it is a bit like watching the antics of Maggie Thatcher and that at some point he will probably just go too far and perhaps could cause the breakup of the ACU. As I said at the Meeting, "Divided we fall," and that would be disastrous to every aspect of organised club events. We must have a central body to look after our interests in every respect.

There was a full report of a Meeting from Jamie Clark. (Jamie won the Sunbeam Club Annual Pinhard Award for the best ACU Club Member in

Motorcycling under the age of 21, just 4 years ago.

Jamie is only the 2nd person to be presented with this National Award who got it for his organisational ability and not his riding prowess in the 50 odd years of the awards existence).

An EGM had been called for all Centres by Rugby with only a fortnights notice. None of our top South Eastern Centre Officials were available to attend. Jamie went to the corridors of power and made our presence felt.

The meeting was called because the South Midland Centre had invoiced the ACU Head Office for £1300 for lost income from insurance commission. This due to Rugby having taken away the issuing of permits for "Open" Motocross Meetings and the supplying of the insurance for those events. (This centralising for Open Motocross Events Permits being issued by Rugby had come about without proper agreement from the individual Centres).

That meeting, and the Sunbeam fall out, looks as though the lost commissions will be paid to Centres. Well done South Midlands, but will no doubt lead to greater efforts by Rugby to try and reduce the number of Centres etc. and more agro between Centres and Rugby. As I said, we need to be more careful for "Divided we fall."

*Peter Donaldson*

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## The Dyer Partnership

Members may like to know that Bill Dyer our Club accountant for more years than I care to remember has decided to retire. We would like to thank him for his attention to detail when handling our accounts, and to wish him a long and happy retirement.

This also means that we have a need to move our registered office. This will now be situated at our new accountants address.

*ETM Consulting.*

*The Old Stables. Hental Farm. Groombridge. East Sussex.TN3 9NU.*

Please be advised that this is NOT a correspondence address for the Club.

*Van McGill*

## Annual General Meeting - Saturday, 7th March 2009

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 7th March 2009, at the Forman Institute, Eastbourne Road, Blindley Heath, Lingfield, Surrey, which is on the A22 road between M25 junction 6 and East Grinstead.

Any member may propose a resolution for consideration at the AGM but any proposal must be in writing, duly signed by the proposer and seconder and sent to the Hon Secretary a minimum of 30 days before the AGM.

All present officers are willing to be re-elected, but proposers and seconds are required for existing names, plus any other nominations for any of these posts.

The nominated person will also need to submit in writing their willingness to stand. Proposers of any persons for office or resolution will need to attend the AGM otherwise their proposal will lapse.

All the above to the Hon Secretary in writing, by 31st January 2009. Twenty-one days before the AGM, all members will receive a formal notice of the meeting, the Agenda and a financial statement.

*Van McGill*



## Book Reviews

### British Motorcycle Racing Circuits Since 1907

BRITISH MOTORCYCLE  
RACING CIRCUITS  
Since 1907



Just when you thought there was nothing that prolific motorcycle author Mick Walker had not written about, British Motorcycle Racing Circuits Since 1907 drops on the mat.

It seems strange that it has not been done before, but this is the first definitive work covering the many circuits that have been and gone, as well as those that are still there since motorcycle racing started. Now while it might well be a reference work, it is an excellent general read, so much so that my initial quick scan through the pages resulted in two hours passing rapidly

by.

It was not the information and history on the major circuits such as Brands Hatch, (everybody knows it started as a grass track in the opposite direction), but it was all the smaller circuits many based on old airfields and stately homes that had me transfixed.

I had often wondered about the airfield some five miles down the road and the possibility of staging some racing there. Low and behold it did host four meetings in 1949 with top names of the time competing. Sadly it, like many others in the book, disappeared as a venue as quickly as it had appeared.

When you read the text on the now well established circuits such as Mallory, you realise that it could have slipped into the history books just as easily. It certainly seems in many cases a matter of luck that say Silverstone stayed the pace, while those airfields adjacent did not, even when they appeared to have better tracks on the old runways.

How do I know? Well alongside many of the circuits Walker has shown plans of the track along with programmes from a meeting run there. Add in period photos, many of the great riders of the time and you have a fascinating book that can be dipped in and out of or just read cover to cover.

The 206 pages of this hardback are divided into sections covering the South East, South West, Midlands, North East, North West, Scotland, Wales, Northern Ireland and the Isle of Man. The latter of course being the 'circuit' that started motorcycle racing back in 1907, hence the date in the title.

This grouping makes it easy to use as a reference work, but I would suggest that this is book that most will want to read all the way through once started.

It is astonishing how many circuits there once were, for instance London boasted four within what is now the M25 boundary. Add in Brands, North Weald and others on the periphery and you realise that the capital was once a hot-bed of motorcycle sport. (Add in the many Speedway teams that used to run every week and it could have been the capital of motorcycle sport!)

As with all Mick Walkers books published by Breedon, it is of excellent quality and well laid out. What else can I say other than this is one of the most enjoyable books that has come across the desk this year and it is well worth the £19.99 asking price.

Available from all good motoring bookshops or direct from Breedon Books [www.breedonbooks.co.uk](http://www.breedonbooks.co.uk)

ISBN 978 1 85983 657 6

### Granville Bradshaw - a flawed genius?

Anybody with an interest in early motorcycles will instantly recognise the name Granville Bradshaw. Likewise, those with an interest in early aviation will also sit up and take notice when the name is mentioned.

Read this soft-bound tome by Barry M Jones, who penned the excellent definitive work on Panther Motorcycles and you will realise that Bradshaw was once one of Britain's most prolific inventors, and engineers.

His life spanned the entire development of aviation and motor industries from the very early day's right up until the classic era of the '50s. While his designs for early aeroplanes and engines (The Dragonfly), pioneering cars and motorcycles (ABC) quickly brought him to notice, there was so much more to his talents.

Most petrol-heads will not realise that it was his gambling machines that actually made him his fortune, rather than his engine work. A fortune that he then quickly lost in a shares swindle it must be said!

Read through the 288 pages and you can quite see why there is there is a sub-title with a question mark to this well researched and highly detailed book.

Look at the number of patents the man took out and marvel, but then read what the press said about some of his claims for some of these products.

Jones has very carefully researched this book and has been given access to Bradshaw's own personal archives by his surviving family. You can read about his toroidal engine and his involvement in many different projects like photo booths that are a long way from motive power-plants.

Jones has remained non-committal throughout this well illustrated book that relies totally on over 200 period black and white images and line drawings. The facts are laid out from both sides, allowing you to draw your own conclusions.

Whilst it may not exactly be light reading, it does allow you to easily dip in and out of it clear pages which are also something of a study in social history as much as the book is about one man. Certainly there is more than enough about motorcycles to keep the motorcyclist with an interest in motorcycle history happy and this content alone makes it well worth the £19.95 asking price.

Credit must also be given to Panther Publishing for bringing this work to the market place, as they tend to do with many other fascinating books in their ever increasing library.

Available from all good motoring bookshops or direct from the publishers at [www.panther-publishing.com](http://www.panther-publishing.com)

ISBN 978-0-9556595

### Off-Road Giants

Anybody, who like me, was brought up watching Saturday afternoon 'Scrambling' on the TV, will love this hardback book by Andrew Westlake. The author, like many of us, progressed from the armchair to the often cold winter hillsides to see the mud-covered heroes of the dirt in action.

That enthusiasm comes through in the 128 pages all liberally illustrated by very evocative period photos that bring the memories flooding back. Seventeen

riders are profiled (mainly from the south) in well laid out chapters, which often bring the stories of these 'greats' bang up to date.

Interestingly, many of the riders had not been interviewed for many years about their time as household names. Some maybe better known than others, but there is a good mix of both two and three-wheeled riders in this very healthy dose of nostalgia.

Although the text first appeared as features in The Classic Motorcycle magazine, they still warrant reading, especially as virtually all the images that go with, are new and were not part of those original features.

The book clearly gives a flavour of the times when the sport was more important than money and riders rode more for fun than fame. Anybody who loved the 50's and 60's period of when off-road was as popular as tarmac racing will be totally absorbed and come away wanting more.

Given the many top 'names' of the time not included in this volume, there is plenty of scope for at least one or two more books done in the same style. If these appear, it could prove a must have historical series that will sit well on any dirt enthusiasts bookshelf, so my advice is get in at the start by adding this to your collection.

As with any Veloce publication the quality is excellent and it is well worth the £19.99 asking price.

Available from all good bookshops or direct from [www.veloce.co.uk](http://www.veloce.co.uk)

ISBN 978-1-84584-190-8

### The Fine Art of the Motorcycle Engine

Nowadays there are often complaints that the engine of a motorcycle is shrouded in acres of plastic and it no longer forms part of the visual styling effect. In the past it was literally the centre piece of the styling exercise and in many ways identified the machine.

Harley of course is known for V-twins, so too are Ducati, the Vincent engine with its black cases if very recognisable, as is the original Honda CB750, and then there is the BMW Boxer engine. In the early days there were also many other very distinctive engines, fours, twins and singles all of which not only powered the bike, but defined its place in the world of motorcycling.

Now there is a book that shows these as works of art, with 64 motors photographed from an artistic point of view by commercial photographer and motorcycle 'gearhead' Daniel Pearce. Unlike previous books where the whole bike has been viewed from an artistic point of view, this is only about the power-plants.

The images are stunning and have been cleverly retouched by using modern techniques, so the motor is viewed in its best light and from its most photogenic angle. (There is a chapter at the end showing the various stages of this work and explaining the reasons.)

The motors range from the dawn of motorcycling, right through to some of the latest, used for their artistic visual effect rather than any particular engineering or design reason.

Although an American book there are plenty of English motors featured, but do not expect loads of technical text to back up the images inclusion.

Pierce does tell the story throughout the book of the whole project, the reasoning behind it etc. and this makes for an entertaining read as you examine the various engines from a different perspective. It is this totally different approach that for me makes this hardback coffee table book from Veloce a must have, if only to introduce non-motorcyclists to the subject matter.

In conclusion, I must agree with a comment from Cycle Magazine when they described it as 'pornography for gearheads' because that sums it up so well. At £19.99, it is as they say priced to sell and if you are looking for something different in the way of motorcycle books this is very definitely it. Highly recommended!

Available from all good bookshops or direct from Veloce at [www.veloce.co.uk](http://www.veloce.co.uk) in case of difficulty.

ISBN 978-1-84584-174-4

*Ian Kerr*

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### Front cover photo

Both models produced the same year - 1939. One the brainchild of Edward Turner and the other Mr. & Mrs. Donaldson.

One has had a makeover which Mr. Turner would fully appreciate and the other needs one! One belongs to Club member Bill Pile and the other to a Pension Scheme. But they have history: When they were both 20 years old, and Peter was in the RAF, they together spent the summer of 1959 weekly thrashing backwards and forward between North Kent and Gloucester and during the week backwards and forward between Gloucester and Cheltenham, and in the evenings going out with the same girl. The A40 in those days was a great interesting fast road and on that last stretch before the London speed limit would often top 80mph, one wearing Avons and the other a beret!

Sold by Peter to his father who used it for bits for his 1947 Speed Twin until the crash helmet law came in and his father hung his beret up saying no helmet for him.

When father died both Speed Twins came to Peter who put them into storage pending classic rebuilds which never came about. Some half dozen years ago they both became the property of Bill Pile and his son Chris. Parts were sorted back to their correct origin and both 'bikes made roadworthy, the one pictured getting the "full works".

Bill has most kindly loaned Peter the 1939 one on several occasions and in May this year they together won the Best Post Vintage Class in the Club's New Conyborough Run. Despite them both being from the Post Vintage period, Peter insists the award was the 'bikes.

*Ian McGill*

## Aspects of the use of petrol containing ethanol

The following is an article from the FBHVC Newsletter and may be of interest to those who still worry about what they put in their tanks!

Aspects of the use of petrol containing ethanol - Based on a recently published public domain document, CONCAWE Report number 3/08

### Fuel volatility

Blending small amounts of ethanol (up to 5%) into petrol does produce a measurable increase in volatility. Oil companies must ensure that fuel volatility meets specified limits (EN 228) so petrol containing ethanol will be adjusted to this specification. However, if fuel containing ethanol is mixed in the vehicle tank with purely hydrocarbon fuel an increase in the volatility of the blend in the tank can result. This may produce unwelcome symptoms of poor hot starting, erratic running including running too rich, or too lean, associated with excessive fuel volatility. The FBHVC caters for a wide range of vehicle ages, and it is highly probable that some will be less able to cope with an unintended increase in fuel volatility, and also some time-related deterioration in performance of cooling systems. Unfortunately, it seems that not all fuel containing up to 5% ethanol is labelled as such, so the scenario of mixing two types of fuel in the vehicle tank is a realistic one, with a significant probability that driving difficulties may result. Volatility related problems have been discussed before, and there are a number of often fairly simple remedies.

### Octane quality

The addition of 5% ethanol increases petrol octane quality by about one octane number. For this reason high octane unleaded petrol (nominally 98 Research Octane Number or RON) is more likely to contain ethanol than the normal 95 RON standard or 'Premium' product. Refiners do not like giving quality away, so if ethanol is added to the standard product, the blend may be adjusted so that octane quality remains at 95 RON. Those owners of high performance cars originally requiring high octane five star petrol are more likely to buy 98 RON unleaded, so they are more likely to encounter blends containing ethanol. However, given the high octane quality of ethanol, and the EU-driven enthusiasm for bio-fuel inclusion, use of ethanol in the normal 95 RON unleaded petrol cannot be ruled out. Exposure of the majority of historic car owners to blends containing ethanol is increasingly likely as time goes on.

### Effects on fuel system metals

Briefly, the presence of ethanol in petrol increases the risk of corrosion of metallic fuel system materials. This difficulty is recognised from long experience, and effective corrosion inhibitors have been developed. Responsible fuel retailers should employ a suitable additive to protect their customers' treasured possessions, but this may not always be the case. CONCAWE Report 3/08 gives a list of metals not recommended for use with petrol containing ethanol which reads like a metal who's who for vintage and classic cars, i.e.

zinc, brass, copper, lead-coated steel. On this basis, the type of car favoured by those represented by the FBHVC could have problems in the petrol tank, fuel pipe, carburettor and most fittings. Modern vehicles have tended to maximise the use of engineering plastics, so will have less of a problem. However, to avoid sounding too gloomy, it should be remembered that corrosion inhibitor additives are usually very effective in providing protection, and if the products used by the fuel retailers do not perform, a low cost after-market product may well become available for owners of vulnerable vehicles to use.

### Effects on seals, plastics and other materials

Other no-no materials mentioned by Report 3/08 are shellac, cork, nylon and GRP materials, plus various elastomer and seal materials. Recommended materials include Viton, Fluorosilicone, neoprene and Buna-N for hoses and gaskets (but neither of these for seals). Teflon tape is recommended in preference to alcohol based pipe and thread sealing materials. Tank lining materials used to prevent small leaks in tanks are also in the not-recommended category for ethanol fuels. This is consistent with a report received by the FBHVC this summer from one owner who had treated his tank with a proprietary sealing product, after which fuel containing ethanol had been used, resulting in a proverbial gooey mess. The scale of the problem in this case led to the need to strip the fuel system. It is not currently known whether tank sealant manufacturers are able to supply products compatible with fuels containing ethanol, but their availability would certainly be an advantage. If such products are not available, their use is likely to decline and rather more traditional methods of tank repair, or even re-manufacture, may become a growth industry.

### Effect on gums, sediments etc.

Over time all fuel handling systems tend to accumulate deposits of one kind or another in crevices and corners. Sediments, gums, rust, lacquer and other materials fall into this category, and generally the older the fuel system the more of such material there will be. Unfortunately fuels containing ethanol tend to loosen these deposits which then move on to plague the driver with mysterious fuel starvation problems. There have been a number of references to such problems recently, including in cars used for racing, which arguably may be more likely to be using fuel containing ethanol through the high octane route. Irritating though this problem must be, there is arguably a finite amount of such material in fuel systems, and thus after a certain time, which will be shortened by thorough cleaning, further use of ethanol fuels will not dislodge more sediment to block filters or jets, so hopefully this problem will fade with time.

### Fire safety

Fuels containing ethanol at low levels (5-10%) behave very similarly to those not containing ethanol when burning, so safety considerations and fire-fighting techniques will be similar. However, high ethanol content fuels have been shown to be capable of de-stabilising or collapsing foams used to fight fuel fires.

Also, pure ethanol burns with no visible flame so making fire fighting more difficult. Alcohol resistant fire fighting foams should be used with fires in fuel containing more than 10% ethanol, but given the difficulty of knowing what sort of fuel blend is in use in certain older racing vehicles, this type of foam would be a wise choice for all racing applications.

In conclusion, there are a number of unfortunate or negative aspects to the use in older vehicles, of fuel containing even 5% ethanol. These can be summarised as: an increased tendency to vapour lock, fuel system corrosion and random fuel starvation events from dislodged deposits. These potential problems in general would support the view 'if in doubt avoid'. Unfortunately it seems increasingly clear that it will become harder and harder to do this, so that perhaps inevitably such fuels will become just another part of the picture of using a historic vehicle in today's world. Experience is being gained all the time, so maybe a clearer picture will emerge with use. Historic vehicle owners should be aware of potential pitfalls, as they may be able to take precautions, or may more easily find a suitable remedy for problems which do occur.

*Small Ads*



Small Ads are free to Club Members, and can repeat free for several issues. Just let the Editor know your requirements

Address and contact numbers inside the front cover

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Degreasing, Decorrosion, Decarbonising,  
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web page at [www.icmhome.org.uk](http://www.icmhome.org.uk)

## Kettenmax Chain Cleaner



The big problem with motorcycles that are chain driven is that they require constant maintenance of said chain. Ignore these vital components and the result can be costly bills and possible injury if they snap and lock the rear wheel.

The winter is never kind to them and even modern chains with their 'o' rings to keep grease in still suffer badly, externally at least. Wear also means loss of power to the rear

wheel and if you have an old bike, any loss is definitely not good when you do not have a lot of power to start with!

The big problem is that chain maintenance is always a messy affair, especially the cleaning of a well lubed chain that has picked up a lot of crud. Older types with a sprung split link are not too bad to get off and clean, but modern Superbikes have riveted links and cannot be so easily removed to wash in a bath of cleaning fluid and a brush is very messy.

Help is now at hand thanks to the Kettenmax chain cleaning kit. This consists of a solid two-piece box with internal bristles that fits tightly over the chain. This is then suspended by means of a chord. A container of solvent is screwed into the cap that forms part of it.

The wheel is then spun while the brushes remove the grit and grime with the help of the solvent, all detritus draining into a bag attached below the box.

With the chain clean the solvent canister is replaced by a similar one of chain lube and the chain circulated through the box again ensuring it is once again well-lubed and ready for action without the rear of the bike being as well!

Such devices are not new, but this one really works and while it is not the sort of thing you would use every week, it is an excellent tool to have for those times when the grit and grime has built up well and truly, or you are laying the bike up for winter. Drawbacks are that each container of solvent is just enough for one cleaning session and they cost £7.99, as does the lube. But at least you get one of each in the kit (along with spare bristles) which costs £50.00 from Motohaus (01256 704909)

While it may sound expensive, so are chains and anything that prolongs their life is money well spent. Besides it helps keep the rear of the bike a little cleaner as well and makes life a little easier! Definitely a very good buy!

*Ian Kerr*

December 2008

## EVENTS CALENDAR 2009

3rd January	Chairman's Lunch	Pirbright	Closed to Club
contact - Ian McGill 01293-771446			
7th March	Annual General Meeting	Blindley Heath	Closed to Club
contact - Ian McGill 01293-771446			
22nd March	71st Pioneer Run	Epsom - Brighton	Pre 1915
contact- Ian McGill 01293-771446			
12th April	Gordon Jackson Trial	Liphook - Hants	Star Group
contact- Chris Mawer 01525-384962			
12th May to 15th May	Shropshire Mid-week	Church Stretton.	Pre '31
contact- Colin Missen - 01162-884619			
31st May	17th New Conyboro Run	Chiddingly-Sussex	Pre '40 Girder Forks
contact - Ian McGill 01293-771446			
7th June	15th Rose of the Shires	Stoke Bruerne, Northants	Pre 1931
contact - Barry Care 01604-646818			
21st to 28th June	26th Welsh Week	Aberystwyth	Closed to Club pre '31
contact - Colin Bentham-01761-241516			
21st June	Dick Little British Bike Trial	Bagshot Heath	Centre Restricted
contact - Chris Mawer 01525-384962			
12th July	21st Garden of England Run	Headcorn-Kent	Pre 1931
contact - Tony Lloyd 01737-555413			
9th August	47th Graham Walker Run	Beaulieu-Hants	Pre 1931
contact - Ian McGill 01293-771446			
15th/16th August	Testers Run	Wolverhampton	Pre 1940
contact - Trevor Davies 01952-691231			
6th September	51st Greybeards Trial	Stedham-Sussex	National
contact - Chris Mawer 01525-384962			
13th September	2nd Constable Run	Suffolk	Pre 1931
contact - Chris Stiles-01206-262831			
20th September	Sunbeam Sept Challenge	Warks/Northants	Pre 1915
contact - Barry Care 01604-646818			
13th December	Southern Experts Trial	Somerset	National
contact - Chris Mawer 01525-384962			
Hon: Secretary, Ian D.McGill. 01293-771446. <a href="mailto:acsociable@tiscali.co.uk">acsociable@tiscali.co.uk</a>			



**The Sunbeam September Challenge**

Open to all Machines on the Pioneer Register  
**Sunday 20th September 2009**

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**'The Villages & Country Lanes Run'**  
**For Pioneer Motor Cycles**

2nd Annual 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, Motorcycles on Show.

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

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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

### FOR SALE

Purpose built three bike trailer with jockey wheel and all lights - only six months old -  
**only £400 (new cost £495)**

**Rob 01798-872823**  
**(West Sussex)**

### WANTED

Urgent  
Top of float Chamber for 1903 FN.

**Ian @ 01293-771446**  
**[acsociable@tiscali.co.uk](mailto:acsociable@tiscali.co.uk)**

### WANTED

New member seeking parts and information for a 1929 New Hudson Plus Power 500cc to identify and hopefully supply correct magneto, ML? and Binks carburetor plus any technical info

**Martin Staple, 15 Broomfield Crescent, Wivenhoe, Essex CO7 9QA**

### WANTED

A magneto needed for a 'Baby' Triumph.

Bosch ZA1, Thomson-Bennett, C.A.V or similar with 35mm spindle height and clockwise rotation.

**Colin Missen @ 01162 884619**

## An Autumn Weekend in France

The Sidcup Club most kindly invited fellow Sunbeam Club member Dick Castleton and myself back for another Trail ride in France. I wasn't able to procure an acceptable replacement in time, so the faithful 20 year old 223cc Yamaha Serrow went along again and was hopelessly outclassed against thinly disguised 500cc motocross machines.

This was the 4th excursion to France that the Sidcup Club has made and was generally accepted as probably being the best so far. The weather was right for such a run and the ground conditions very good.

We set off from home late on the afternoon of Friday 19th September with 12 bikes loaded in 2 vans and the 12 of us either in the vans, or Richard Lucs warp-speed Mitsubishi Shogun and a 13th who made his own way.

The Eurotunnel was still suffering from the fire caused by a chemical lorry some couple of weeks previously and departures from Dover were every 2 hours when they would send several trains across slowly in convoy. We arrived at Torcy (26 miles from Calais) at 11pm to stay at the restaurant where we had out lunch on the first day of our previous Trail Ride. At Torcy we experienced the first and second misunderstandings due to the translation from French to English. I had asked if possible to have a single room and message came back from Peter B, we would have separate rooms. On arrival, there were separate rooms. One for the French and one for the English. So 4 Frenchman in one room and 12 English in another!

We had also been asked to bring bedding and took sleeping bags and pillows to find we were required to have brought only linen. Oh well, you can't get everything exact, even with best of organisation and intentions.

So what of our group? There were only 6 from our previous visit last April, which included the 2 organisers, Peter Burrell and Frenchman Richard Luc. But, all 13 from England were capable riders though, with a very heavy bias toward Enduro and Motocross from Trial and trail types of bike. Again I was the oldest by quite a few years, some being in their 20's or early 30's.

Up with the dawn on Saturday, a light 'petite dejeuner.' bikes unloaded, riding kit on and away by 08:30am. Out leader this time was Pascal, a very experienced rider who came 7th this year in the International Le Touquet Beach Race, the French equivalent of our incredible Western Supermare event. We had another French chap as back marker and the same husband/wife team on the back-up vehicle as before.

Less than a quarter of a mile of tarmac and we were off cross country. There was loads of dew around and it was very slippery, a good opening. Cross country speeds were most definitely up on our last outing, I just closed my eyes and held on.

We came off the track and onto a narrow road at one point, a long straight slightly down hill narrow lane, just 2 bikes or one car wide, with high hedges on either side hiding gateways or whatever.

I'd taken my bike up to 50 mph where a red light flashes up on speedo,

a throw back to the machines early days in Japan where that was the bike's Japanese maximum road speed limit. With the bike geared down for Trials work, I let that be my maximum speed.

A certain member of our party went by me as though I was standing still. He apologised at the next stop, said he just felt like opening her up and was now doing 127ks as he passed, that's nearly 80 mph. But, that was an instance of how it appeared on cross country too and I was in two-wheel slides on loose tracks and the back this way and that on mud.

I was close up on Pascal on a reasonable loose surface track at speed when he dived off left into a stubble field. I hooked it left after him and at the last second realised that the point at which I was heading was not a grass edge to the field but an overgrown ditch.

I did only thing I could, stretched the cable and pulled back on the handlebars and hit the opposite bank a hell of a bang but the momentum took me up over the lip and straight into the field and on behind our leader.

There were areas where we got into tracks that hadn't been used for many a year and Trials techniques came to the fore crossing steep banked streams with no space to leap the machine up short very steep banks with limited room.

Coming down one steep tree covered bank, where for safety I put the machine on its side and slid it down with me on my bottom between trees and bushes (not the first time in my life that have had to resort to that extreme), and other places getting through clammy mud and over fallen tree trunks.

The scenery was fabulous and one point that stays with me was down off a hill on a steep winding track with a village in the valley below us that looked like something from fairy tale illustration.

Saturday lunch was at a restaurant opened especially for us. Started with a lovely big, and I mean big, piece of smoked salmon, followed by a great steak and a selection of puds. All washed down with as much beer or wine as desired.

The afternoon was as intense quick riding as before lunch and did, in Dick and my mind, prompt the thought of what is meant to certain people to be 'Trail' riding. One of the newcomers to the group said on a number of occasions "but I like racing!" I hasten to add at this point that I did my best at keeping up and came away from the weekend on a real high.

The excellent cross country riding on Saturday finished with a long trip in a stony stream bed within a few hundred yards of where we were staying. Saturday night was terrific, after a shower, we moved into the secluded tree filled garden with tables and chairs and a few beers.

Dinner was a first class 3 course meal with a guitar playing in the background in a lovely old beamed dinning room. There appeared to be unlimited drink, with thank goodness no one going to excess. I made bed late and more boozed up than for many a year.

We were up as dawn broke and after a light breakfast were off on our way. All our refuelling, snacks and refreshments, meals, all drinks, plus the accommodation on the weekend was part of the amount we paid before the

start and I didn't have to pay for anything in France.

Sunday was fine; we found a fair bit of mud. Experienced fast riding over ploughed fields on several occasions. and you'll be pleased to hear that my false teeth stayed with me. Our route took us back to the coast and we looked over the sandy beaches of Le Touquet from the Downs hundreds of feet above.

After refreshment and refuelling we turned towards the beach and were faced with the very steep long grass descent of the side of the Down. Halfway toward the tree line, one of the others tumbled over a bush that was hanging on for dear life.

I slid into his back wheel and found myself tangled up with him and his bike on the deck. We got unravelled and managed to get down to the trees, not the only ones to bite dust.

This was only to find there was no intention of going on, just turn round and back up. Most of us, me included, found our way out through woodland onto a large ploughed field on the side of the Down, where it was less steep, and we got back up that way. In fact only one of our party managed to make that steep climb, and he was off several times in the attempt.

We rode round in what would have been in Medieval times the moat of the walled town of Montreuil. We could see the extensive damage from war-time shell fire, very interesting, followed by entering the Town and its cobbled streets and old buildings - well worth the visit.

We lunched in the gardens of a Breton (Brittany) theme restaurant on gallettes (like pancakes made from course flour, folded over and filled with ham, fried eggs, cheese, mushrooms, tomatoes etc.), followed by sweet pancakes and all washed down by boules (bowls) of cider making a delightful light meal.

After lunch the trail we were on petered out and there was a slow moving very dark river in front with banks about 5 feet high and the water around, 30 feet across, and obviously very deep. Laid across the river was a concrete post used for local overhead electricity or telephone cables.

The post, not much over 20 ins wide and not flat, being built sectionalised with the middle section of around 4 ins wide slightly higher than the sections on either side and reached up 2 x 1ft steps. There were no railings or guide markings standing up, just this slightly bowed beam of concrete.

A joke?, no, for real! I was third to face this HAZARD. Pascal and the back up bloke were on the peak of the bank, far too narrow to ride onto and turn onto the post, so up the steps, too slow and cautious and had to be helped up the last step with back wheel spinning, to stop between the 2 of them.

I found neutral and the green light came up on the speedo. The lads manoeuvred the bike beneath me. The gist of the French which spilled out was "Your machine is lined up, look down at your front wheel, now take your eyes across the post and up onto the bush the other side, fix your vision on that, then don't look down again under any circumstance."

As I looked down I slipped the bike into gear and the green light clicked off the headlight. As my eyes lined up the front wheel and across the post towards the bush my mind was thinking,

'20in wide, back wheel running on about 10lbs must be near enough 6ins wide. The engineer would say 'that post is 3 times too wide,' the optimist would say, 'don't worry Peter you've got 14ins to spare'.

But, my pessimistic side was saying louder than the other two, 'that beam is not flat and you've only to be slightly off line and in that distance you'll be off, what if the engine cuts or the chain breaks?'

'Didn't Steve's Honda suddenly cut out just in front of you a couple of miles back with water in the carb., and we've been through lots of water today. Peter, you can't put a steadying foot down, wherever your 'bike is on that narrow post you would hit thin air and you would be straight over, that water is deep.

Remember the time in the Rockies 6 years back when you were white water rafting and you got thrown off on the beginning to that vicious rapid when the raft slued on the entrance and you did the whole 700 metre rapid head first, bashing against rocks and, mostly seeing the surface above you,

Breaking the surface and gulping, getting more water than air, you knew you were drowning and you were talking to Marym you got very close to her again despite her having died 5 years previous. As you came out the bottom of the rapid, strong arms grabbed you and smashed your poor stomach against the side of the raft and you threw up everything in you as you were dumped into the base of the raft and as soon as they could beach, you were unceremoniously dumped like a sack into the recovery position with the words "Thank Christ you didn't panic on the way down." You had a splitting headache for 2 days and were pretty emotional to say nothing of the bruises.

You're in full riding clobber this time and back pack with tools and no life jacket!" Spirit cut in, "I'm allowed three score and ten years and still have seven months to go." I was brought out of my rampant thoughts with a thump on the shoulders "Allez, allez, vite vite."

Eyes glued on the bush, opened up and fed the clutch in. Eyes still glued on the bush I felt was out of line, leaned a bit left and blipped the throttle, then suddenly I was airborne and thumped the ground with both wheels.

Throttle off, brakes on, nearly in the bush, weight right and opened throttle, the back slued round and parked up by the first 2 to cross and out with a large release of air came "Bloody Hell."

All eyes were on the next rider, we heard the "Allez, allez, vite vite" and watched with baited breath as he came across quickly. Some of the 'bikes were awfully close on the edge but everyone made it safely. Not something I would like to repeat in a hurry!

Later on at a refuelling stop Peter B., ever mindful of time, requested that we now made it straight back by road to base with the need to catch the train at Calais. The leader showed Peter the direct route he would take on his map.

My front tyre was lower than is sensible for fast miles of roadwork, so I pumped it up hard. But the direct route was totally cross country and muddy, my front was all over the place and could barely stay on. But we got there. Loaded up, changed and on road in record time for an uneventful journey home.

Everyone finished the run and there was overall not too much in the way of machine problems, though mid last afternoon one rider suffered 2 unrelated punctures and an oil leak, but then things often run in threes. He valiantly soldiered on.

Dick had a dislodged rock thrown into his front wheel by somebody in front of him and had the biggest rim dent I've ever seen, but by a miracle the tyre stayed up.

On finishing my bike had a fractured front mudguard holder needing some welding and the front forks had gone soft. £30 later I was out on an 80 mile Trail ride the following Thursday with all the problems cured.

We'd had a great time with no complaints on the weather front and you never know, providing I update my machine, I might still get asked along again. Ever hopeful!

*Peter Donaldson*

## New Members

The following people have just recently joined our Club. Please give them a warm Sunbeam welcome..

Duncan Appleby (East Sussex)  
John Barrett (Essex)  
Brian Hugh (Kent)  
Jonathan Hill (Northumberland)  
Ian Johnston (Essex)  
John Kidd (County Down)  
Ian Monk (Huntingdonshire)  
David Phizaclea (Wiltshire)  
Harry Rayner (Surrey)  
John Sillett (Cambridgeshire)  
Martin Staple (Essex)

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

## The Shropshire 'Mid-May Ride

With Christmas nearing and the early bikes to say nothing of their riders, recovering from a busy '08 it's high time to see what's in store for the year ahead.

I always feel that the unique Pioneer Run gives us the best possible start and the hard on its heels comes the smaller, but equally enjoyable in their own particular way, rides which are such an established part of us. As many know there are two popular events held in alternate years during May which give us much fun and good riding companionship.

This year was the Warwickshire Weekend so ably run by Baz and Jenny which must mean that it's the turn of the Shropshire 'Mid-May', in 2009, which will be held from Tuesday night 12th until Friday lunchtime 15th.

Based at the 'Long Mynd' Hotel in Church Stretton (a vintage hotel in it's own right) the two full day and on half day rides take us around the Wenlock Edge, over the Long Myde into Mid-Wales and then near Brown Clee Hill.

Upward of twenty riders and their WAGS's form the usual number for the non- competitive social ride and to support our needed recruitment drive the event will be open this time to anyone riding a pre-1931 machine rather than Club members only as in the past. If you have a good friend with a somewhat younger machine who you feel would be a good companion and a future member, then we'll approach the 'Ways and Means' committee to see what can be done.

Regulations will be sent to previous riders and` this is another wonderful chance to join in one of the best things in life although, unfortunately, not quite free.

Further information is only a 'phone call' away at 01162844619.

*Colin Baysdale*

### **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.

# 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 £10 (includes p&p)**  
Lightweight safety overvests, 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 £2.50)**  
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 £2.00)**  
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 £2.00)**  
Quality lightweight black polo shirt with embroidered Club logo, short sleeves. Great casual wear  
**Sizes: M,L,XL,XXL**

**Sweatshirts £16 (+p&p £2.50)**  
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."  
**Sizes: M,L,XL,XXL**

**Trials 7-Shirts £8.50 (+p&p £2.00)**  
Leightweight, black, long-sleeved T-shirt with embroidered Club logo. Stylish and smart a la "trials rider"  
**Sizes: M,L,XL,XXL**

**7-Shirts £7 (+p&p £2.00) \*\*\*NOW ALSO IN YELLOW\*\*\***  
High quality, short-sleeved T-shirt with embroidered Club logo.  
**Sizes: M,L,XL,XXL**

**Baseball Caps £7.50 (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 £7.50 (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 £4.50 (inc p&p)**  
A circular black embroidered badge for blazers and jackets

**Vehicle Badges £8.50 (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 £1.50 (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.



# THE SUNBEAM MOTOR CYCLE CLUB Ltd

## Membership Application Form



Founded 1924

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

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 on a computer database for Club use only.  
I enclose remittance as follows...

ITEM	QTY	COST	P&P
Individual Membership	_____	£15.00	
Family Membership (full member plus 1 other person) See Note 1	_____	£20.00	
The Sporting Motorcyclist (Trials) See Note 2	_____	£15.00	
Black and Gold Cloth Club Badge	_____	£4.00	+£0.50
Circular Sticker Badge for Vehicle	_____	£1.00	
Enamel Badge for Vehicle	_____	£7.50	+£1.00
Rectangular Window Sticker for Car	_____	£1.50	
Lapel Badge	_____	£2.50	
Club Tie	_____	£6.50	+£1.00
Fleece Jackets with Embroidered Badge (M – 2XL)	_____	£18.00	+£2.50
Long Sleeve Rugby Shirt, Black with Embroidered Badge (M - 2XL)	_____	£18.00	+£2.00
Sweatshirt with Embroidered Badge (L - 2XL)	_____	£16.00	+£2.50
Short Sleeve Polo Shirt, Black with Embroidered Badge (M – 2XL)	_____	£12.50	+£2.50
Long Sleeve Trials T-Shirt, Black with Embroidered Badge (M - 2XL)	_____	£8.50	+£2.00
Short Sleeve T-Shirt (also in Yellow) with Embroidered Badge (M – 2XL)	_____	£7.00	+£2.00
High Vis Jerkin (in Yellow) with Badge & Motto (2XL – 3XL)	_____	£9.00	+£1.00
Quality Baseball Cap, Black with Embroidered Badge (adjustable)	_____	£6.50	+£1.00
<b>TOTAL</b>		_____	

**NOTES:**

1. Family membership is not applicable to members who both drive machines. Individual memberships are required for riding members.
2. If you intend competing regularly (that is, a minimum of ten times per year) as a Sunbeam member in Sporting Trials, the Club will supply a Sporting Motorcyclist at a charge of £13.00 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 at <http://www.sunbeam-mcc.co.uk> or email us at [membership@sunbeam-mcc.co.uk](mailto:membership@sunbeam-mcc.co.uk)

The Sunbeam Motor Cycle Club – Always Ahead