



SUNBEAM

Club News

Published bi-monthly

Free to Sunbeam MCC members



It's Joan Westbrook at the Greybeards Trial. Photo by Shaun Fowler

**President's Christmas Greeting,
Club Night Reports, Veterans on Television 1955,
Referendum Result, FBHVC Reports,
Constable Run Report, Off the Saddle
and Sir Harry Ricardo (Part1)**

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EDITORIAL

Sunbeam Club News

Issue 841

December 2009

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You will see from the page opposite that Neil Sinclair has joined the Management Committee we wish him all the best in his new role. The eagerly awaited result of the Post Vintage Referendum is now available and an article covering the result can be found in this News.

In addition to the usual items, this addition of the Club News contains the President's Christmas Message, Veterans on Television, part 1 of the life and work of Sir Harry Ricardo, information from the FBHVC, 2nd Constable Run Report and a note on efforts to raise the profile of the club.

With Best Wishes for a Very Happy Christmas and 2010.

Best wishes

John Hodson

President's Christmas Message

I think you will agree that 2009 has flashed by quicker than any I can remember - The memorable milestones have been the SUNBEAM CLUB events, both new and old.

Unfortunately because of health problems, I have been rather conspicuous by my absence - that is, since the AGM in March, where I was delighted we attracted a record crowd.

A succession of events followed, each one thanks to and a credit to the organisers. They even manage brilliant weather for the Week in Wales!

Now, we have an excellent Committee headed by Baz Staple and Ian McGill, who beaver away behind the scenes all year round but front men and women are always needed to keep those events going year after year. So how about 2010 as Volunteer Year? The new venues have been very successful and the new organisers have really enjoyed putting them on. Helping hands would be more than welcome!

Have a Happy Christmas and hopefully see you at the Chairman's Lunch! 2nd January 2010.

Marjorie Ayers

Sunbeam Motor Cycle Club Ltd

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

Copy date 10th of the month preceding publication

December 2009

3

Mary Little 1916 - 2009

Mary sadly passed away in September this year. In writing an obituary for the wife of former Club President "Dick Little" I find it difficult not to break into a smile at some of the antics performed both at "The Birches" (where Dick and Mary lived in two acres of woodland) along with a good few exploits out on the road many connected with The Sunbeam Club.

For example; as a child we were often "trusted" to the safe keeping of our grandparents whilst our parents worked during the summer holidays. Our responsible grandparents would then split the grandchildren into suitable groups and place 2 in each car. Mary and Dick would then proceed to race each other along Headley Down Straight, coming second was not in Mary's dictionary, still we, as kids got to climb around the car at speed as no seatbelts - great!

Dick would also encourage us to do time trials on pushbikes around his woods - looking at how we rode I shudder now!!!

A push bike sidecar outfit was "borrowed" from the Haslemere Club and together with Dick's picture treasure hunts kept many a club member amused on hot summer's evenings.

Mary had a passion for trials and made a great number of friends across both the Sunbeam Club, The Grayshot Stagers (theatre group) and Haslemere Hospital (where she was a Nursing sister). Alan Stone, who was great friends of Mary and Dick would often enter the Birches when Mary and Dick were at full chat - there was never a dull moment at The Birches. Those dark winter evenings when Mary would host the "Trials Committee" meetings were winter highlights such was the array of sandwiches, cakes and goodies on offer.

I can look back with fond memories at the great part they played in my upbringing and, thinking about it, if it hadn't been for Dick and Mary I wouldn't have started trials riding...

As a footnote Mary's great grandchildren Lucy and Poli (my two) baked biscuits and sold these at the Greybeards Trial raising £50 towards Mary's chosen charity - the Haslemere Hospital League of Friends.

Neil Sinclair (Grandson)



Do you have an interesting snippet or amusing photo that you would like to share with the Club?

Send your comments to :

The Editor
(details inside front cover)

Re: Garden of England Run and Post Vintage

Dear John

First a very big thank you to you for a super October Club News. A wide range of reports and the quality of the photos has certainly improved. Whilst on the subject of the thank you theme, I would like to thank the organisers and all those involved with the second Constable Run. The route was very good with a good mix of hills both up and down and minor and major roads. I had a very enjoyable ride from start to finish, and the location of the pub for start and finish area is ideal. Very well done.

Now for something quite different, I feel I must respond to Ron Spinks letter in the October News. Yes Ron you have definitely joined the wrong club. Members enjoy a good friendly atmosphere and do not make ill formed "pops" at other members and committee members. So Mrs Staple got £7.50 out of you. Doesn't sound much of a good deal to me, less than five months membership, the riding season was coming to its end, and you too far away to attend club nights, you will probably end up getting two Club News. TUFF!

You mention the "whisper" you don't say when the "whisper" reached you. Well the talk of allowing post vintage (PV) machines into club runs has been going on for many years. With most club members talking both for and against it, articles, letters in the Club News and it was also discussed at the last two AGMs. The management committee are well aware of the situation and in fact a couple of years ago also stated that they (the Management Committee) were themselves spilt down the middle regarding PVs. It was eventually decided to hold a referendum so that all members would have the chance to have their say. Did you join the club to get a referendum form? No TUFF! So Ron these 70 plus year old Committee Members Down South are not stuck in the mud. They are very much on top of the job and trying to resolve the situation for the betterment of the Club.

You mention that you've won "gongs" due to the absence of shiny machines due to rain. You then go on to say you are restoring a PV machine. I presume you are restoring it to a factory finish or similar. After spending £1000 or more I am sure you will like to keep it shiny and there will be times when you will not take it out. Or you might be restoring it to oily rag condition. A late friend of mine was an expert at this, but I doubt you will have his skills. So Ron after reading this you might not consider renewing your membership as this is a FINE club and I am proud to be a member. If you do decide to "stay on board" do something positive and come to the start of the Pioneer Run and give some

much needed help in seeing the riders off on the premier event throughout the world for Pioneer machines.

Now a little about myself, I too am a member of the VMCC, joining in 1983 and at one point rising to the dizzy height of chairman for my section for several years. I started riding in 1955. I was disappointed by the adoption of the 25 year old rolling year regarding the age of machines eligible for their events but remained and still am an active member of the VMCC. The sole reason for joining the Sunbeam Club was the 1930 cut off date as my interests are mainly vintage and veteran but I do have a machine of the classic era. I'm not such an active rider as I would like to be due to other commitments. I do not agree that PV machines are left out in the cold to the degree that Ron states. Look through the VMCC November Journal and you will see many runs with awards for PV machines. Many sections run girder fork runs, no cut off date. I run a girder fork run; the next will be next October. Come and join in the enjoyment.

I do not think the inclusion of PV machines will strengthen the state of the Club to any great degree. What we need is younger active members and I try hard to get them to join. It's a problem shared with the much larger VMCC. Look at the photos in the journal and see how many riders have white hair or no hair at all. We must each of us work harder to get younger members to join.

Whichever way the PV referendum goes I shall still remain a proud and hopefully an active member of this Club.

Finally Ron if you have not guessed by now I'm 71 years old and live Down South.

Regards

Richard Mummery

Club Nights at Chiddingly Future Dates

December 3rd

Film night - 8pm

January 7th

Natter night

February 4th

talk, tba

These are held on the 1st Thursday of each month at the Six Bells public house, Chiddingly, Sussex, BN8 6HE Tel:01825 872227 OS grid ref, TQ 543142.

Club Nights at London Colney

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

Club Night Reports

October Club Night - John Giles



We welcomed ace rider of the 50's and 60's John Giles, and various members who had not been to club night before made the journey, specially including Joan Westbrook, John Russell and Mike Holloway.

Starting his riding before the war on a BSA Blue Star and after the war switching to Triumphs he worked up to National level with help from Ralph Venables who was able to amend the constraints of National Service to further John's career!

His ISDT riding gradually got him into the National Vase team, followed by him becoming a British Trophy Team representative for 3 years gaining Gold Medals on each occasion. John by this time was a Sunbeam club member and we may yet be able to welcome him back.

His tale of experiences told with modesty and humour amusing the audience with anecdotes concerning European travel and competition overcoming various problems with cunning mechanical art. John brought with him his potent 650cc Triumph, much breathed on, and using methanol for its high comp. engine. John kicked the machine into life and the room reverberated with a healthy (?) roar for a minute or two, it sounded lovely. John ran through all the high tech spec details of engine ignition and suspension.

He still competes on this machine at the young age of 80 in classic scrambles and enduros, he said it's all been great fun and still is. Good on yer mate!

Baz Staple

November Club Night -Morris Lubricants

A good crowd of 40 turned out to hear and see the Morris Lubricants presentation by Mike McGreevey and Ian Douglas. We were given some history of this long established lubricant specialist, as well as the technical aspects, which were very helpful. Morris Lubricants offer club members a special price via 01782 410391 or via the Sunbeam website. They also give a commission to the club on all purchases.

Importantly they offer free technical advice on any lubrication issues on their wide range of products, for all forms of mechanical devices, from steam to agriculture. A pro-active audience enjoyed the talk and helpful information.

Baz Staple

Chairman's Lunch.

This traditional meeting will be held on Saturday 2nd January 2010 at the **Cricketers Arms, Pirbright, Surrey.** From 12.00hrs.

Excellent lunches available or just come for a noggin & natter.

This very easy to find establishment overlooks the village green in Pirbright

Ian D.McGill. Hon: Secretary.

Membership Renewal Reminders

If you have not paid next year's membership renewal by 31st December then you are late.

Please help the poor old Membership Secretary, for chase ups are a bind and time wasting. As warned in last month's Club News we are not going to accept late payments for as long a period as previous years and having been deleted from the books there is now a £2 charge to be levied to reactivate a membership

We are not going to be silly about this but it is not acceptable or fair to have membership being chased past the half year.

Peter Donaldson

The Result of the Post Vintage Referendum

Prior to the 2009 AGM a proposal was put to the committee by Des Brown, seconded by John Appleton that the committee should decide on the question of whether or not machines made after 1930 and up to 1939 should be admitted to the events that were currently open to machines up to 1930. Whilst the committee voted 6-1 in favour of this change it was decided because it was seen as a sensitive issue, that for the 2nd year running this subject should be discussed on the day of the AGM but after official business had closed.

The recommendation at that discussion was to put the matter to a full club referendum, which has taken place and the votes are all now counted and verified.

Those voting against the change were 40

Those voting for the change were 115

Thus the motion is carried.

There were certain previously agreed limits to this change. It will only affect events where the Secretary of the Meeting is agreeable to the change. These events will be:-

The Warwickshire Weekend & the Shropshire Mid Week Break, which are run alternately

The Welsh Week

Garden of England Run

Graham Walker Memorial Run (as an experiment in 2010)

The events where a change is not applicable are:-

The Pioneer Run pre 1915

The September Challenge pre 1915

The New Conyboro Run is pre 1940 already

The Rose of the Shires pre 1931

The Testers Run is pre 1940 already

The Constable Run pre 1931

There was another agreement which is important to note, machines entered in the 1931-39 class should be structurally unmodified. The meaning behind this ruling is that girder forks should not be replaced by telescopic and that spring rear ends should not be retro fitted.

I appreciate this change, which has been achieved with care and with full democratic process, will not suit all members. I would ask those who are vehemently against the admission of PV machines to consider that it is a separate class and there will always be veteran and vintage classes which will stand alone on their own considerable merits. There is no need or intention of this club to extend the cut off date beyond 1939.

Finally Ian and I would like to wish all members a good Christmas and whether riding or not a very successful and enjoyable 2010.

Ian McGill & Baz Staple

Annual General Meeting.

Saturday, 6th March 2010

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 6th March 2010, 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 2010.

Twenty-one days before the AGM, all members will receive a formal notice of the meeting, the Agenda and a financial statement.

Ian D. McGill. Hon: Secretary.

Footman James Insurance

The club has successfully concluded a negotiation with Footman James to become a sponsor of the Pioneer Run and thus joining our other valued sponsors to assist in defraying the heavy overheads in running this prestigious event, and at the same time keeping fees to entrants at a reasonable level. As part of the package Footman James will extend special terms to all members for agreed value insurance for old motor cycles, veteran, vintage and classic, just quote Sunbeam M.C.C. In addition to the above classes of insurance, Footman James will give special terms to other forms of motoring and domestic insurance, and it is hoped that members can support the club with this new venture.

Footman James stress that members must proactively mention Sunbeam M.C.C. when taking out or renewing their insurance to attain their own discount, as well as commission to the club itself. This will help the club considerably in these difficult financial times.

Baz Staple & Ian McGill

Veterans on Television from The Sunbeam Club News of June 1955

If you hadn't bought a television for the Coronation in 1953 then you might have been persuaded to buy one to see the 1955 Pioneer Run preview on March 19th!

VETERANS ON TELEVISION

Arrangements for the Pioneer Run on March 20th are now well in hand. A record entry is expected this year as I already have 200 and a few days still to go. New, a run of this kind needs a large staff and response to last month's appeal is very disheartening. Observers, at least one per mile, will be needed throughout the length of the course and it will be a very poor show if Sunbeam members cannot man one section of say, 10 miles. Literally hundreds of helpers are needed for various tasks, so please send your name to Tommy Hubbuck. And ladies, please offer to sell some programmes as you do this so much more successfully than us mere males. A sidecar outfit is ideal for this job. I've tried it.

A Television programme has been arranged for Saturday evening 19th March, when some interesting veteran machinery will be put through its paces in front of the Lime Grove cameras. I hope that this will not cause these machines to be more than usually temperamental the morning after. This is likely to cause an extra large crowd if the weather is fine, so I do appeal to all to avoid riding along the route, and please ask friends to follow suit. Veteran machines were never designed to cope with modern traffic conditions and it spoils the enjoyment of all concerned when the route gets congested. The Run is best viewed standing at the roadside and it is quicker, and easier, to reach the finish by the back roads.

Arrangements have been made to open the Aquarium Ballroom entrance on Madeira Drive, and the restaurant manager has agreed to serve hot food as long as it is needed at a price not exceeding 4/- per head and this without guarantees. It is now up to competitors and friends to give this the support it deserves. The bar will be open during licensing hours too. The Arlington will still serve lunch as usual to those that prefer it.

May I now wish all those who venture forth on March 20th, a fine day and enjoyment in large measure, and before you forget, send your name and address to Tommy with an offer of assistance. This really is of vital importance, for the whole success or failure of the Pioneer Run can depend on having sufficient help. Tommy's address is 41 Macaulay Court, Macaulay Road, London S.W.4., and he wants to hear from you AT ONCE. This is our club's biggest event of the year, and, needless to say, it requires the biggest turn-out of helpers.

Stan Turner

Advertising the Club

During this year we have embarked on a programme of visiting a number of shows and motorcycle events with a club stand. Long standing and keen member John Buckingham has been at the sharp end and has attending some six or more events.

This experiment has proved useful in enrolling a number of new members, several of whom thought as usual, that we are only a club for the Sunbeam marque. The stands have been fully supported with innovative literature of club activities, benefits and photos of club events, plus of course, examples of our type of machines. What John does lack is personnel to attend and help "sell the club" to the various interested parties who stop for a look and chat. Based on this year's experiences John intends to limit the number of events attended to the larger and more important ones.

If you can give a little of your time to help him man our stand at the various chosen events, John could arrange a rota so that this important job does not land on the same two to three heads all the time. This would benefit the club and raise the membership numbers because there are a lot of owners out there who still do not know of us and what we do.

Please contact John on 01903 765918. For the high profile events helpers will get free entry tickets.

Baz Staple



The new Sunbeam Club Gazebo purchased for use at the Pioneer Run and other events.

From The Newsletter of the Federation of British Historic Vehicle Clubs Ltd.

Note the comments about tank sealing compounds in the presence of ethanol in petrol.

FORTHCOMING CHANGES IN FUELS - Matthew Vincent

Permitted ethanol content in petrol to rise from 5% to 10%

Fuels containing above 5% ethanol will need to be labelled, but fuels containing less than 5% ethanol will continue to be sold unmarked. There will be a requirement to continue to offer fuels with a limit of 5% ethanol until 2013. (It is assumed that after this date such fuels will be harder to find and may disappear).

A number of difficulties have already been experienced by Federation members, most notably in respect of petrol tanks. Some types of sealing compounds react adversely to the presence of ethanol in the petrol, resulting in sticky deposits being washed through into the fuel system. While this is distressing for the victim, there are sealing compounds on the market which are compatible with petrol containing ethanol. It should be possible to re-seal the affected tank with a compatible product, after thorough cleaning to remove all traces of the non-compatible material.

More serious problems have occurred with composite fuel tanks which are most frequently encountered on motor cycles. There are safety reservations about the use of fibreglass tanks which can shatter in an accident, but leaving this aside, some composite tanks are compatible with petrol containing ethanol, while others are not. A CONCAWE report, number 3/08, issued in the last 12 months or so, covers this issue and has indicated that fibreglass reinforced polyester and fibreglass reinforced epoxy resin materials are not compatible with petrol containing ethanol. However, tanks made from fibreglass reinforced plastic are compatible with petrol containing ethanol.

Continued over...

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SPECIAL FARES FOR
SUNBEAM MEMBERS



It is currently the case that Shell V-Power petrol does not contain ethanol or other similar products (oxygenates) according to internet fuel specification information. At the time of going to press we are checking this position and whether this will change as a result of the forthcoming UK response to the EU directive. At present, in the interests of preserving fuel systems, the small extra cost of using this fuel may well be justified.

The current level of volatility in petrol will not change, but will be adapted (downwards) to accommodate the increased volatility caused by adding ethanol.

In theory, this should mean that drivers will not notice any difference in operation with fuels containing ethanol, but this may not be a safe conclusion. Experience from use over time will be helpful. Measures taken to overcome vapour-lock problems in the past may need to be reinforced. Some who have not suffered from problems previously may find that operational difficulties are experienced. If this is the case, use of an ethanol-free product is clearly a benefit where this can be guaranteed.

The FBHVC is currently investigating further the aspect of fuel volatility, in an attempt to understand better the potential for securing a fuel more compatible with the needs of Federation members for their historic vehicles and machines. The possible outcome of this is naturally unknown at present, but will be monitored closely in the coming months.

From The Newsletter of the Federation of British Historic Vehicle Clubs Ltd.

As active Sunbeam Club members will already have motorcycle driving licences, the article below is for family members and others that might be considering applying for a motorcycle licence.

DRIVING LICENCES (MOTORCYCLES) - David Davies. In response to members' requests for guidance on driving licence entitlements, we have started in this newsletter with motorcycle licences. Health and disability issues are not covered here, but do apply to all categories of licence.

Provisional licences

- If you have never held a GB driving licence you need to apply for a provisional licence using form D1.
- If your provisional motorcycle licence was issued before 1 February 2001 it was only valid for two years. If you did not pass a test by the end of those two years, you may apply for another provisional licence.
- If your provisional motorcycle licence was issued on or after 1 February 2001 it will be valid until your 70th birthday.
- Since March 2002, driving licences have automatically allowed you to learn to ride a motorcycle. (That is, you have 'provisional motorcycle entitlement').
- If you have a full moped licence that includes provisional motorcycle entitlement that is also valid until your 70th birthday.

First steps

The minimum age for riding a 'powered two-wheeler' (PTW) in the United Kingdom is 16. A CBT (Compulsory Basic Training) course must be satisfacto-

rily completed and a DL 196 issued before you can take to the roads on your moped - which must have an engine capacity of less than 50cc and a maximum speed no higher than 50kph (31 mph). The DL196 is valid for two years. If you fail to pass the theory and practical tests within this period of time, you must re-take the basic training.

At the age of 17 it is possible to take the test for a Light Motor Cycle Licence (A1) which restricts the rider to a machine of less than 125cc and a power output of 11 kW (14.6 bhp).

If the Standard Motorcycle Licence (A) is sought, the practical test must be taken on a machine of over 120cc but not more than 125cc and capable of at least 100kph. After passing this test, a motorcyclist is restricted to riding a machine of up to 25kW (33 bhp) and a power/weight ratio not exceeding 0.16kW/kg for two years. After this period of time, any size of machine may be ridden.

Riders age 21 or over, or those who reach 21 before their two-year restriction ends, have other options.

Direct Access - After taking CBT and the theory test, the practical test may be taken on a motorcycle with a power output of at least 35kW. All or part of the CBT course may be taken on either a learner bike or a large bike. It is permissible to practice for the practical test on machines larger than the learner bike specification provided that: the rider is accompanied at all times by an approved instructor on another machine and in radio contact; the rider wears fluorescent or reflective clothing and adheres to all the other provisional licence restrictions.

Accelerated Access - Riders who reach the age of 21, while still within the two-year period where they are restricted to 25kW machines, but who wish to ride larger bikes need to pass a further test on a motorcycle of at least 35kW. They may practice on machines over 25kW under the same practice conditions as for direct access riders. Riders will revert to learner status while practising (on a machine greater than 25kW) although a test failure will not affect their existing licence.

Sidecars - Learners who wish to ride with a sidecar can practice on a combination with a power to weight ratio of 0.16kW/kg. On obtaining a standard licence, the rider will be restricted to a combination with the same power to weight ratio for two years. At age 21 learners may, only within direct or accelerated access, practice on a larger combination - but the test must be taken on a solo bike.

Reading through the various information sheets, the inference is that, after two years have passed since successfully passing the test for a Standard Motorcycle Licence or if the Large Motorcycle Direct Access Scheme has been successfully completed, the rider can ride anything.

'Grandfather' rights - Anyone who passed their car driving test some years ago and is under 70 years old will have the provisional motorcycle entitlement as well the entitlement to drive a moped included on their licence. However the compulsory training must still be undertaken in order to make use of this entitlement.

Off the Saddle

On Sunday September 13th Chris Styles was running his excellent Vintage 'bike run, called the Constable Run up in Suffolk. Chris dreamt this event up to be added to the Sunbeam Club Calendar and asked me in the days of thought before action if I would support such an event. And got a most definite yes. But each year the date clashes with the Arbuthnot Trial run down in West Wiltshire, an event aptly described on the cover of the programme as 'A Trial from between the Wars run Today. Arbuthnot was an early motorcycle competitor who raced in the TT before the 1st World War amongst many other sporting events. He was a Naval Admiral and lost his life in the Battle of Jutland. The Trial originated in 1924 and was initially only open to serving Naval Officers. Today it is open to all but run as a Salisbury Club closed to Club event and means we pay a day membership to that Club. When I first rode it over 20 years ago the most recent machinery allowed was British tele forked rigid rear bikes. Swinging arm pre unit constructions were allowed in about 10 years back and this year for the first time unit construction machines, but everything must be British. I have entered it every year since I found (!) the event and think it the tops. The course is some 70 miles long with a good proportion of that off road. There are always a fair number of Sunbeam Club members competing. This year:-

Brian Humphries on a 1952 Matchless 500cc

Ian Watkins 1954 Bantam 125cc

George Smith 1937 Royal Enfield 350cc

Dave Blanchard 1938 Ariel 500cc

Me on a 1957 Matchless 350cc

Colin Bentham 1954 AJS 350cc

Eddie Renham James 197cc

Chris Brown on a '50s Royal Enfield 350cc

There were 63 entries altogether. Sadly Eddie retired but the rest of the Sunbeamers finished. There are two routes through each section and I was riding in one for the first time and won my Class. George picked up a first class award in the girder class. A great day.

The following Sunday eight of us rode in the Phil Mellor's Trial near Bordon. This is a lovely location with our host Headley Park Hotel which is an old Country House owned and normally used by Lithuanians. After the event had a very tasty light meal at a table out on the lawns in front of the building in great Trials company. The lawns fell away in steps down to a magnificent lake. The Trial was pretty stiff for those of us not having a hinge in the middle of the frame. Most riders were on British 'bikes with a smattering of foreign twin shocks. Our Peter Bowker topped his class and Paul Casling was runner up in his. Otherwise the rest didn't shine too brightly at this event. On the very first section, just as I seriously needed the back brake going down the side of an overgrown bomb hole I forgot which side it was on. The Matchless trapped my foot between metal footrest and tree. A month on have two very black toe nails and will likely lose both nails in due course. I could use that for an excuse as to

my poor performance but really just had a bad hair day.

Thursday of the following week was out on a longish Trail Ride in North Kent with our associate Club Bexleyheath. Of the 13 of us riding three belonged to the Sunbeam Club. Rode from home to start and back afterwards and nearly clocked up 100 miles on the Yamaha. A pretty cool day but great fun.

Sunday no ride but on the Thursday evening went to the Club Night at the Six Bells and the speaker was Johnny Giles. There were a number of our Trials riders there and I could write a book on that evening, but I'll spare you that. John is 80 now and brought along his current super powerful home built bike which he uses in motocross events and Enduros. John was a works Triumph rider for very many years and was known as the old man when I began riding. He was still winning top events in Trials and scrambles way into his 30s, and as an ISDT rider picked up something in the order of 17 golds and a silver. The six days of the ISDT are real hard and fast riding and he represented Britain numerous times. When asked if he ever met Paul Newman he just said well I rode with him and then regaled us with stories of the fun they had as a group of Triumph factory riders travelling to events in deepest East Europe at the height of the Cold War and Paul and his laugh a minute personality, must remain unprintable, John was true to the Triumph marque almost all through his top riding career, and particularly to the twins. So it was hardly surprising that the bike he had brought along was basically a Triumph motor, with a three speed BSA gearbox all in a Cheney frame. To my shock he started this great competitive motor in the second bar room where we have our meetings. I was sitting behind the machine which was running on dope and Castrol R on some high compression with apologies for silencers. and nearly blasted me out of my chair. It was so responsive to the throttle that it seemed to have revved up before he turned the throttle. All in all, an evening to have savoured and remembered.

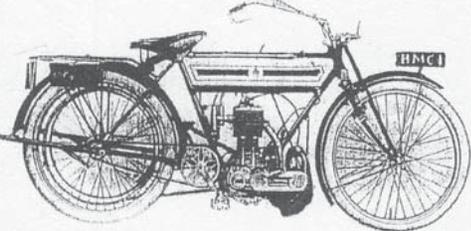
A few days later and on the Sunday I was the only Sunbeam Club rider in the Witley long distance Trial. It was an easy ride over 80 plus miles in Hampshire with a goodly proportion off road. My little 21 year old Yamaha ran a treat though in power terms was very much down on the majority of the entrants riding Enduro machinery. But in cases like that I just keep going not stopping for petrol or eating and drinking and same machinery would whiz past on several occasions round the route. Very unusually every one of the 115 starters finished. There were several teams riding such as Falloffalot and Piston Broke. The Kids from Kent won the team award and two of the machines were both smaller and older than my 'bike, one was ridden by Derek Baker of the Kent and Sussex Club and I sometimes ride with him in the Bexleyheath Green Lane Runs. I came across him with a puncture and gave him my spare rear tube and he finished the event winning a Silver. For me I had a brilliant ride though losing a five on a section no one else lost that many, I kept feet on footrests all the time but slid off a wet clay hummock I tried to cross and my front wheel took me just outside the section marker. However with a loss in total of seven marks at the end I was pleased in the circumstances. In these long distance events you don't get the opportunity to dismount and plan your way through, you ride them blind and think your route through as you are doing it.

The next Sunday was a Star Group Championship event down at Bagshot Heath South where we run the Dick Little British 'Bike Trial. There were seven of us from our Club riding and I was out on the modern Gas Gas for the first time in seven months, and boy did it show! Paul Casling won the best Pre 67 B class. Neville Lewis on his 200cc Beta won the Sportsman Class, that 'bike really seems to suite him. Mick Holloway was runner up in the Pre 65 A Class despite the 'bike not running so well. Neil Sinclair in a very tightly fought battle came in 3rd in his class, the runner up position, just one mark behind the winner being lost out to him on a tie breaker. Roger Sutton didn't have too good a ride in the class our Paul won, coming in 5th and I came in 8th in the class Neville won, on multiples of his score, appalling but the Trial was good.

That's it folks. The Trials Section of our Club is still an active unit. Tonight have been down to the ACU Trials Dates Meeting and have cleared all four of the dates that we will be running events next year.

Peter Donaldson

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Garden of England Run



Chris Wright, Margaret Meinertzhagen and Jennifer Wright



Dylan Spencer-Harding Proud Winner of the Stephen Healing Trophy

Graham Walker Run



Joe Rush's 1921 OK Precision



John Joiner's 1904 Triumph

Pioneer Run



Eric Alderson with 1907 Rex

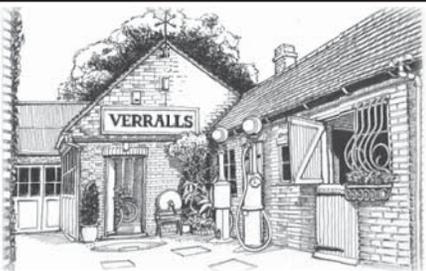


Chris Rolph, Passenger and 1909 Phanomobile

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Sir Harry Ricardo FRS Part 1

Harry Ricardo is remembered for his considerable achievements in the area of automotive research, in particular with regard to the petrol internal combustion engine. However, in common with many great engineers, he has never been given full credit for his work. His research into small scale high speed Diesel engines led to the world's first Diesel passenger car in 1934. Harry Ricardo's work was behind the sleeve-valve air-cooled radial engines that powered many British Civil and Military aircraft over so many years. His work on fuels led to the method of classifying fuels by their octane rating. The aforementioned are just a few examples of his work.

Harry Ricardo had an interest in motorcycles over many years. Whilst many people are familiar with the Ricardo Triumph, Harry built two other motorcycles during his life. His early work on the motorcycle brought about his interest in the internal combustion engine which led to his lifelong work in this and related subjects.

Harry Ricardo was born at 13 Bedford Square, London on the 26th January 1885. Distant ancestors can be traced back to Portugal and the family arrived



The Blue Plaque outside Ricardo's birthplace 13, Bedford Square London

in England via Holland. Several members of his family were members of the London Stock Exchange, but Harry's father, Halsey Ricardo, was an architect by profession.

Young Harry showed an interest in practical mechanical matters watching

craftsmen at work whilst walking around the streets near Tottenham Court Road/Bedford Square with his father. Here he gained admiration for skilled craftsmanship of any kind.

Within hours of his birth a place had been booked for Harry at Rugby School. This was followed by time at Cambridge University. However, early schooling took place near Rottingdean and was not a great success from Harry's viewpoint. He left Rottingdean in July 1898 without any regrets except for parting with Rudyard Kipling with whom he had struck up a friendship.

Harry started at Rugby school in 1898; on his second day there he discovered the school workshops which contained three lathes, one screw cutting, a drilling machine and several vices. He took the trouble to make friends with the workshop foreman. He was also interested in the Crossley gas engines driving Ferranti alternators for the school electrical power supply.

Whilst at Rugby Harry set about constructing a steam engine. This was a two vertical cylinder engine with Poppet valve mechanism. Difficulties with the valve mechanism were overcome as were difficulties with the piston ring seals. The workshop foreman helped out by remaking the piston rings. Attempts to make a flash boiler were unsuccessful and Harry concluded that it was impossible to make a small enough flash boiler. A conventional vertical fire-tube boiler was used and steam engine and boiler were fitted to Harry's pedal-cycle to form his first motorcycle. The boiler was started with a paraffin stove and then coal fired. His friends demanded demonstrations of this steam motorcycle but they were mainly entertained by Harry falling off. By 1902-1903 there were petrol driven motorcycles about and the many practical difficulties associated with Harry's steam motorcycle led to its abandonment.

In 1903 Harry started at Cambridge University and initially his studies were directed towards joining his grandfather's firm of consulting civil engineers. There was no engineering society at Cambridge so Harry joined the recently formed university Automobile Club and eventually he became the secretary. Harry did not take long to familiarise himself with the excellent engineering facilities in the university workshop and as a result he decided to make a motorcycle of his own design using ideas derived from the experience of riding many different models.

Harry discovered that Charter Lea supplied robust components and bought a frame, wheels, handle bars etc, to his own design, for a small sum. Old friends at the Laystall Engineering Co produced De Dion type crankcase castings, cast iron air cooled barrels and cylinder heads. Harry bought the biggest cylinder and head castings he could get. He designed his own piston avoiding the use of a fixed gudgeon pin by using the now familiar floating gudgeon pin. The piston was made as light as possible and in two parts with the ability to adjust the compression ratio. Harry preferred the run and jump on method of engine starting so he decided to dispense with pedals and fitted long running boards to assist with starting. Stretch of the leather drive belt was overcome by providing a method of moving the rear wheels to adjust the belt. The engine, which was of nearly 900cc capacity, was difficult to start. To overcome this Harry decided to follow the gas engine practice of starting on half compression by using a half

compression cam. Once started and travelling at about 10-12 mph full compression was applied. It took Harry less than two terms to complete his home-made motorcycle. It performed very well but was not very fast due to the rather small automatic inlet valve.

According to Harry, the home-made motorcycle was instrumental in changing his whole future career, presumably from civil engineering to automotive engineering.

At the suggestion of Professor Hopkinson, Harry entered his home-built motorcycle in a fuel consumption competition being organised by the university Automobile Club. The route followed was Cambridge to Royston to Newmarket and back to Cambridge and about fifteen machines of engine capacities 150cc to 900cc were entered. At nearly 900cc Harry's motorcycle was by far the largest in capacity of any of the competitors and was therefore not expected to win. Not daunted, Harry set about applying a scientific and systematic study to the problem.

1. Harry studied the route and considered the terrain to be such that it would not be necessary to adjust the carburetter after initially setting up.
2. A large pulley was fitted to the engine. The high gear ratio, small flywheels and large engine resulted in progression by a series of violent lunges, but with practice Harry managed to control the machine.
3. A Longuemare spray carburetter was used rather than a surface or wick type.
4. Petrol spraying out of the carburetter inlet was recycled by fitting a secondary rudimentary wick carburetter made out of a cocoa tin and a lamp wick. This resulted in a 20% reduction in petrol consumption.
5. The air/fuel ratio was finely tuned by use of a valve fitted between the carburetter throttle and the inlet valve.
6. Because of its low viscosity and oiliness, sewing machine oil (sperm oil) was used for sump lubrication. This reduced petrol consumption by another 10%.

The result of the fuel economy trial was a resounding win for Harry as he finished several miles ahead of his nearest rival who was mounted on one of the smallest machines. Harry Ricardo regarded the win as his greatest triumph "for I had put my whole heart and all my thoughts into its achievement".

Partly as a result of winning the economy trial, Harry accepted an invitation from Professor Hopkinson to join him on a research programme into the internal combustion engine with the aim of overcoming factors limiting the performance of the engine.

Part 2 in the Next News

John Hodson

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Garden of England Run 2010

Due to unforeseen circumstances the date for
this event is now

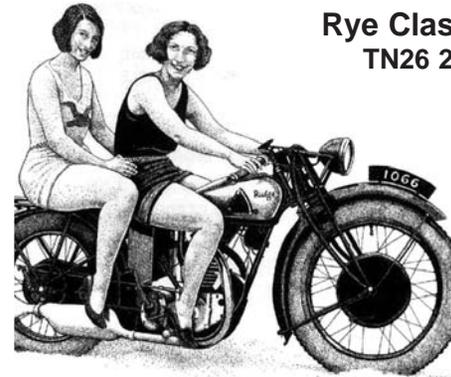
SUNDAY 18th JULY 2010

Entry Forms will come out in April and will
automatically be sent to previous entrants.

Tony Lloyd

South of England 'RealClassic' Show Sunday 21st March
South of England Showground, Ardingly, West Sussex RH17 6TL
Ashford Classic Motorcycle Show: Easter Mon 5th April
Ashford Market, Orbital Park, Ashford, Kent TN24 0HB. 1 mile South M20 J10

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



Rye (Hamstreet) Bikejumble:
10 am Sunday 16th May
**Rye (Hamstreet) Classic Show
& Bikejumble:**
10am Sunday 18th July
Rye (Hamstreet) Bikejumble:
10am Sunday 19th September

South of England 'RealClassic' Show Sunday 24th October
South of England Showground, Ardingly, West Sussex RH17 6TL

ALL THE ABOVE DATES ARE FOR 2010

ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 www.elk-promotions.co.uk

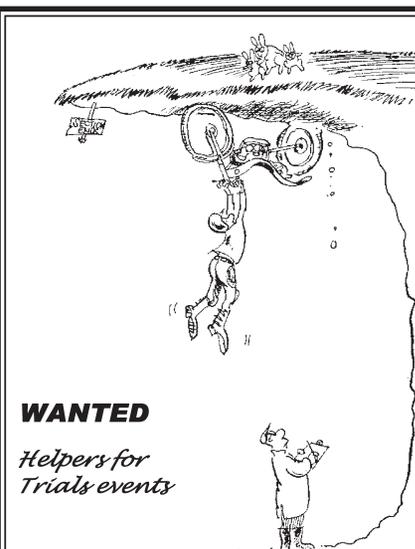
PERSONAL

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 wooly hats
optional. No sandals.

Call Chris Mawer, 07710 211913



WANTED

*Helpers for
Trials events*

(c) Gordon Thompson



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

Please note this does not include business advertising.

Address and Contact Numbers inside the front cover.

WANTED

Cylinder for Triumph 1914 C also a PA Speedo (in tank) for a 1929 AJS 350cc M6

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New Members

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

John Booth (Carmarthenshire)	Phil Harris (West Sussex)
Geoffrey Godding (London)	Mat Roberts (Buckinghamshire)
James Gresham (Buckinghamshire)	Mick Sargent (Lincolnshire)

Peter Donaldson

Member Services

Sport Travel Solutions

Discount ferry services are available via Sport Travel Solutions, contact Julie Warnes on 01670 762134, e-mail: juliewarnes@aol.com. Website: www.sport-travelsolutions.net.

Morris Oils

Purchase their specially formulated oils for older vehicles with a Sunbeam Club discount, either via our website or by telephoning 01782 410391 quoting Sunbeam MCC. By either means the buyer enjoys a 20% discount and there is a further 10% to club funds. One can also discuss problems and get advice on any form of lubrication query.

RAC Breakdown Insurance

Breakdown insurance at 25% discount via the RAC, phone 0800 550 550 and quote GEO 300. This breakdown service includes car, bike and trailer but does not include cover if the trailer fails or measures over 18 feet.

Leather Work

Leather work for tool boxes, saddles etc. To discuss your requirements contact: gez.cater@yahoo.co.uk .

Specialist Ferry Crossings

Discount ferry services are available via Specialist Ferry Crossings either by website: www.nutttravel.com or telephoning 02870 351199 quoting smc.

Baz Staple

2nd Constable Run

I got up early to go to Alf Sandford's as he had offered to give me a lift to the start. When I arrived he had already loaded his Norton onto the trailer. I loaded my riding gear into the boot of his car while he did a final check round and we were then ready to go.

Down the A2 and through the Dartford Tunnel, we head for Colchester turning off for the Crown Inn at Wormingford, where we were directed to the parking area. I helped Alf unload his bike, then I went to find Jane as I was going to ride her AJS. The bike was already standing in the car park, but no sign of Jane or Ian. I found them in the pub, where I had a coffee, while they finished their "Full English".

Then to signing on, where the riders were given an excellent route sheet, although there were three pages. Came time to start and I set off checking the route sheet when approaching junctions. All went well until I came up behind three other riders who seemed confident as to the direction they were going and I made the fatal error of not checking my sheet but followed them - after a while it became obvious that we had all gone wrong and we stopped to check. A map was looked at and a decision made which way to go. A few more miles travelled and surprise we found ourselves at a junction about a hundred yards from the start.

A quick chat about our options and the decision was made to ride the route again. This meant passing the start from the wrong direction which caused some consternation and amusement to the organisers.

Riding on and checking the directions more carefully we came to the point where we had gone straight on instead of turning right. The rest of the route was travelled without any further problems. Apart from the extra miles and arriving at the finish about an hour after everyone else we still enjoyed ourselves.

After signing off we had a very late lunch, this was followed by tea, coffee and a great selection of cakes. After working through some of the selection, the awards were presented. I would like to thank all those involved for a very pleasant day.

Bill Brown

Brooklands Museum New Years Day 2010

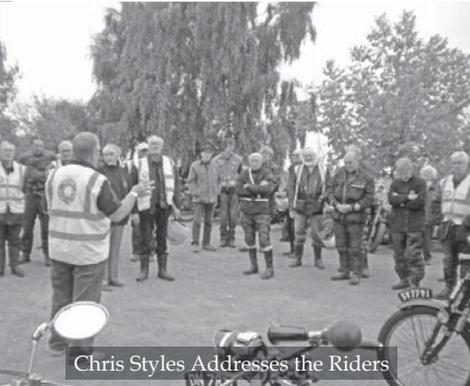
Brooklands Museum will be open again on New Year's Day in 2010 for the largest New Year's classic car gathering in the South East. All pre-1973 cars, bikes and commercial vehicles, and pre-booked club groups, are welcome through the Campbell Gate on the (B374) Brooklands Road - and all occupants of pre-1973 vehicles will enjoy a £1 discount. If you just want to come and look at this wonderful collection of pre - 1973 vehicles, as well as the rest of the Museum and its exhibits, there will be additional parking in The Heights off Wellington Way. The Museum is open from 10am, so turn up early to get a good spot! Further information from, and club group bookings to:

Donna Hopton (events@brooklandsmuseum.com or 01932 857 381 ext 253) www.brooklandsmuseum.com.

2nd Constable Run



A late Entrant's Ner-a-Car (No.82)



Chris Styles Addresses the Riders



Ian Jennings of Bradford Wins the "Longest Distance Travelled to the Event"



Brian Southam Needs a Gentle shove to relight the 'beam'



Bill Brown Starts the Run

EVENTS CALENDAR 2009/2010

6th December **Southern Experts Trial** Kingswood Warren, National
 contact - Chris Mawer 07710211913 Frome, Somerset

2010

2nd January **Chairman's Lunch** The Cricketers, Arms, Closed to
 Pirbright, Surrey Club

6th March **AGM** The Forman Institute, Closed to
 contact - Ian McGill 01293-771446 Blindley Heath, Surrey Club

14th March **72nd Pioneer Run** Epsom - Brighton Pre 1915
 contact - Ian McGill 01293-771446

25th April **FBHVC Drive it Day** tba -
 contact - Roy Plummer 01424-772598

7th to 11th May **Warwickshire Weekend** Kings Coughton Warks Pre 1931
 contact - Jenny Staple 01892-535671

30th May **18th New Conyboro Run** Chiddingly, Pre 1940
 contact - Steve Marks 01323-849199 East Sussex

6th June **16th Rose of the Shires** Stoke Bruerne, Pre 1931
 contact - Barry Care 01604-646818 Northants

6th June **Greybeards Trial** Stedham, Sussex National
 contact - Chris Mawer 07710-211913

13-20th June **27th Welsh Week** Aberystwyth Pre 1931
 contact - John Appleton 01296 623048

20th June **Dick Little Trial** Bagshot Heath, Open
 contact - Chris Mawer 07710-211913 Hampshire

18th July **24th Garden of England Run** Headcorn, Kent Pre 1931
 contact - Tony Lloyd 01737 555413

8th August **48th Graham Walker Run** Beaulieu, Hampshire Pre 1931
 contact - Ian McGill 01293-771446

8th August **Gordon Jackson Trial** Billingshurst, Sussex Star Group
 contact - Neil Sinclair 07885660939

14-15th August **Testers Run** Wolverhampton to Pre 1940
 contact - Trevor Davies 01952-691231 Dinas Mawddwy

12th September **3rd Constable Run** Suffolk Pre 1931
 contact - Chris Stiles 01206-262831

19th September (tba) **3rd September Challenge** Warks/Northants Pre 1915
 contact - Barry Care 01604-646818

12th December **Southern Experts Trial** tba National
 contact - Chris Mawer 07710-211913

Hon: Secretary, Ian D.McGill. 01293-771446. acsociable@tiscali.co.uk



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

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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
Joining Fee	_____	£2.00	
Individual Membership	_____	£15.00	
Family Membership (full member plus 1 other person) See Note 1	_____	£20.00	
Individual Overseas Membership	_____	£20.00	
Family Overseas Membership	_____	£25.00	
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
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	+£2.00
Long Sleeve Trials T-Shirt, Black with Embroidered Badge (M - 2XL)	_____	£8.50	+£2.00
Short Sleeve T-Shirt with Embroidered Badge	_____	£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
TOTAL			

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 monthly a copy of The Sporting Motorcyclist magazine at a special yearly subscription charge of £15.00. The balance of the costs will be met by the Club.

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

* Address

* Post Code Telephone

Date of birth.....

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

The Sunbeam Motor Cycle Club – Always Ahead