



SUNBEAM Club News

Published bi-monthly

Free to Sunbeam MCC members



2009 Pinhard Trophy Winner
Bradley Smith

**Sir Harry Ricardo (Part 2), Pinhard Trophy,
Interclub Team Trial 1947, Southern Experts Trial,
Chairman's Report, Off the Saddle
and Chairman's Lunch Report**

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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EDITORIAL

Sunbeam Club News

Issue 842

February 2010

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The views expressed by contributors are not necessarily those of the editor or the club.

Seventy five years ago, this year, the club was being congratulated on the production of the 100th issue of the Sunbeam News and contributors looked forward to the 200th issue. As we start the new decade we are up to issue 842 and the club continues to thrive!

The current format of the Club News has been used for many years and so perhaps it is time for a change with a revised layout and perhaps some colour. I am giving some thought as to how we might continue to improve the News but this will, of course, depend on what we can afford.

I am expecting that my recently acquired veteran machine will be on the road before too long and with more opportunities to use my PV bike, I really have no excuse for not riding at more events. Perhaps you will join me in trying to attend a record number of Sunbeam events this year.

I hope that you find something of interest in this issue and, as always, your contributions are most welcome.

I look forward to seeing you at the AGM on the 27th February.

Best wishes.

John Hodson

Outstanding Membership Subscriptions

Despite two separate requests for subscriptions, separated by near on two months, we are still awaiting well over £1,000 worth of outstanding subscriptions. Technically all the folks concerned are, according to the Club Rules, out of time. That is not a threat but a reminder, we want you along so by return of post please and you are forgiven.

We believe we have an interesting and pro-active Club, which is widely looked up to. Running such a Club requires a certain amount of 'dosh'. So please give your poor old Membership Secretary a break and those to whom this is directed please send the outstanding. A Happy New Year to you all.

Peter Donaldson

Copy date 10th of the month preceding publication

February 2010

3

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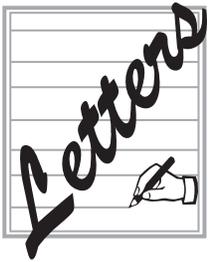
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Do you have an interesting snippet or amusing photo that you would like to share with the Club?

Send your comments to :

The Editor
(details inside front cover)

Re: The Right Club After All

Hi John,

Just thought I'd drop you another line to congratulate the membership on adopting the pre 39 rule and also answer in part Mr Mummery's comments. I'm afraid he's going to be a little disappointed I suspect, as he obviously doesn't want 'the likes of me' in this club and I've just sent off my renewal fee! Ho- Hum!

He claimed that the committee were 'split down the middle' on the pre 39 issue. Well, 6 for & 1 against the motion is hardly a middling split where I come from and it also appears that the membership are approx 3 to 1 for it as well. 'TUFF!' as he's fond of saying.

I'm only a few years behind him in the ageing stakes but hopefully I'm not turning into Victor Meldrew yet, or perhaps that happens when you pass 70?

Come on Richard, lighten up! I'll bet you'll hardly notice much difference on the runs you attend. If we're ever fortunate to be on the same event I'll even buy you a pint to show there's no hard feelings on my part. Safe riding.

Regards, Ron Spinks

Re: Richard Mummery's Letter

Dear John,

I have to confess that I read Richard Mummery's letter in the Club News with concern that it was rather too warm a Sunbeam welcome to a new member.

Having discussed the point with Richard at the Ashford Auto Jumble 18 months ago, I am well aware of his opinions on the possible introduction of PV machines to some Club events. However, overall I felt that Ron Spinks' letter touched on several relevant points. He was however wrong on one thing, despite appearances I am only 68 and I would love the chance to play with someone young. If only!

The issue of PV has twice been voted on 6:2 in favour by the Committee and then put to a members vote. I can assure those who were/are opposed to any PV that their case has been put forcibly and with great determination by Bill Brown.

Bill has cited Club Rules where appropriate and I believe that all the

Committee respect him for his diligence and good manners throughout.

One of the arguments that I have heard against PV machines again and again was that the faster? PV machines would all leave the slower? vintage bikes behind.

Over the years I have not noticed the 500cc's hanging about and waiting for me and the other slow bikes on Club events.

The answer for all V&V enthusiasts is very simple. Don't sit at home muttering about being swamped. Get your preferred bike out from under its sheet in the garage (or lounge), enter it in our events and come and ride it.

It is because of declining entries of the older machines that the Club has had to move on to try and keep entry numbers up. We really need at least 50 entries per event and many more would be better.

We are a club for motorcyclists. Bonham's and others cater for the 'investors'.

Throughout its life the Sunbeam Motorcycle Club has been involved in almost all the aspects of motorcycling. Trials, sprints, hill climbing, the TT, Pioneer, V&V (when the bikes were not that old). However V&V events are its main interest at the present and will probably be the mainstay of Club events for the foreseeable future.

Regarding inviting any member not to renew their membership; this surely is a matter for the Committee (if at all). If the comment regarding restoration skills was speculative; this was at best irrelevant.

No Ron Spinks, you have not joined the wrong club. If you are from north of Watford or even Watford Gap and enjoy motorcycling, you are welcome in this club.

I believe that Richard allowed his enthusiasm to colour his judgement on this occasion, as I suspect Ron Spinks had his tongue firmly in his cheek when he wrote his letter.

However, hopefully by the time this is published both members along with the rest of us will have renewed their subscriptions for 2010 and that all of us can look forward to another year of safe and enjoyable motor cycling on or off road, irrespective of whether our mounts are 100, 50 or ??? years old!!

Regards, Guy Haffenden.

Re John Giles' Talk

Dear John,

I was sorry to miss the above due to my annual ride at the South Lakes Mountain Weekend.

In the late 40s and early 50s I was introduced to trials and scrambles by an older friend who owned a 1935 Scott and he would take me to events on his pillion.

My friend had an interest and followed the progress of two young trials riders who were close friends. These were G.L. Jackson and J. Giles who my friend often spoke to.

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.

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Baz Staple

From the FBHVC December 2009 News Letter.

Consultation on Regulations to control the sale and installation of replacement tyres on motor vehicles

All new vehicles registered on or after 4 February 2005 had to be fitted with tyres which conformed to EU Directive 2001/43/EC; this measure was enacted to reduce tyre noise. The intention is that replacement tyres will from 2010 or 2011 have to conform to that standard. However the following exemptions will apply:

1. Retreaded and part-worn tyres irrespective of size.
2. Temporary use spare tyres.
3. Tyres with a speed rating below 80km/h.
4. Tyres designed only to be fitted to pre-1980 vehicles.
5. For the purposes of this legislation trailers are deemed to be vehicles.

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Pinhard Trophy 2009 Winner Bradley Smith



I'm sure everyone will be pleased to hear that Bradley Smith has been adjudged the winner of the Pinhard Trophy for 2009. Bradley was Runner-Up in the MotoGP 125cc World Championship. You've got to go back to Barry Sheene to find a similar British achievement.

This is one of the UK's most prestigious awards having been presented since 1950 to the best under-21 year old sporting motorcyclist competing under ACU or SACU jurisdiction.

On being told of his success, Bradley said "That's awesome news and just looking at the previous winners makes me realise how important the Pinhard Trophy is in the history of British Motor Cycle racing. For my name to go on the trophy alongside some of the greats in all forms of racing is a great honour which I really appreciate."

Previous winners are a list of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including John Surtees, Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alex Wigg and a host of others who have gone on to be national and international household names.

Bradley is already heavily involved in preparation for next season otherwise the huge two gallon cup would have been presented at the ACU Awards ceremony in January. It is now planned to make the presentation at Silverstone during the British round of MotoGP on 6th June 2010.

Bradley faced stiff competition from representatives of all branches of motorcycle sport and we salute their efforts. First Runner-up was Jack Challoner from Trials, second runner-up was Josh Waterman from MotoCross

Reading through the entries restores your faith in our youth. Some have handicaps which they refuse to give in to. Others are not only active in their sport but eagerly assist in organising their club's events. Bradley spends his own money in sponsoring a team in the British 125cc Championship. Our future is in good hands.

We award the trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

Judges were editors of leading motorcycle periodicals, General Secretary of the ACU and officials from Sunbeam MCC. All of whom are at pains to say how honoured they feel at being asked to participate.

Tony Lloyd



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Sunbeam Club Stand at Shows and Events

During 2009 John Buckingham arranged to put up a club stand and to show a few bikes that can be used in our events. This practice is to advertise the club and to correct a misapprehension that we are a one make club for Sunbeams. These shows have been useful and have helped recruitment. So 2009 was a test case and John has decided to go for the following shows in 2010 –

| | |
|--------------------|--|
| February 20/21st | Carol Nash Bristol Classic Motorcycle Show |
| March 21st | Elk Promotions Ardingly Show |
| May 15th | Southern Classic Bike Show, Kempton Park |
| June 20th | VMCC Banbury Run |
| July 9th/10th/11th | VMCC 1000 Bikes at Mallory Park |
| August 8th VMCC | International West Kent Run, Aylesford |
| October 24th | Elk Promotions Ardingly Show |

John would like your support to appear and help spread our aims and objectives to a wider field of enthusiasts and try to enrol them. Also of course we need machines to show our era of bikes.

Please contact John at 15 Lancing Close, Lancing, BN15 9NJ, Tel: 01903 536244 if you can assist him.

Baz Staple

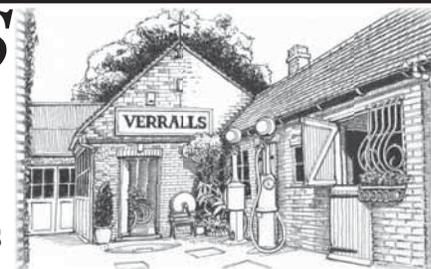


The late Charles Godfrey in full flight on his 1904 Ariel in August 1993

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Chairman's Report 2009

This year has been a year of decisions, whether they are all good only time will tell. After several attempts over the years Ian McGill was able to persuade the authorities in Brighton, for 2009 and onwards, that Pioneer riders could use the bus lanes on approach to the City – entrants have no doubt about that decision! Although it's a pity that the Brighton authorities didn't tell the police, but they know now.

Then there was the momentous referendum decision to include bikes up to 1939 for certain events – this may not suit a number of members but you can't please all the people all the time.

The interest on our deposit money due to the country's ongoing financial crisis has reduced to almost nil, for many years we have relied on this interest to assist in running the club. Our treasurer Roy Plummer however found a year bond with Scottish Widows and has deposited £20,000 from the deposit account bringing in a useful 3% at maturity during 2010. This may sound like a straight-forward solution but very few financial institutions allow Clubs and Limited Companies to participate in such schemes. So after contacting many companies, with much form filling these attempts ended in a frustrating NO, however Roy persevered and found this one, so well done Roy.

The committee also decided to purchase a marquee, suitably printed with Sunbeam logos and advertising to use at Madeira Drive and other events. Apart from the cost, the downside is storage, transport and another job for the helpers, but we thought it was time we showed our face to the motorcycle world in a more positive way.

Another new venture is that the club has during 2009 appeared at shows to bolster membership and tell people that we are not a one make club for Sunbeams. I'm grateful to John Buckingham, our organiser, for his untiring efforts which have been a success in bringing in new members, and a diary of show events for 2010 appears elsewhere in this issue. Can you help John by appearing at a show or two with a suitable machine please? I would also ask all event secretaries to consider having a membership table alongside their signing in table, suitably manned – advertising literature is available.

This year we also advertised our events in the Vintage Motor Cycle Club journal and this will be repeated in 2010 with our full calendar and will appear in the January and March editions. This practice, so far, has brought new faces to our events, and some of them have joined.

We have also been encouraged by the fact that Morris Lubricants will now give a discount on all purchases, as well as a commission to the club.

We now have two motor travel agents for you to use, Julie Warnes Sporting Solutions, and Nutt Travel; these have proved effective in giving discounted ferry crossings and are very user friendly.

Most important of all, we now have a partnership with Footman James Insurance giving a competitive discount on agreed value insurances who have provided £500 in advance against our expected business, for this reason I ask members to consider using Footman James, quoting Sunbeam as your club.

Our webmaster, Ian Cockshull, has done sterling work along with son James and those on the web can view the very extensive information available, which in turn is achieving an enormous amount of "hits" and there is no doubt to the site's success and growing importance.

In these hard times, everything helps to keep the club in the black, and your help will be much appreciated, however, unlike the country, we are not in debt.

Recently we have been challenged that our committee are all in our 70's, [not true! Editor] but three younger members are now in the pipeline, Neil Sinclair, trials, Julie Diplock, successful entrepreneur of Elk Promotions, who have both been co-opted, and we have Chris Pile being nominated at the AGM.

In closing, I would like to thank everyone for their friendship, support and enthusiasm and I would also like to thank our hard working committee. Look forward to seeing you around in 2010.

Baz Staple

Chairman's Lunch 2010.

Despite the very cold weather, 28 members found their way to the Cricketers Arms at Pirbright for our usual winter gathering.

Excellent food was on offer, in the new dining room, a great change from the past arrangements of eating your lunch whilst sitting on a bar stool, well done Mike, your new dining room met with much approval.

Sorry to say that our President Mrs Marjorie Ayers was not well enough to join us, but has promised to make great efforts to attend events during the year.

Another regular member not attending, was Charlie Jenner who unfortunately is in hospital at present, get well soon Charlie, we look forward to you riding the 1914 Douglas in the Pioneer Run.

Thanks to all who made it to Pirbright, and those who were double booked or had to come a long distance, we look forward to your company at our next winter lunch in 2011.

Ian McGill

Chairman's Lunch Photographs



From the FBHVC December 2009 News Letter.

Declaring SORN on a newly acquired vehicle

SORN (Statutory Off Road Notification) is only applicable to a vehicle whose licence disc expired on, or after, 31 January 1998. If you have just acquired a vehicle that is subject to SORN, a recent case has indicated that the on-line SORN system should not be used to declare the initial SORN under your new ownership. This is because of the way in which the SORN legislation, and on-line SORN system works. If a vehicle is being taxed, then it is perfectly normal for the new owner to take over the unexpired period of tax. However, the SORN period starts at the beginning of a month, and then stops when there is a change in ownership. The online SORN system can only start a period of SORN at the start of the month, and then stops that SORN when the ownership changes.

SORN cannot be made online within the month of registering as keeper.

If you have acquired a vehicle, and you are going to declare SORN, as well as filling in the V5C to register the change of ownership, (or V62 if V5/V5C was missing) it is essential that you fill in a V890, (SORN form) as well. The V890 SORN form is available for download on line from www.direct.gov.uk, or should be available from a main Post Office. Staple these forms together, and send to DVLA Swansea, SA99 1AR. I would suggest that it is always wise to make copies of these forms before sending them off.

You should receive written confirmation of the SORN declaration within four weeks. If no acknowledgement letter is received then the DVLA instructions are that you must contact Customer Enquiries Group on 0870 240 0010 immediately.

In summary, new keepers should make a SORN declaration via the paper based SORN V890 application form.

The 31st Interclub Team Trial 1947

The 31st Interclub Team Trial organised by the motor cycling club was held in the vicinity of Longmoor Camp, Hampshire and took place in July 1947. The course of approximately six miles long used army land, it consisted of ten hills and a total of nineteen observed sections, riders having to complete two laps of the course. Eighteen teams each of six solos took part in the trial which was run in perfect weather. The trial started at The Deers Hut Inn near Liphook. The first rider away was P H Alves (350 Triumph Twin) Coventry and Warwickshire M C. To be followed by well known riders of the day including Karl Pugh, Tenterden (350 Triumph), W J Stocker, South Reading M C (350 Ariel), Max Pring, Sidcup (350 matchless), J Blackwell, Sunbeam MCC (350 Norton), E C Kennard, Watford (350 AJS), C W Plummer, Bromley (350 AJS), and Bob Ray, Sunbeam MCC (500 Ariel). A special test had been included in case of a tie, competitors had to ride as quickly as possible between tapes A & B and as slowly as they could between tapes B & C. The best in this test being G M Birtchnell, Windlesham (350 Matchless). At the finish the special test was not required to produce a result. The Motor Cycle Challenge Cup was won by the Sunbeam MCC team of J Blackwell (Norton), C M Ray (Ariel), M Laidlaw (Matchless), R J Harris (AJS), A W Burnard (Matchless), and E Breffit (Norton). The total marks lost were 54. The best individual performances were J Blackwell (Sunbeam MCC), G D Walker (Sidcup), and G Taylor (Ringwood) with no marks lost. The runners up Sidcup & District with 77 marks lost. The Sunbeam MCC having won the Championship three times they won the challenge cup outright.

Today this magnificent trophy is known as the Pinhard Trophy named after Fred Pinhard one of the founder members of the Sunbeam MCC. He was the club secretary from 1924 until his death in 1948. Donations in the name of Fred, or 'Pin', as he was known were put into a trust for the running of the Pinhard award. The Pinhard Trophy is awarded annually to the adjudged best under 21 year old affiliated to the ACU from any motor cycle discipline. The winner is selected by a panel of five judges, two from the press, one from the ACU, and two from the Sunbeam MCC. It was first presented by the Sunbeam MCC in 1950 last year's winner (2008), Scott Redding, of 125 cc MotoGP fame, being the 60th name to be added to a long list of motorcycling names.

Roy Plummer

The First 75 Years

This history of the club by Tony Churchill was published in 2000 but is now out of print. We do however, from time to time, obtain good examples of this well written book, and currently have a small stock to offer at £15 + £2 P&P.

Baz Staple (contact details inside front cover)

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

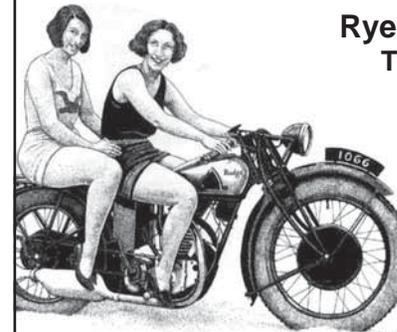
TN26 2JD (A2070 10 miles from M20 J10)

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

**Rye (Hamstreet) Classic Show
& Bikejumble:**

10am Sunday 18th July

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



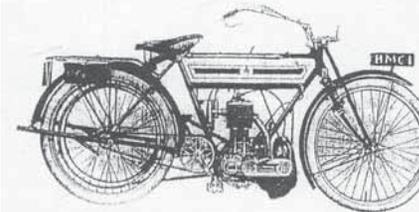
South of England 'RealClassic' Show Sunday 24th October

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Sir Harry Ricardo FRS Part 2 (continued from the December News)

Whilst still at Cambridge University Harry Ricardo continued to work on the two-stroke petrol engine that he and his cousin Ralph Ricardo had first produced in 1902. With two fellow undergraduates, Harry Hetherington and Michael Sassoon (brother of Siegfried Sassoon), Harry developed the engine such that it was capable of powering a small car. The four of them set up a company to manufacture a range of two and four cylinder two-stroke engines in large numbers. The Two Stroke Engine Company Limited was set up in March 1908 and was based at Shoreham. The Dolphin engine, as it was called, turned out to be particularly useful for powering fishing boats and before long the entire fleet at Shoreham had been converted to use this engine. All efforts to sell the Dolphin marine engine elsewhere came to nothing and so the company returned to the original idea of producing cars and car engines. Unfortunately, for The Two Stroke Engine Company Limited, significant developments had been made with the four-stroke engine such that it was universally regarded as the engine of choice for the motor car. Only about nine cars were ever made and of these seven were sold, one was kept as a works demonstrator and the other, a single cylinder model, was used by Harry Ricardo for over ten years. The Shoreham works was closed in 1909 and the company was dissolved in August 1911.

After briefly working for his grandfather's firm of civil engineers Harry Ricardo formed his own company. The company, which was registered as Engine Patents Ltd in August 1915, got off to a slow start but within two years the situation had changed as a result of Ricardo's involvement with aero-engine design and the new engine for the Mk V tank. Ricardo was introduced to the new weapon called the tank in early 1916. Before very long he became increasingly involved with a project to replace the under powered Daimler engine then being used to power tanks. To Ricardo's great credit he was soon called upon to design the new tank engine, despite there being many more experienced engine designers and his reputation was such that manufacturers promised their full cooperation with the development of the new engine. When tested the engine was found to have 50% more power output than the Daimler engine despite the fact that both engines had the same cubic capacity. Over 8,000 of these 150hp six-cylinder tank engines were assembled at Gardner's works at Manchester in 1917. In July and August 1918 the Mk V tank fitted with Ricardo's 150hp engine saw significant service in France which contributed to the collapse of enemy morale and the Armistice which followed.

Ricardo set up a private research centre for research into the internal combustion engine using £30,000 that he had received from the government in recognition of his work on the Mk V tank engine. It was not until 1919 that the company returned to Shoreham moving to the Bridge Works. The Ricardo Company was named in 1920.

In early 1919 Major Frank Halford joined Ricardo's company after he left the army at the end of the First World War. Halford, an engine designer, was very keen on motorcycling and had a 500cc Triumph with a side valve engine, which Harry considered to be well made and well designed. In 1921 Halford entered

the Triumph in a trial at Brooklands, using a new alcohol based fuel developed by Ricardo's, and easily won. Following this success they decided to design and



The Triumph Ricardo Engine

construct a new cylinder, cylinder head and piston for the Triumph. The cylinder head was constructed with four inclined valves operating in pairs from the original valve mechanism. A bronze head was utilized and this avoided the need to use valve seats. Further improvements consisted of centrally position-

ing the spark plug, using efficient cooling fins, increasing the valve area and fitting a light aluminium domed piston. The compression ratio was 8 to 1.

Halford entered his machine in races against motorcycles with larger capacity engines and once again he easily won. He used a fuel prepared and supplied by the Shell Company and known as racing spirit the fuel was so successful that it was considered by some to be based on a new explosive developed during the war (actually it was a mixture of benzene, acetone and ethyl alcohol, with castor oil as lubricant). Ricardo's company was awarded a contract from the Triumph Company to redesign their engine including the Ricardo features except that the compression ratio was lower for use with ordinary petrol and the cylinder head was of cast iron. The Triumph Ricardo was created and proved very popular over the next decade bringing in several thousands of pounds in royalties and much credit to the Ricardo company.

Ricardo and the Ricardo company's interest in motorcycle engine design continued into the 1930's and beyond. Harley Davidson were one of Ricardo's earliest American clients and this collaboration resulted in the use of the Ricardo designed cylinder head in the big twin 1200cc model introduced in 1930.

Space allows only a few of Sir Harry Ricardo's great achievements to be mentioned in this article. Over the years Sir Harry Ricardo's work included:-

- Research resulting in the transformation of the internal combustion engine.
- Fundamental studies on combustion.
- Research on lubricants.
- Development of the sleeve valve engine.
- Investigation of knock in the petrol engine.
- Research on fuel economy which facilitated the first Atlantic crossing by air.

- Work on WW1 tank engines including design of the Mk V tank engine.
- Special air compressor development.
- Work on small high speed Diesel engines.
- Providing assistance to Sir Frank Whittle with the development of the jet engine.

In 1929 Ricardo was made a Fellow of the Royal Society, between 1944 and 1945 he was President of the Institution of Mechanical Engineers and in 1948 he was awarded a knighthood. Over his lifetime he was awarded numerous certificates, diplomas, medals and honorary degrees,

Sir Harry Ricardo FRS retired in 1964 and died in 1974. His organisation became a public company in 1962; in 1978 it became Ricardo Consulting Engineers Ltd and in 1990 the company merged with SAL International and it is now known as Ricardo plc.

Information Sources

Memories and Machines – The Pattern of My Life, Sir Harry Ricardo, London, Constable & Co., 1968.

Engines & Enterprise, The Life and Work of Sir Harry Ricardo, John Reynolds, 2nd Edition, Haynes Publishing, Sparkford, 2008.

Institution of Mechanical Engineers, Engineering Heritage, Biographies, Harry Ricardo, www.imeche.org, 2009.

The Ricardo Exhibition, Sir Harry Ricardo FRS, University of Cambridge, Department of Engineering, www-g.eng.cam.ac.uk/125/achievements/, June 2000.

John Hodson

New Members

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

| | |
|---------------------------------|------------------------------|
| Philip Barfield (Hertfordshire) | John McGregor Scott (Surrey) |
| Adam Bell (Essex) | Nick Pearce (Kent) |
| Peter Chatfield (East Sussex) | Brian Tompkins (Kent) |
| Ian Johnstone (West Sussex) | Garry Walton (Wiltshire) |
| Charly Main (Hampshire) | Nick Williams (Hampshire) |

Peter Donaldson

Page for Members Advertisements



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

Please note this does not include business advertising.

Address and Contact Numbers inside the front cover.

WANTED

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

Frank Booy 01442 832840

WANTED

Complete Speedo for
1911 Triumph

Lloyd Bailey
0207 476 3000 or 07831 335007

FOR SALE

Sidecar Chassis 1930-ish
new tyre. £100 ono

Des Murphy 01424 838413

WANTED

Rear mudguard for 1914
Triumph Model C. To buy or
exchange for Model H mudguard

John Hodson
(details inside front cover)

The 68th Southern Experts Trial

Presented by the Sunbeam MCC Ltd in conjunction with the Frome and District United and Blackmore Vale MCC at Kilminster on 6th December.

With a masterful display of trials riding, Alexz Wigg took victory in the 68th annual Southern Experts trial on Sunday, finishing 22 marks clear of defending champion Ross Danby. Held on the vast Stourhead Estate in deepest Wiltshire and promoted as usual by the Sunbeam MCC with assistance from both the Frome and Blackmore Vale clubs, ground conditions already saturated then became very treacherous after torrential overnight rain had even resulted in localised flooding in some areas. The fifteen sections to be tackled three times and plotted by Geoff Guy under the watchful eye of clerk of the course Tom Crease featured some tricky, steep, twisting and very slippery climbs which although covered in a blanket of leaves only helped to disguise the added hazard of an abundance of menacing tree roots.

With grip at an absolute minimum, only thirteen out of the sixty-two eventual starters managed to keep their marks loss down to a total of under 100 with nearly half of the entry also exceeding the allocated five hour time limit. Whilst Wigg took the premier award, the well supported Clubman Expert class produced a far closer finish. Incredibly after three laps of great trials action, both Neal Hubbard and Chris Koch were locked together on 83 marks lost, with Guy Chandler after leading the group for the entire contest, dropping back to 3rd spot after being one of the riders who exceeded that five hour time limit. Recording the same total of 11 cleans, Hubbard was to take the verdict on a dab total count. In the Youth A class, Ben Heane was to prove victorious whilst Chris Stay was the runner-up, just two marks better off than 3rd placed Chris Short.

So with the rain now clearing the Wiltshire area, at 9.30am it was time for the action to start as Lee Hassall led the Experts away and into the very dense Stourhead woods. Right from the word go, Alexz Wigg was in very ominous form, cleaning the first twelve sections of the contest whilst his expected closest challengers Ross Danby and Sam Haslam had already lost 7 and 15 marks respectively. Despite then losing his first three marks of the trial in sections 13 and 14, Wigg still comfortably led the contest after the opening lap. Whilst Danby was currently 2nd on 12 marks lost, South West centre rider Ricky Wiggins was having a great ride in 3rd on 13, Haslam 4th on 19, Ben Wibberley 5th on 21 and Ben Morphett 6th on 22.

Lap two of the Southern Experts and it was Haslam who produced the best performance losing a total of 8 marks, one less than Wigg with Danby on 11, Wiggins 19, Morphett 24 and Wibberley 32. So going into the final attack of 15 sections, Wigg was still firmly in control and 11 marks ahead of Danby. Hammering his advantage home in style, the Beta UK rider then recorded another eleven stylish cleans, losing just another 7 marks in sections 3, 6, 7 and that infamous number 14, a hazard which was mastered on only three occasions throughout the entire trial by the top Experts, a very determined trio comprising of Danby, Morphett and Wiggins. With conditions so difficult, eleven of the Experts class including Haslam, Wiggins, Wibberley, Morphett and Andrew

Blackman were to be also penalised for failing to get home inside the five hour time limit. Remarkably one rider who did manage to finish inside the allotted time was multi Wessex Centre champion Colin Crease after unfortunately losing the use of his Gas Gas back brake.

Displaying great determination, Colin still got home in a gutsy 8th overall whilst just a little further down the leader board in 13th was Jon Tuck, one half of the current ACU British Sidecar Trials championship winning team and having some fun on a solo machine!!

In the exciting Clubman Experts contest, after two laps, Gary Chandler led proceedings on a loss of 44 with Chris Koch on 54, both Neal Hubbard and Jimmy Baker on 56 and Ben Skinner on 58. It was though all to change on the final circuit as although Chandler recorded the best punch card score, he was to be another victim of the time penalty system. So having another 15 marks added to his final score, Chandler was to be relegated back to 3rd behind winner Hubbard and Koch but still ahead of Baker and Skinner.

Six riders started and all gallantly finished the Youth A competition with Ben Heane posting the best lap one score, losing 44 marks, just one less than Chris Short with both Chris Stay and George Gosden on 59. With conditions rapidly deteriorating, Heane then banged in an impressive second lap to outscore Short by some 14 marks and thus then lead the competition right through to the final section.

Well done to all of the competing riders for producing a great day of trials action and to the Sunbeam MCC Ltd for working together with the Frome and District United and Blackmore Vale MCC in organising another super Southern Experts trial.

Results

Experts Alexz Wigg (290cc Beta UK.com) 19 marks lost, Ross Danby (280cc JST GasGas UK) 41, Sam Haslam (300cc JST GasGas) 46, Ricky Wiggins (250cc Albion GasGas) 59, Ben Wibberley (280cc GasGas) 87 Ben Morphett (290cc Beta.UK.com) 90, Andrew Blackman (300cc GasGas) 126, Colin Crease (280cc GasGas) 127, Grant Laming (250cc RCM GasGas) 141, Rob Warner (250cc Montesa) 149.

Youth A Ben Heane (125cc BVM Beta) 125 marks lost, Chris Stay (125cc JST GasGas) 156, Chris Short(125cc JST GasGas) 158, George Gosden (125cc JST GasGas) 165, Bradley Cox (125cc GasGas) 174, Ryan Henderson (125cc GasGas) 202.

Clubman Experts Neal Hubbard (280cc GasGas) 83 marks lost (11 cleans and 10 single dabs), Chris Koch(250cc Beta) 83 (11 cleans and 9 single dabs), Guy Chandler (250cc BVM Beta) 85, Jimmy Baker (250cc Beta) 91, Ben Skinner (300cc GasGas) 95, Rod Broom (250cc Beta) 99 (7 cleans), Kevin Hart (175cc GasGas) 99 (6 cleans), Rob Smith (Pro 07 Rage rep) 103, Glen Lewis (250cc GasGas) 108, Michael James (250cc John Lee Beta) 110.

Mike Wood

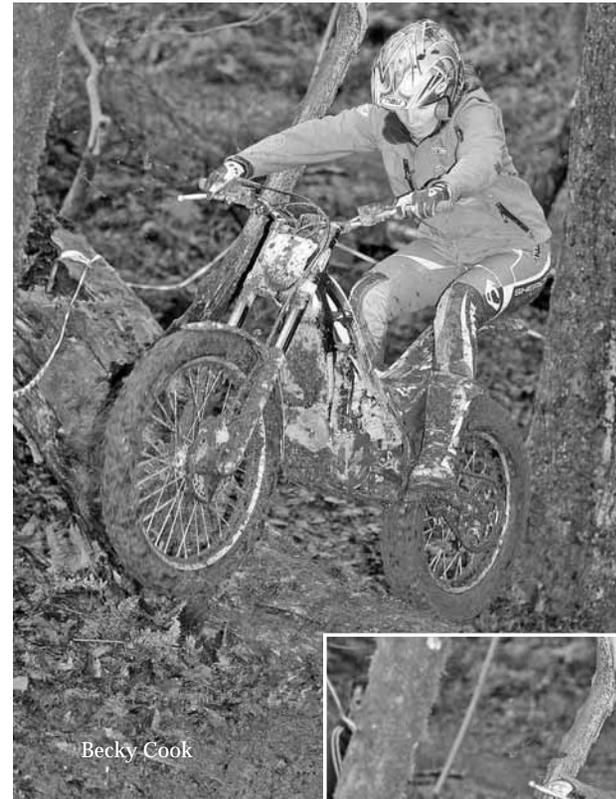
Photographs (by Mike Wood) Southern Experts Trial



Alexz Wigg



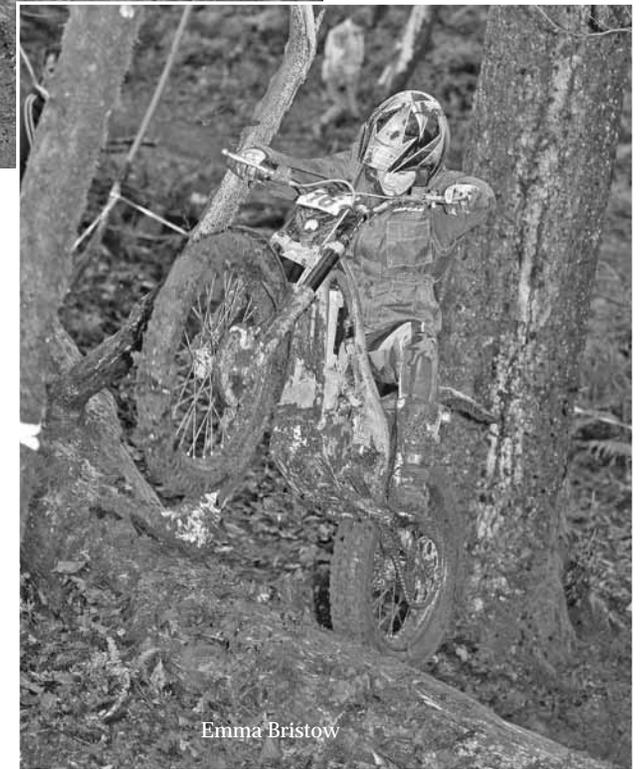
Andrew Blackman



Becky Cook



Sam Haslam



Emma Bristow

Southern Experts Thank You's

Events only happen due to people. We had a very successful Southern Experts Trial on December 6th, 2009. Thanks go to everyone who was involved and helped us run the event.

A special mention needs to be made to: -

Chris Mawer as the energetic secretary of the meeting and general Mr. Fix It.

Tom Crease who was the clerk of the course and put his expertise just where it was required.

Jeff Guy who was a very experienced and energetic course plotter.

Dean Whitty who was the chief Marshall. He worked hard on the course preparation and then on the day he ensured that there were sufficient good calibre marshals and everything went tickity-boo

Mark Talbot was a very professional, no nonsense starter and timekeeper. At the end of the event he came to full recognition when he had to sort out those that were over the time limit and sadly had to disqualify two riders. But done in a nice way.

Theresa Talbot who has my full admiration for being able to calculate scores and get them quickly onto her laptop whilst all around appeared at times bedlam. Nothing seemed to faze her.

Brian Bonny who was our club steward and has a very long history of organisation and ACU regulations. He checked out the full course and helped in a variety of ways including the results team, which made life feel comfortable for the organisers.

Tony Lloyd, our tame V & V man who often assists at trials and came down West to Wiltshire staying overnight and was responsible for marshalling a section, which he completed in a thorough and good-natured manner.

Warwick and Lorna Knowles, who handled another of the sections with their long experience of trials and good humour.

I suppose I ought to mention me as part of the results team, which achieved its objectives of providing full results before anyone went home.

Peter Donaldson

Shuttleworth Collection Vintage Vehicle Day Saturday 22nd May 2010

A date for your diary. The club has received an invitation to the Shuttleworth Collection (www.shuttleworth.org) Vintage Vehicle Day on the 22nd May. Look out for further details.

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Off the Saddle

After completing my last Off the Saddle the next night I went to the ACU Centre Board Meeting where it was announced this would be the last of the regular quarterly meetings open to clubs and that their bi-monthly meetings would be open to those wishing to attend by request. The meeting covered the normal business of the Centre plus the worry of the loss of responsibility for events from Centre to HQ at Rugby. There seems a cooling of relationships with Rugby and sadly Sidcup will not be opening the Maxxis International Series of motocross at Canada Heights as they have for a number of years. There was little said which affected our club directly.

That was the same day that the very famous woman trials rider Olga Kevelos died at 85 years of age. She had almost a page of obituary in The Times. A real hard rider, in 1948 she competed in her first International Six days Trial. Rode her 'bike from home to Italy, rode in the event, on the 3rd day she broke a wrist and an ankle, getting out of hospital rode home again! The following year she rode the same event in Wales and won a Gold. She received Works Support and rode both the International Six Days Trial and the Scottish Six Days Trial nearly every year for over 20 years and won two ISDT Golds, the most any woman has ever won.

On 12th November my son was to have married Anmari, his lovely partner of some years. The couple are famous for having returned from six months overseas travel to stay with me for a couple of nights whilst they found accommodation, and left four years later. Sadly the wedding was postponed when days before the date Anmari's father was rushed into hospital with stomach cancer, and near two months on is still there.

A week on and rode in a first class Trail ride with the oldies of our associate club Bexleyheath at Shadoxhurst down on the North Downs above and a few miles east of Maidstone. The weather and going were perfect for that sort of event.

At this point must apologise for a stupid mistake I made in my writing last Club News about Johnny Giles talk at our Club Night, and to thank all who spotted the non deliberate error on my part. John travelled Eastern Europe at the time of the Cold War not with film star Paul Newman, or for that matter our Club member Paul Newman, but with that hell raiser from the film world, and very capable motorcyclist, Steve McQueen.

My only Trial booked for November was a no goer. My next door neighbour on the Saturday night had a 40th birthday party to which I was invited, though gave it a miss. It was the noisiest you can imagine and was still on the go at 3am Sunday morning when I finally fell into bed but getting up three hours later to drive up to Clacton for the Eastern Thumpers British 'Bike Trial was not on. However three of our members were there, Bernard Rodemark, Mike Holloway and Joan Westbrook. They appeared to have enjoyed the Event. It had been a very wet week and heard that it was both wet and slippery, with a touch of danger in places so was relieved I hadn't gone. I have had good and awful rides up there, and retired with machine problems three times. A ripped tube when I

wasn't carrying a spare, my only time with drowned electrics, took the mag off and poured the water out, spent over an hour and half with Anmari's hair dryer and a bent exhaust valve when on high revs crossing a deep muddy stream got water in the cylinder.

Beginning of December was a great Christmas Club Night with a delightful film show; two films were from the Scottish Six Days Trial, one in the 50's and the other the mid 60's. Plus plenty of cake and mince pies from Jenny. Trials enthusiast David Footman was along. My New Year's resolution is to get him out on a Trail ride which I am sure he would thoroughly enjoy; he has the 'bike for it.

Earlier in the year, due to organizational problems, we had had to bring the Southern Experts Trial date forward a week to 6th December. This brought its own problems. First it clashed with the Jack Thompson British Trial at Swanley which I would have ridden and a number of our potential helpers were riding. Plus four West Country helpers were still working to the original date and were unable to help that weekend, leaving physical help by our club a bit thin on the ground. Then as the first working party set about designing the course along came the estate game keeper, gun crooked on arm, 'What ee be doing lads?' Explanation re Trial and agreement with Estate Management. 'Ee'l be shot here zat weekend, be bird weekend'. So with his help the location was moved over the hill to another part of the estate and to the same great bit of land we enjoyed four years previously. Second time in a year that slaughtering birds has caused us to move a Trial location, the other being the Greybeards last September. (Incidentally the Greybeards will be back at its traditional location this year but changed date to first weekend in June instead of first weekend in September).

Went down with Chris on the Saturday to the Southern Experts, saw the lads putting the finishing touches to a first class course for experts, and talked over the next day's organization. The Sunday was overcast after a week and the Saturday night of rain. But though very cold it did not rain whilst the Trial was in progress. A brilliant Event reported elsewhere.

Managed another Trail ride with the lads starting at Tatsfield near Westerham. I normally take the 'bike on the trailer but as rush hour and getting across a large swath of suburbia is not a joke I rode the machine there and back. It was very cold. Met the lads up in the car park to the Reptile Zoo which is sloped and was sheet ice. In fact there was quite a bit of ice and snow on the way round. Had done 102 miles when got home. Couldn't stop shivering even with a centrally heated house, got out of the riding gear and climbed into bed fully clothed and when I woke up a couple of hours later, felt warmer, thank goodness.

I didn't make the last Star Group Event the next weekend at Betchworth Quarry, but it was apparently very good and the lads did well. I have the Annual Results of the Star Group Championship just to hand. The club came in exactly midpoint amongst the clubs involved. Neil Sinclair, after a yearlong battle where he looked to be heading for the runner up point in the Twinshock Class on his old but well set up Bultaco, came out as clear leader of that Class. In the Pre 67B Class (under 250cc), our Paul Casling was runner up on his 250cc Greeves, splitting winner Seth Enticknap and third man, his father Roy

Enticknap, both on DOTs. Also on the leader Board was our Chris. Neville taking 5th place in the over 50's Class. Well done chaps.

After a great Christmas went to the Club's Chairman's lunch first weekend of January. Have always previously felt it a bit of a damp squib as sharing a packed pub with Joe Public and trying to eat a meal cramped up on low casual tables or on the bar is not clever. But this time we were offered the restaurant for our sole use and it was a pleasure to have gone and met a load of club members in comfort.

Sadly our President Marjorie was not there, she has had rather mixed health since Tiny died. I'll finish with a wish I'm sure you'll join with me in, that 2010 brings her better health.

Peter Donaldson

Instructions for Handling a Motor Cycle. A Few "Don'ts"

Don't push change speed lever into either high or low gear positions from neutral unless the back wheel is revolving—even if the clutch is "out".

Don't change into high gear too early; accelerate to about ten miles per hour before changing.

Don't change from low to high gear whilst travelling at twenty miles per hour on the level—a smooth gear change is impossible under such conditions, and the change is unnecessary.

Don't delay changing gear on a hill too long, and when changing do so smartly and firmly.

Don't use thick grease only in the gear box. It is advisable to use oil only, for the first few hundred miles, afterwards adding grease.

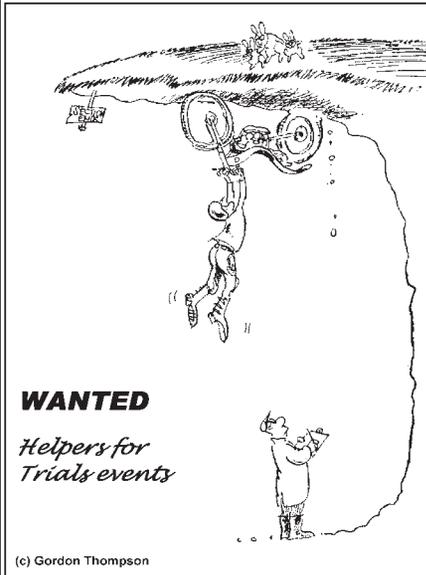
Don't attempt to improve the adjustment of the transmission gearing unless you understand the job.

Don't allow the silencer to become loose, and should it develop a knock see that it is adjusted so that the joints at each exhaust pipe are not gaping.

Don't allow the clutch to slip through maladjustment .

Don't conclude that loss of power is due to wear or other causes until you have assured yourself that the holes in the inner pipe of the silencer are not choked up.

From Rankin Kennedy's, *The Book of the Motor Car*, London, 1913.



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



From the FBHVC December 2009 News Letter.

Lead replacement additives

Testing for suitable lead replacement additives took place prior to the withdrawal of leaded fuel in 2000. Since that date only very small quantities of leaded petrol have been permitted to be sold for historic vehicles by licensed garages who are members of the FBHVC.

The Federation originally tested 12 products to assess their performance in protecting against valve seat recession using identical test procedures on a Rover A-series engine. The results were conclusive and showed clear differences in performance between the various products tested. Those products that did pass the test were allowed to carry the FBHVC logo and the words: 'endorsed by the FBHVC' or: 'This product has been subjected to a valve seat recession test by an independent test house on behalf of the FBHVC. The results of the test indicate that the level of valve seat protection is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses.'

Since then a number of these products have been withdrawn from sale but the following are still available:

Millers VSP-Plus, Red Line Lead Substitute, Castrol Valvemaster and Castrol Valvemaster Plus

Each of these products has a different active ingredient and it is recommended that these products are not mixed in the petrol tank, in other words, choose one product and stay with it.

Tetraboost, which contains tetraethyl lead is, of course, also available from a number of stockists.

Ethanol in Petrol

Discussion also took place about ethanol in petrol. Concerns expressed by Federation members have been raised, in respect of fuel system corrosion and also high fuel volatility, which has been causing operational difficulties. The oil industry position is based on a safety concern over reduction of volatility. The validity of the safety concern was questioned and is now being checked by DfT, but it seems unlikely that there will be a reduction in fuel volatility other than a small correction to reflect the blending of ethanol into the fuel.

It is confirmed that Shell V-Power petrol is currently guaranteed not to contain ethanol. It is not an exchange product, being unique to Shell, so is under their close control, unlike most other fuels sold at filling stations. Thus for the time being, members wishing to avoid petrol containing ethanol can buy this product, which also has the advantage of being widely available.

The issue of corrosion concerns with petrol containing ethanol is being pursued further, but at present there is nothing more to report.

EVENTS CALENDAR 2010

| | | | |
|----------------------|--|---|---------------------------|
| 27th February | AGM contact - Ian McGill 01293-771446 | <i>The Forman Institute, Blindley Heath, Surrey</i> | <i>Closed to Club</i> |
| 14th March | 72nd Pioneer Run contact - Ian McGill 01293-771446 | <i>Epsom - Brighton</i> | <i>Pre 1915</i> |
| 25th April | FBHVC Drive it Day contact - Roy Plummer 01424-772598 | <i>tba</i> | <i>-</i> |
| 7th to 11th May | Warwickshire Weekend contact - Jenny Staple 01892-535671 | <i>Kings Coughton Warks</i> | <i>Pre 1931</i> |
| 30th May | 18th New Conyboro Run contact - Steve Marks 01323-849199 | <i>Chiddingly, East Sussex</i> | <i>Pre 1940</i> |
| 6th June | 16th Rose of the Shires contact - Barry Care 01604-646818 | <i>Stoke Bruerne, Northants</i> | <i>Pre 1931</i> |
| 6th June | Greybeards Trial contact - Chris Mawer 07710-211913 | <i>Stedham, Sussex</i> | <i>National</i> |
| 13-20th June | 27th Welsh Week contact - John Appleton 01296 623048 | <i>Aberystwyth</i> | <i>Pre 1931</i> |
| 20th June | Dick Little Trial contact- Chris Mawer 07710-211913 | <i>Bagshot Heath, Hampshire</i> | <i>Open</i> |
| 18th July | 24th Garden of England Run contact - Tony Lloyd 01737 555413 | <i>Headcorn, Kent</i> | <i>Pre 1931</i> |
| 8th August | 48th Graham Walker Run contact - Ian McGill 01293-771446 | <i>Beaulieu, Hampshire</i> | <i>Pre 1931</i> |
| 8th August | Gordon Jackson Trial contact - Neil Sinclair 07885660939 | <i>Billingshurst, Sussex</i> | <i>Star Group</i> |
| 14-15th August | Testers Run contact- Trevor Davies 01952-691231 | <i>Wolverhampton to Dinas Mawddwy</i> | <i>Pre 1940</i> |
| 12th September | 3rd Constable Run contact - Chris Stiles 01206-262831 | <i>Suffolk</i> | <i>Pre 1931</i> |
| 19th September (tba) | 3rd September Challenge contact - Barry Care 01604-646818 | <i>Warks/Northants</i> | <i>Pre 1915</i> |
| 12th December | Southern Experts Trial contact- Chris Mawer 07710-211913 | <i>tba</i> | <i>National</i> |



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 |
|--|-------|--------|--------|
| Joining Fee | _____ | £2.00 | |
| Individual Membership | _____ | £15.00 | |
| Family Membership <i>See Note 1</i> | _____ | £20.00 | |
| Individual Overseas Membership | _____ | £20.00 | |
| Family Overseas Membership | _____ | £25.00 | |
| The Sporting Motorcyclist (Trials) <i>See Note 2</i> | _____ | £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 | +£2.00 |
| Quality Baseball Cap, Black with Embroidered Badge (adjustable) | _____ | £6.50 | +£1.00 |
| TOTAL | | | |

NOTES:

- Family membership is open to an additional non-riding person living at the same address as a full member.
- 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 £13.00. 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

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