

Free to Sunbeam MCC members

"Always Ahead"



Club News

Issue 847

December 2010 - January 2011



Chris Booth aboard his 1904 Humber getting ready for the London to Brighton Veteran Car Run

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

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

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Founded 1924

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EDITORIAL

Sunbeam Club News

Issue 847

December 2010 - January 2011

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Here is the last Sunbeam News for 2010, how time flies. You will see that once again there are several appeals for support with events and for running events. Please read the various notices and give serious consideration to supporting your club by helping out with these activities.

A programme of activities is given in the Events Calendar on pages 26 and 27, so now there can be no excuse for not starting to plan for 2011. We also have advance notice of a number of new events for 2011. The first event of the New Year is the Chairman's Lunch on the 8th January.

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

With Best Wishes for a Very Happy Christmas and 2011.

John

President's Christmas Message

It should not be difficult to write a few words at the end of this year of activity in the Sunbeam Motor Cycle Club, a really full calendar.

However this is just a Christmas message from your rather inactive President.

With such a variety of events for 2010 and one or two new ones anticipated for 2011 there must be some activities to suit all members and their machines, and who knows, they may find themselves appearing in colour in future magazines.

Every event takes many helpers, not to mention Committee members. Ian and Baz and their aides have been seen up and down the country this year, complete with Gazebo, "flying the flag" for the Sunbeam Club – so many thanks to all.

My thoughts also are with, mostly ladies, who have lost their husbands or partners and can feel rather abandoned once they have gone. Christmas would be a time to remember old friends and the jolly times we enjoyed in the past.

So for now, I send my very Best Wishes for a Happy Christmas and a peaceful and Healthy New Year, Sunny Sunbeam Events and my hope to see at least some of you in 2011.

Marjorie

Renewal of Club Subscriptions

Membership Secretary Peter Donaldson

We have received renewals from about half of the membership. The other half of you will receive a further request for renewal of subscriptions. Your prompt renewal would be gratefully received. Thank you.

Copy date 10th of the month preceding publication

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Sunbeam Motor Cycle Club Ltd

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Christopher Michael Stiles 1948 – 2010

Jane Akers

Chris was interested in motorcycles from an early age. In his younger days he had a selection of fast bikes, including his favourite BMW R100RT in the 1970's, which he used for long distance touring. He tried his hand at scrambling with a Cheney Triumph which he used at events including at Canada Heights. He also had a go at trials riding.



Chris Stiles

As the years went by he became interested in restoring veteran and vintage machines and enjoyed riding these motor cycles at events around the country. One of his highlights was winning the VMCC Isle of Man Assembly Concours in 1975 with a 1907 Rex which was found derelict in a field and which he lovingly restored to an exceptional condition. He owned a number of Triumphs, including a TT model, again lovingly restored and a Model H which he subsequently found to be a genuine works ISDT machine. He always rode his machines in the spirit in which they were intended.

Chris was a member of the West Kent Committee of the VMCC between 1972 and 1975, he became Section Chairman for a brief time during this period. He then rejoined the committee between 1977 and 1978. Although he had a number of years away from motorcycling, it was always close to his heart and with the purchase of a 1921 Sunbeam sidecar outfit, he returned to vintage motorcycling in 2001. My husband, Ian fondly remembers his first ride in the outfit, when due to lack of spark, the "ballast" soon turned to added horsepower, having to push the outfit up a steep hill.

Chris then rejoined the VMCC and joined the Sunbeam Motorcycle Club and Marston Sunbeam Register. His life without a Triumph did not last long and very shortly his collection included a derelict 1921 Model H Triumph. The Model H Triumph was restored with all his care and experience. Sadly due to his illness he was only able to ride this a few yards once it was completed.

In 2008 Chris with his wife Shirley, organised the first Constable Run for the Sunbeam MCC and a 2nd successful event was held in 2009. This year, he was too ill to undertake the 2010 event but the Run has continued and we hope will grow in strength.

Chris entered a number of events and frequently came away with a trophy for one of his bikes as apart from the Sunbeam Outfit in original condition, all were immaculate.

Anyone who knew Chris will fondly remember his unique style of starting a motorcycle – not a style many others have followed!

His wife, Shirley, bravely cared for his every need whilst he went through a period of failing health until he sadly passed away on 28 September.

The celebration of his life took place on 15 October and was very well attended by friends, family and colleagues, which finished with the song that was most appropriate to him – Always look on the bright side of life!



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: Identity of the Three Wheeler

Dear John,

Reference the forecar picture on page 14 of the Oct/Nov Sunbeam News, it is a Humber. My own is exactly the same, and is dated by the Veteran Car Club as 1904. I have owned N 1003 since 1967, and have taken part in numerous Brighton runs, car and Pioneer, and some Graham Walker events. It has a water cooled single cylinder engine of 650cc. A cone clutch on the engine drives the two speed gearbox by chain and then chain to the rear wheel. Band brakes are fitted to all three wheels. There is a water pump to circulate the coolant. All very simple. There is no suspension, but the seats are sprung, sidecar type long leaf springs for the front seat, and coil for the driver's seat.

It was very interesting to see this photograph, as apart from mine, I have only seen photographs of two others and there are no other survivors. Over the years, I have managed to acquire the rather sorry remains of two engines. So I am now running with the only good crankcase. And all the engines had badly cracked crank assemblies. The mounting of the engine is vertical, under the driver's seat, rather in the inclined fashion used on the more usual motorcycle type of design, of which there are more survivors.

Chris Booth [Editor's Note: See photograph on front cover]

.....
Re: October Club Night

Dear John,

As a non-member I would like to thank Hugh McAllister for the invite to attend the Sunbeam Motor Cycle Club night at Chiddingly on the 7th October 2010, and also thank all the members present who all made me feel most welcome. The following is my account of the evening which you may like to publish in your journal.

Whilst I knew in advance that my 1931 Python Sports Vincent HRD "Nulli Secundus" would be on display in the bar it still filled me with great pride to see it there on the night.

Hugh had borrowed my Vincent so that it could be a feature of his talk on the manufacture of the new 1931 Rudge Ulster cylinder heads. He also had on display one of my 1931-36 Special heads, and a cracked 1931 Ulster head, for comparison with the new prototype head. He had also brought along all the machining jig fixtures, which he had manufactured; the drawings, which had to be 'reverse engineered' from my cracked head by his draughtsman; all the pattern equipment, that had been made by Bob Wiggins; and finally a couple of filled sand boxes, for showing what a sand cast mould looks like before the molten metal is poured.

Hugh gave a very informative and interesting presentation on the head project. As those present will know, following a question from the floor, I found myself up at the front, and having answered it, I asked if the audience would like to hear something about my bike. The answer was "Yes". It is strange as I would normally be the last person to volunteer to be a public speaker, but when the subject is about something you know well, and that you are passionate about, all inhibitions seem to fade away. I hope my unplanned talk did my bike justice and that everybody found it interesting.



Following on from this Bob Wiggins gave a fascinating presentation on the pattern equipment, which held the audience spellbound, and in awe, of the skill and complexity of it all. When I first saw the pattern equipment a long time ago, it was hard to imagine how and why it had been made the way it was, but having listened to Bob's presentation, it all became much clearer.

I feel very privileged to have attended this meeting, and honoured to be able to also talk to such an attentive audience.

Thanks again to all concerned, especially Hugh and Bob for their talks, which all went to make it a truly great evening. It has also shown me that the Sunbeam MCC is a great club to be a member of.

Best regards, David Dale

.....
 Re: Pamela Venables

Dear John,

Early in the 1990's my Daughter Helen was a nurse at Salisbury General Hospital and Mrs Venables was on the ward where she was working.

On the Saturday Mrs Venables asked Helen if she was working the following day Sunday. Helen said no, and when Mrs Venables asked was she doing anything nice Helen replied she was riding her Dad's Sun Villiers to Brighton on the Brighton Run.

She then explained to Helen who she was, and what her Husband Ralph's connections were with motorcycles.

From then on Ralph always found Helen at Brighton and the Graham Walker Run to have a chat, and let her know how Pamela was getting on.

Regards, Joe Rush

.....
 Re: The Emery's

Dear Editor

We were so delighted to see the picture on the front of the Oct-Nov issue of Club News. The Emery's surely embody the Spirit of the Sunbeam MCC, and that includes Steve and Claire. Joy and I have had the privilege of knowing them over a number of years, and it has always been a pleasure to be in their company.

Steve and Claire are always willing to help another rider who is in difficulty, and were willing on a recent Welsh Week to step in as pick-up trailer and back marker.

As the Aussies would say "Good on you" the Emery's, and many more years of Happy Motor Cycling.

Yours, Des and Joy Brown

Frank Snell

Ian McGill

With great sadness I have to report the sudden death of Honorary Member Frank Snell.

To all riders of the Graham Walker Memorial Run, Frank will be remembered as Deputy Clerk of the Course to Doug Dunford, and then took over as Clerk of the Course when Doug passed away, the post he held for well over twenty years.

Frank was instrumental in plotting the routes around the New Forest, and did a super job with the new routes introduced at the last event.

He was also a leading light and Vice President at the Southampton & District MCC for many years, organising events and leading road runs.

Frank will be sorely missed by all who had the privilege to make his acquaintance, our thoughts go out to Marjorie his wife and the family.

Brigadier Dennis Rendell 1920 – 2010

Roy Plummer

The death was reported recently in the Daily Telegraph of Brigadier Dennis Rendell who served with the 2nd Battalion of the Parachute Regiment during WW2. In 1942 he parachuted into Tunisia where his exploits resulted in him being awarded the Military Cross. He was captured by the Germans in North Africa and was moved to an Italian POW camp at Sulmona from which he escaped in 1943 making his way to Rome where he helped to set up escape organisations. After the war he served in Palestine, Hong Kong, and Korea. In 1974 he returned to England to become Provost Marshall. When he retired from the army in 1977 he was awarded the CBE and then joined the RAC to head their motorcycle department and became Chief Executive of the RAC motorcycle training scheme. He finally retired in 1981 to Selsey, Sussex.

Dennis Rendell was a regular entrant in the SMCC Pioneer Run during the 1970's and 80's on his 1912 P&M Registration No HS 424 under the RAC club banner.

Ixion Cavalcade, Bexhill on Sea, 8th May 2011

Dave Masters

The Sunbeam Motor Cycle Club Ltd is presenting a new event open to all Motor Cycles made before 1st January 1940. The Ixion Cavalcade will be held on Sunday 8th May 2011 at St Barnabas Church, Sea Road, Bexhill on Sea, with space for up to 40 machines on show to the public. The event includes a road safety run of over 30 miles designed especially to favour lower powered machines of the veteran and early vintage era, with awards for finishers and prizes voted for by the riders as the most coveted machine, and the visitors favourite machine.

The name of 'Ixion' is well known to vintage motor cycle enthusiasts as a key journalist for 'The Motor Cycle' from 1903 - 1961, his 'Occasional Comments' were far from occasional, they being found in most issues of the magazine. Ixion kept his day time career very separate from his competitive and journalistic motor cycle interests and, even now the name of Canon Basil H Davies BA is not easy to link with his alias of 'Ixion'.

Canon Davies was vicar of St Barnabas Church in Bexhill on Sea for 14 years until his retirement from the clergy in 1940 when he moved to Bournemouth. Basil Davies and his wife Frances had six children of whom only one still survives, Godfrey, known in the family as 'Joff' is now 99 years young and hoping to be present on the day in order to unveil a special blue plaque commemorating his father as both priest and motor cycle journalist. The plaque will be attached to the church wall with the unveiling at 2.00pm. Riders can assemble with their machines at 9.30am with the road run starting at 10.30, flagged off by the current vicar Fr Roger Crosthwaite, awards being presented by the Honourable Mayor of Bexhill Councillor Jimmy Carroll at 3.00pm.

Ixion's writings are very important to the social history of motor cycles from the late 19th century. In his two books of 'Reminiscences' published in 1920 and 1927 he outlines with the most delightful wit and eloquence the birth of motor cycling in Britain from the point of view of a rider. Ixion deserves a place in the history of our hobby and sport. His best known book being 'Motor Cycle Cavalcade' published in 1950 outlines the first 50 years or so of the British motor cycle industry and can still be found regularly at motor cycle auto jumbles – don't miss it! Usually priced between £10 and £15 a copy, but for the event organiser, Dave Masters, Ixion's best books are 'Motorcycle Reminiscences' and 'Further Motorcycle Reminiscences' which are very personal and amusingly written.

For an entry form and regulations for this event, please send an A5 SAE to Ixion Cavalcade, SMCC Ltd, C/o Dave Masters, 6 Fairlight Close, Bexhill on Sea, TN40 2PT or phone Dave or Maggi on 01424 211873 for further information.





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Club Nights at Chiddingly

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

Future Dates

December 2nd	Illustrated Talk by John Hodson on Calthorpe Motorcycles, Cars and a Bicycle 8pm
January 6th	Informal Natter Night.
February and beyond	To be announced

Club Night Reports

October Club Night

Baz Staple

Hugh McAllister headed up an absolutely fascinating talk and demonstration on the remanufacturing of improved Rudge 4 valve cylinder heads. Clearly he has been challenged by popular demand to satisfy the need of vintage Rudge owners to remake and improve these fallible components. If one inspects the inside of the hemispherical combustion chamber with its four valve pockets, plus a central 18mm sparking plug hole, it can be appreciated there is little metal left in this highly stressed area - hence the failures. Hugh, with the necessary backing of an experienced and knowledgeable pattern maker, have produced after many, many weeks of head scratching, the first machined prototype. This was available for inspection - perfection and poetry in metal. Using more enlightened modern methods and formula, and with a substitution by a 10mm sparking plug, this tougher example impressed our audience.



After Hugh's explanation of his field, it became pattern maker Bob Wiggins' turn to show us how he makes the patterns out of a substitute wood, rather like MDF, specially made for the purpose and is skilfully hand worked with normal wood working tools. If the audience was gobsmacked before, then we were all in awe of the complexity, care and thought processes needed to work out all the separate components which were fitted together like a jigsaw and have to be made

so they can be withdrawn separately from the next stage which is the sand casting. I didn't count but to make one head there were approximately 15 to 20 separate patterns which all fit and lock up together, and have to be removed in the correct order without disturbing the special sand used which is hardened with a resin. This all has to be done with accuracy and rigidity which will eventually allow molten metal to be poured, cooled and then opened up.

The pattern maker has to work with reverse vision and application to get the desired result, but clearly they all have to work as a team to obtain the finished product, so we had Bob, the pattern maker, Hugh and his factory team of designer draughtsmen and machinists, and then finally there is John Pearson who is highly skilled in fitting lead free valve seats.

So if you need his services, contact him on 07715 007317

This was a special night and the team were roundly applauded for their enthralling talk and demonstration. We have apparently delayed the first production batch



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because the team wished to show us the various components in unsullied condition. Thanks to all three and to David Dale for bringing along a very rare Rudge engined HRD, on which incidentally, top gear is selected at about 80mph!

November Club Night

Baz Staple

Grateful thanks to Eddie Carter, who came from Maldon in Essex, to talk about his great love and knowledge of Brough Superiors. He was supported by Brian Walker, who brought along his 1924 Brough SS 80, the original frame of which,

after suitable research, was rescued from a village pond! Clearly George Brough was no engineer, unlike his father W E Brough, but excelled in designing machines by the unusual practice of photographing different elements from other makes and piecing these together into a photographic collage until he admittedly came up with some striking models. All necessary components were available from individual manufacturers of engines, gearboxes, wheels, frames, forks etc. The only in-house production was plating and painting. Brough Superiors had two different unofficial descriptions, "The Rolls Royce of Motorcycles" and "The Most Successful Bitza". Success indeed as many famous riders were to use the marque such as Noel Pope, Eric Fernihough, Bert le Vack and of course Lawrence of Arabia. Brough secured various world speed records, but alas production ceased in 1939.



Book Review

John Hodson

The Motor-Cyclist's Handbook by Charles S Lake aka "Phoenix"

This is another reprint of an old motorcycle book, the book was originally published in 1911 and cost 2/-, by the time a third edition was being considered 12,000 copies had been "disposed of", presumably sold! CS Lake was a regular contributor to the weekly pages of The Model Engineer and Electrician. The version under review here was produced a few years ago in 2007.

A very comprehensive text on early motorcycles and cycle cars and being originally published in London by Percival Marshall & Co, there is mention of many British makes including Triumph, Precision, Scott, Connaught, Douglas, New Hudson, Premier, Zenith, Rudge-Multi, Phelon & Moore, Morgan and Humber.

Subjects covered in detail are the construction and operation of two-stroke, four-stroke and multi-cylinder engines, the carburetter, ignition systems, transmission components, lubrication, springing, overhauling and tuning up. All the main components of motorcycles are clearly explained.

A chapter is devoted to the selection and purchase of new and second-hand machines. Driving hints, passenger motor cycles, and the cost of motorcycling are also covered. Other chapters include cycle cars, types of cars, accessories, equipment and the law in relation to motorcycling. There is a good selection of period advertisements at the front and back of the book.

An excellent starting point to learn about early motorcycles, or as a source of information for an in-depth knowledge study of the subject.

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Sunbeam Riders get soaked in Glory!

Dave Blanchard

A few Sunbeam trials riders took part in the annual Arbuthnot Trial which was held in Wiltshire on the 12th September 2010. As usual it had that same feeling of adventure that this event has always produced since its re-invention during the late 1980s. The 2010 competition was to give Sunbeam Club Riders a great day out.

This year we were pleased to see some newcomers to this fantastic trial and at the end of a long and tiring day every one of them said they had enjoyed themselves immensely. Our route direction was unfortunately made a little more difficult this time due to someone's little angel removing a blue marker and a couple of red ones for the afternoon stint. This made it more difficult for the newcomers to find their way around the Arbuthnot course and achieve a finish. But Mike Rye the secretary is already discussing a system to try and prevent this in future.

Stratford Tony river crossing is normally shallower at the left hand side to the direction we travel. This year we had a shock! The first part was deeper than I had ever experienced before, this was not due to days of heavy rain but possibly the four wheel drive boys compacting the underlying shingle as they climbed the river bank to exit the ford. Some riders water-logged their bikes and had to push out, even a Trail Bike rider stalled mid river! But most riders conquered this hazard comfortably with a big 'Arbuthnot Grin' on their face as they exited the far side! Check out the photos on, www.photographicmemoriesuk.com click on motocross then Arbuthnot 2010.

Later in the day intrepid Sunbeam riders George Smith and Roger Beale on Girder fork bikes took copycat tumbles into a very large deep puddle whilst trying to find a way around it. George decided to take the high road which was a narrow bank at the side of the track, Roger followed George's sensible example. But! A sturdy bush would not give way when pushed with a firm shoulder and George came off the bank into the big muddy puddle. His bike landed upside down on its handlebars but still kept running! George held his breath and surfaced a few seconds later.

Synchronisation was Roger's answer as he too was pushed by the same bush into the same puddle with similar Old British Iron close on his heels. Roger got the biggest soaking of all as he and his bike completely submerged with the engine revving hard! Unfortunately water got sucked into his engine causing a seizure and Roger's competition was over for the rest of the day. Although after an hour or so with a cooled engine he did manage to get going again and had a determined ride back to the finish.

Sunbeam rider Dave Blanchard on a girder fork Ariel was entered in team Un-sprung Heroes with his Son Steve on an AJS 18 and Mick Brown on a Tiger 70. They all managed to avoid a soaking and won the Team Award. Dave also won his individual class with Mick runner up. Steve copied his Dad and won his individual class too, so it was a good dry day for Team Un-sprung Heroes. George Smith slowly dried out during the day and proceeded to take his Royal Enfield to a well deserved first class award. This result gave the 'Sunbeam Club Members' lots more cheer and prestige on the day.

Next year's Arbuthnot cannot come soon enough and hopefully some more newcomers will enter. It is a unique trial of pleasurable adventure which persuades all first timers to immediately fall in love with the event. This emotion compels them to return again and again! If a past regular competitor does eventually stop riding the Arbuthnot it's probably down to 'extreme' old age and the inability to handle a heavy old bike on the rough as their various body parts cry enough. They still turn up to see us all off though and sometimes they will follow us around on a lighter and more modern machine. But! They never ever give up on the spiritual feeling the Arbuthnot has given them in the past and they can never keep away from that very special day.

Come on all you motorcycle riders who have ever wondered what a really old fashioned and

magical trial is like, telephone Mike Rye on 01725 511131 and get on the mailing list for an adventure you will never forget! [Editor's Note: See photographs on back cover]

9th-13th May 2011 Shropshire Mid-Week Event

Ian Monk

It's coming around sooner than you think, so give me a call and book your place, entry forms now available. The NEW routes will be checked in April, another hard task for me to do, mind you Lunch and Cream Cakes come to mind, so I better keep quiet and get on with the job. 'Better Keep Quiet' the Boss indoors thinks I only have sandwiches and mug of tea when I am out. Do not forget give me a call on 01480 469612, thanks Ian.

Appeal for Back Marker – Welsh Week

John Appleton

We need someone to act as Back Marker for the Welsh Week. The task involves more than just waving on the riders on point duty at a road junction, it is necessary to ensure that everyone is always forward of the Back Marker. This means keeping a good lookout at en-route filling stations, at off road parking where a rider might have stopped for rest or repairs or any other reason. It is important that the back marker has a motorcycle suitable for the job in terms of speed and reliability. It is not essential that the machine meets the pre-1940 requirement. A fuel allowance is paid for this job.

Please contact Colin Bentham 01761-241516 if you can help.

28th Welsh Week, Aberystwyth

Saturday 25th June – Saturday 2nd July 2011

Student accommodation in single/twin bedded rooms with wash basin. Baths, showers and toilets located on each floor. Full board, including packed lunches where applicable. Covered parking for motor cycles. Varied routes suitable for all ages of machine. Route leader and back marker so no maps or route cards to worry about! Recovery if required.

Entry Fee £35-00 Holiday Cost £295-00 per person

Further details from Colin Bentham 01761-241516
or John Appleton 01296-623048

Sunbeam Pioneer Run® Sunday 20th March 2011

Yet again we are asking for help for the Start Area at Epsom. We urgently require an Assistant Chief Marshal to learn the ropes, as Ian Todd is to retire after the 2011 event. Starter's assistants also needed, to ensure a safe & even flow of entrants getting away. None of these jobs are too strenuous and all riders are away by 10:45am, so after ensuring that the area is tidy, the day is your own, but all help is most important to the smooth running of our Premier Event.

As an added BRIBE, all helpers will be issued with a meal voucher.

If you can help, please phone for further details.

Ian McGill.

Sunbeam Pioneer Run® Programme Sellers at Brighton

Volunteers required to sell programmes to the visiting public on Madeira Drive on
Sunday 20th March 2011

Riders start to arrive at approx: 10:00am. We aim to sell, up to and including the time of award presentations at 2:00pm, but any help would be gratefully received as the revenue from programmes goes a long way to offset the cost of the event.

Ian McGill / Peter Donaldson.

Sunbeam-MCC Ltd: 73rd Pioneer Run®

Sunday 20th March 2011

First rider away from Tattenham Corner, Epsom Downs at 8.00am.

For the 62 miles to Madeira Drive, Brighton.

All entrants from the past three years will receive Entry forms through the post.

*If you have missed out for a few years please apply to:-
Secretary of the Meeting, Ian D McGill. 01293-771446*

e-mail:- acsociable@virginmedia.com (please note change of e-mail address)

New Members

Peter Donaldson

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

Jane Anderson (Sussex)

Charles Flight(Surrey)

David Bignold (Surrey)

Christopher Ginn (Suffolk)

Kenneth Crawford (Merseyside)

Janet Pett (Hertfordshire)

David Dale (Sussex)

Sunbeam September Challenge

Baz Staple

This event for veterans only, inaugurated in 2008, was the brainchild of hard working member Barry Care. Unfortunately this year it was cancelled and all entries returned because of insufficient entries, which is indeed sad. We know whilst the route was charming and meandered through quaint villages without heavy traffic, carefully avoiding roundabouts, traffic lights and a minimum of right turns, many of the interested riders found it difficult to arrange support vehicles to travel on the A-B route. So the interest is still definitely present for a veteran event in a similar area, that is a more northerly "Pioneer Run", but on a leave and return basis with a lunch or good refreshment venue available, either somewhere on route or back at base.

The question is, can anyone suggest a suitable venue and be prepared to mastermind a new Sunbeam September Challenge, the job could be shared by two so much the better. If someone is prepared to consider this would they please initially chat it over with Ian McGill or myself? It would be a crime to let this tasty grape wither on the vine.

Obscure Makes: Coulson 1919-1924

Raymond Hudson

The Coulson was conceived as early as 1912 by Stanley Young, who worked on the leaf spring frame from his workshop at Thameside London. Unfortunately in 1915 a Zeppelin raid on London bombed his works, completely destroying all his good work. With no chance of replacing machinery he joined the Royal Naval Air Service (RNAS) and worked on designs and armament for the rest of the war. In 1919 Stan Young was made partner of Fred Aslett Coulson one time Sales Manager for Wooler. They set up a factory at Kings Cross London, Fred Coulson supplied the cash for the Company, and he also designed parts of the bike, so it was named a Coulson not a Young. The bike had many advanced features like leaf spring suspension, tele forks, clip-on handlebars, centre stand, low saddle height and twin brakes on rear wheel. Other peculiarities were magneto mounted upside-down from a bracket protruding from front of frame, also a clutch operated from the right-hand lever. The favoured engine was Blackburne so the bike became known as the Coulson 'B', although JAP and Liberty engines were also fitted in the early years. In 1921 and 1922 they had a few successes in the Isle-of-Man and at Brooklands, it was the first sprung motorcycle to race in the TT. There was also a number of publicity stunts, Coulson worked very hard to get his motorcycles known to the public. One such stunt was to have a Coulson ridden without a rear tyre or tube, RB Clarke rode the bare rimmed Coulson from Golders Green to Hatfield about 25 miles, it arrived at its destination without a spoke loose or a dent visible anywhere. Also in 1920, Fred Coulson with the assistance of George Robey OBE famous comedian of the time auctioned off a new machine for the benefit of St Bartholomew's Hospital, London. In 1922 trading became more difficult when Coulson was unable to obtain a regular supply of Blackburne engines; it appears OEC had made an agreement with Blackburne to buy all the engines they could make over a period of two years. Because of this Coulson was sold to AW Wall of Tyseley Birmingham makers of the Wall Autowheel. They made the 'New Coulson' for a short while, fitting Bradshaw engines and dispensing with the rear suspension, but soon went out of business, due to the high cost of producing the machine and the conservative nature of motorcyclists and the propaganda put about by the competition that the rear spindles broke easily.

As far as I know only four machines have survived; one 1919 and one 1921 550cc in England, one 1920 550cc in Scotland and one 1921 350cc residing in Italy. Any other information from club members is very welcome. *[Editor's Note: See photograph on back cover]*

Chairman's Lunch

Members are invited to attend the annual Chairman's Lunch on

Saturday 8th January 2011 at The Cricketer's Inn, Pirbright, Surrey.

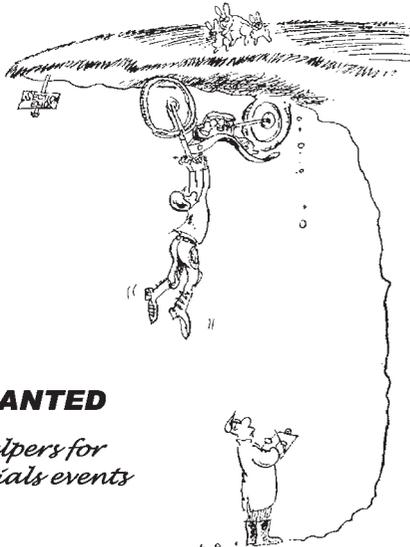
Arrive 12:00pm onwards, to be welcomed by 'mine host' Mike Mason for a superb lunch, in the newly re-furbished restaurant. Good food and good company.

Ian McGill.

Trials Affiliation

Peter Donaldson

For those of us over 70 years old, the ACU renewal of your affiliation (license) is not as it would appear on the form you have received. As in previous years, you only need to fill in front page and rear page and have no need to complete all the medical guff, nor have doctors medical (this has been implied erroneously). This has been confirmed by the ACU license department directly to myself. Just pay up your £10 smiling.

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

FUEL NEWS from the Federation of British Historic Vehicle Clubs Newsletter No 5, 2010

In the December 2009 issue of the newsletter we published a table of materials compatible with bio-diesel and diesel blends which was taken from a CONCAWE report. CONCAWE is the (mainly oil industry) association based in Belgium. We now have details of materials which have been found to be compatible with petrol containing ethanol, summarised in the table.

Recommendations for Materials Considered for Use in Ethanol and Ethanol/Gasoline Blend Applications

Material	Recommended	Not Recommended
Metals	Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks. Stainless steel, Bronze, Aluminium	Zinc and galvanised materials. Brass, Copper Lead/tin coated steel, Aluminium (may be an issue for E100)
Elastomers	Buna-N (hoses & gaskets), Fluorel, Fluorosilicone, Neoprene (hoses & gaskets) Polysulfide rubber, Viton	Buna-N (seals only), Neoprene (seals only), Urethane rubber, Acrylonitrile-butadiene hoses, Polybutene terephthalate
Polymers	Acetal, Polypropylene, Polyethylene, Teflon, Fibreglass-reinforced plastic	Polyurethane, Polymers containing alcohol groups (such as alcohol based pipe dope), Nylon 66, Fibreglass-reinforced polyester and epoxy resins, Shellac
Others	Paper, Leather	Cork

This list is not comprehensive and the quality of the material must be appropriate for the intended application. It is strongly advised that the manufacturers of these products are consulted before ethanol or ethanol/gasoline blends are introduced.

Additives for use with Biofuels

In the last issue of the newsletter we reported that an additive has been developed, designed to be added to the tank when refuelling, to prevent degradation of the fuel in the tank. We appealed for companies interested in selling these products to come forward, and we are delighted to report that three organisations have made contact and have been introduced to the manufacturers of the product.

Study into materials compatibility and carburettor icing

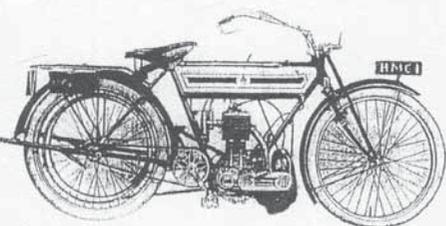
We have received some information from our member clubs and we have passed this on to Stephen Wall at QinetiQ who, as reported in the last issue, is investigating the effects on our vehicles from petrol containing up to 10% ethanol for the DfT. Thank you to everyone who has taken the time to report their evidence.

Fibreglass Fuel Tanks

We have been contacted by a number of motorcycle clubs, and in particular the Greeves Riders Association, whose members have been experiencing problems with fibreglass fuel tanks on their machines thought to be caused by using biofuel. We are currently investigating this and would certainly welcome more information from members.

One suggestion that has been received concerns the use of a tank sealant to protect the fibreglass. Great care must be taken using tank sealants, of course, as it is known that they are not all compatible with ethanol in petrol. We are certainly not advocating that anyone does try this, but we would be very interested to know if anyone has already had first-hand experience of using such a product in their fuel tank to combat this problem.

HINTON MOTORCYCLES



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

01258 472262 evenings
Email to mikelawson@freeuk.com

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www.NuttTravel.com



New style V5C and Vehicle Scrapping from the Federation of British Historic Vehicle Clubs Newsletter No 5, 2010

Nigel Harrison

DVLA are now issuing a new style V5C, which has a red front page. The most significant change is that the 'self scrapping' tick box has now been removed.

The standard practice of the scrapping a vehicle is to take it to an Authorised Treatment Facility (ATF) and a Certificate of Destruction (CoD) is issued. Some vehicles won't be processed in a standard manner. I quote from the DirectGov website: "If you're not given a CoD or your vehicle is not being destroyed, then you should complete the V5C/3 'Notification of sale or transfer [to a motor trader, insurer or dismantler]' section of your vehicle registration certificate (V5C), and send it to DVLA, Swansea, SA991BD.

You should get a letter confirming that you're no longer responsible for the vehicle. If you don't get this letter within four weeks, phone 0300 790 6802 for further advice. Text phone users can phone 0300 123 1279.

If you have broken up the vehicle yourself, you must either continue to tax it or tell the DVLA that you are keeping it off the public road. You can do this by making a SORN (Statutory Off Road Notification). You will need to make a SORN every year until you have taken it to an ATF, or told DVLA that you no longer have it."

This means that anyone keeping the vehicle but breaking it for parts etc, should make a SORN declaration to let DVLA know that the vehicle is being kept unlicensed and off the road.

DVLA have indicated that if the scrapping box is ticked on the old style V5C, a letter will be issued about taking the vehicle to an AFT and obtaining a CoD. A disposal will be set on the record to take the vehicle out of the keeper's name. If the V5C/3 is completed to notify disposal, the former keeper will just receive an acknowledgement letter.

The new V5C will now be issued whenever a change to a vehicle record is received (e.g. change of keeper). From next July a gradual rollout to everyone else will start, so that when you tax or SORN your vehicle it will trigger the issue of a new V5C. Anyone with the existing blue version of the V5C need not do anything, as both types of V5C are still valid. For more information on the V5C and the DVLA Buyer Beware consumer protection initiative are at www.direct.gov.uk/buyer beware

At this point, rather than just commenting on the clerical activities associated with the scrapping of a vehicle, it might be worthwhile quoting from the Environment Agency Position Statement on the physical aspects in this area. Unfortunately the EA lump together the restoring of a classic vehicle in the same breath as stock car racing.

"Some people enjoy restoring classic cars and other vehicles as a hobby. If an enthusiast acquires a vehicle for restoration we would not normally regard the activity as a waste management operation. Obviously, they must store the vehicle appropriately (somewhere where they are entitled to store it), dispose of unwanted fluids and damaged parts responsibly and not cause pollution.

If, however, several vehicles are brought onto a site to strip them for parts for sale, to repair/restore another vehicle (e.g. for stock car racing) or a mixture of the two, this is more akin to a 'vehicle breaking' operation. These sites need to be regulated. If the vehicles have already been depolluted at an AFT, then the site can be under a chargeable 'paragraph 45' exemption. If the vehicles haven't been depolluted at an ATF, then an appropriate environmental permit is needed; the site will need to become an ATF and Issue CoDs to the owners of the un-depolluted vehicle accepted."

The Federation will be seeking clarification on these points with DVLA and EA.

New V55/5 Form

In the last Newsletter I indicated that new version of the V55/5 form was being introduced,

and suggested that a club's V765 scheme signatory would need to obtain stocks of this, and the associated V355/5 guide to filling in that form. Both are only available from a DVLA office. Compared to the previous version, the new V355/5 guide is actually quite useful. For example, one of the new fields on the V55/5 is 'Manufacturer', and the guide indicates that the owner should leave this box blank. However, 'Make' does need to be filled in. Similarly many fields indicate, 'take this information from the Certificate of Conformity'. Seeing that historic vehicles predate this concept, then it is reasonable to leave those boxes blank, unless an alternative source of information is indicated.

Press Article on Declaring SORN

There has been some comment in the classic motoring press about owners that have been in dispute with DVLA regarding their SORN declarations. In Newsletter No 6, 2009, I explained the problem relating to declaring SORN on a newly acquired vehicle, and a solution was given. (Past copies of Newsletter can be downloaded from the Federation website.) In the motoring press article, where it was possible to identify the vehicles, they were all post-1972 and vehicle excise duty would be payable, unless SORN was declared. There are always two sides to every story, and there is very often more to a case than initially meets the eye. As with all dealings with any government agency, it pays to read correspondence closely, and react in an appropriate manner, and keep copies of all correspondence. The Federation is due to have one of its regular meetings with DVLA shortly, and the subject of how SORN is enforced will be suggested as a topic for discussion.

Researching a Registered Vehicle

One of the options when considering acquiring a vehicle is to look at the website: www.vehiclelicence.gov.uk, then key in the registration number, vehicle make and basic details of the vehicle (excluding, any owner information, chassis or engine numbers). Details of this website have been given in a previous Newsletter. However, this system can only give a positive result if the vehicle maker, as recorded by DVLA, is known. For example with one of my own vehicles, a Morris Minor with the registration number KAS 753, DVLA have recorded the vehicle maker as Morris Minor, (as distinct from Morris) so in a search using 'Morris' the vehicle licence website will bring up a nil result. DVLA have indicated that they want to retain registration number and maker in the search criteria.

Where you get a nil result, it is possible to investigate further by going to www.rac.co.uk and click on the link to 'Car Checks and Inspections'. Then go for a 'Car Data Check' and click 'Go'. Select 'Buy 1 Check' and key in the registration number and very basic information comes up on that registration number, including the all important vehicle maker as recorded by DVLA. There is no requirement to progress through to the actual 'buying' stage.

Finally, armed with the registration number and the maker, go to www.vehiclelicence.gov.uk and then do a vehicle check.

Note to Event Organisers - Ken Piles

Chris Mawer

With the retirement of Ken Piles after years of service to the South Eastern Centre, new arrangements have been made for organisers to arrange ACU Permits to cover their Events. In the case of ALL road runs they should be obtained from Roger Brown at 66, Bramble Rise, Brighton BN1 5GF. Phone No, 01273 563931, e-mail roger@66bramble.freemove.co.uk. Trials organisers will already be aware that Stephen Westley is covering their Permits on 01959 575732.

Please Note: Our Membership Secretary will be absent for December but will catch up with all correspondence in January. Any urgent business please put a message on the answer phone and daughter Margaret will ring back.

December 2010 - January 2011

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Sunbeam Club News

October 2010

New insurance benefits for **SUNBEAM MOTOR CYCLE CLUB** members through Footman James

The **SUNBEAM MOTOR CYCLE CLUB** is pleased to announce that it has negotiated a deal with specialist insurance broker, Footman James, securing special insurance discounts for **CLUB** members.

Footman James' motor policies include **UK and European breakdown cover** and **motor legal expenses** as well as **personal injury road rage and car-jacking cover** as standard.

It also offers a range of policy options, including **multi-vehicle, laid-up, agreed value** and **limited mileage** cover.

All **SUNBEAM MOTOR CYCLE CLUB** members will be entitled to discounts on their classic car insurance through Footman James, and can also take advantage of special rates on their modern everyday car, classic and modern motorcycle and home and contents cover too. In addition the **SUNBEAM MOTOR CYCLE CLUB** has a dedicated relationship manager to work with the **CLUB** ongoing.

Footman James was launched over 25 years ago as one of the very first insurance brokers dedicated to serving the needs of classic vehicle enthusiasts, and is now a leading name in the industry.

During that time it has built-up a unique relationship with vehicle enthusiasts, so much so that over 190,000 customers now trust them to offer protection for over 200,000 vehicles.

FJ works closely with classic vehicle **CLUBS** across the country, and now, of course, has partnered with the **SUNBEAM MOTOR CYCLE CLUB**, so has a pretty good idea what classic vehicle owners and **SUNBEAM MOTOR CYCLE CLUB** members want when it comes to insurance.

Martyn Raybould MCM1
For Footman James

Off the Saddle

Peter Donaldson

It is my pleasure to wish you all a joyous Christmas and a happy and successful 2011.

Have today received the programme for the November round of the Star Group Championship. The event is the 2010 Forest Trial run by the Croydon Club. It is to be run on Sunday 7th November at Faygate Tip, (what an awful name for a lovely bit of woodland!). Sadly the entry in the programme shows a drop in numbers riding with only 30 entries. The number of riders in Star Group Events has been on the drop for well over a year now and can be put down to a number of reasons.

The number of Trials riders who hold an ACU Affiliation (licence by another name) is known to be down year on year by almost 10%.

These comparatively easy events aimed at providing a good days sport for all levels of ability have been getting harder pro rata over a long time, (this is not just an old git who is past it moaning, but something recognised by the S E Centre ACU management and which both they and the Centre Trials Combine have taken very seriously and are trying to get organisers to recognise, but so far you can lead horses to water but you can't make them drink).

There is gradually less disposable income in the overall economic system, ask any shop keeper!

And the last point is that there will no doubt be at least 25% more riders turning up on the day, if the weather is nice, and the Croydon Club will be overjoyed to take their money to offset costs Etc. But entries on the day are bad news to an organiser. How can you know beforehand what income you will receive and some Clubs are forced into cancelling events to save losses to the Club coffers? Long term Clubs stop running events and the annual calendar of events open to us Trials riders diminishes. This is not an in the future prediction, it is happening now.

Back to the event of this weekend. Of the 30 riders five are Sunbeam members. Mike Holloway will be out on his over bored 350cc AJS in the Pre 67A class. Paul Casling will be there on his 250cc Greeves endeavouring to keep his Championship lead in the Pre 67B class. Neville Lewis on his 200cc Beta, Joan Westbrook on her 250cc BSA and myself on my 250cc Gas Gas will be there in the Sportsman Class. In my next write up I will let you know the outcome.

Since the last Club News I have only managed a couple of rides due to a combination of work and being in France for a few weeks. The first was the Witley Long Distance Trial on Sunday 17th October. Of the three long distance championship trials in the South East Centre, which this year I have ridden in all three, the Witley has the easiest sections, which suited me but not fellow Sunbeam member Dick Castleton who is a better rider than I and enjoys a challenge. The weather was very cold, we arrived down in Hampshire for the event, I stepped out of Dick's van and went flying on the frozen ground, it was like a skating rink. We both had late starting numbers and off we went cautiously. We managed to lose our way twice but got back on route. The course was first class and the sections great. With one section left and around 80 miles under our belts Dick had lost three marks and I was on seven. Then I got crossed up in some slippery ruts and went down breaking my clutch lever at the fixing point – no clutch! It's not the best situation to be in to be without a clutch miles from anywhere on the rough. Open up in neutral then let the revs drop and before it gets down to tick over feel the gear in to first, then open up before it stalls. The bike jumps forward with the front wheel airborne, ease revs back and feel 2nd in and so on up the box, try changing up with too many revs on and the gear lever won't move. Coming down is easier as you need the revs for the lower gear. But you can't stop without valve lift up and brake, stalling the engine in the process. That sort of caper is alright for a mile or so, though roads are a problem when you come out between bushes onto the road without stopping or being able to stop quickly, and cross roads where you are blind to the road you are crossing or joining, and with country lanes

most crossings are blind. Dick sheperded me. At the last section he was booked a one, which he felt was not deserved, and I went for a cautious three, so we ended up with a loss of four in his case and ten in mine. On we went and were caught up shortly by the back marker who took over from Dick and he pressed on. The ride went on and on, heart in mouth stuff and by the time we got back to the finish, following the full course on and off road, I was completely drained. We turned into the field and I was in too high a gear for a 3mph right angle turn and stalled the machine. I asked the back marker to go to the special test and make my apologies. Not likely, he said, you've done a good 20 miles like that so special test or I'll book you as retiring. The special test was over a mile long, with tight roped turns on a rough stubble field, that distance was the organiser's measurement, not what I felt. It was away and against the clock, when I slid to a halt in the finishing box stalling the poor misused Yamaha it wasn't the slowest time of the day! Hadn't the energy left to kick it back into life and the timekeeper did that for me. Got back to the van and thankfully didn't have to drive home, good old Dick. We had done just over 107 miles from start to finish of the Trial on a very cold day, Dick just short of an award and me almost exactly half way down the finishers, a great deal had relied on that special test.

The other ride was again on the Yamaha, and just four days later with the clutch repaired and a spare lever and fitting in my back pack. It was a Trail ride led by our Club member Chris Brown. There were three other Sunbeam members riding including myself. Mileage was similar to Sunday. We started near Horley and Chris lead at a speed decidedly faster than we normally proceed on these mid week rides. Result was I ran down on fuel and was on reserve for about the last three miles, and yet have done 130 miles without reserve on occasions in the past at a more sedate speed with Bexleyheath member Michael Hemborough leading us. It was a great ride, thanks Chris, using a lot of tracks that most of us had never been on, and the weather decidedly warmer than the previous Sunday.



South of England 'RealClassic' Show Sunday 20th March
 South of England Showground, Ardingly, West Sussex RH17 6TL

Ashford Classic Motorcycle Show: Easter Mon 25th April
 Ashford Market, Orbital Park, Ashford, Kent TN24 0HB. 1 mile South M20 J10

Romney Marsh Classics at Hamstreet, Kent
TN26 2JD (A2070 10 miles) from M20 J10)
 Bikejumble: 10am Sunday 22nd May
Show & Bikejumble: 10am Sunday 3rd July
 Bikejumble: 10am Sunday 18th Sept
New! South of England Superbike
Show - For the Later Classics!
 Ardingly, West Sussex RH17 6TL
Sunday 7th August 2011

South of England 'RealClassic' Show Sunday 23rd October
 South of England Showground, Ardingly, West Sussex RH17 6TL
 ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE
01797 344277 www.elk-promotions.co.uk

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 included business advertising.

Address and Contact Numbers inside the front cover.

WANTED 82mm veteran Minerva cast iron piston also any cams or engine parts at all. I would be very grateful for any assistance whatsoever.

Contact: David Dickerson 01737 355171 or e-mail daviddickerson@sky.com

WANTED Veteran having a clip on engine. Contact: Tony Churchill 01903 203395.

WANTED Brammer link belt measuring 1.20 inches at widest point. Also require two No. 25 Rotherham oilers for ROC hubgear. Dave Pittuck 01403 700658 (West Sussex).

WANTED Belt Rim 18-20inch diameter to suite A section (small for Clement) belt. Brake to work on outside of C section belt rim (Douglas). Also anything relating to Werner.

Contact: Peter Cox 01547 530546.

WANTED British lightweight motorcycle. Anything considered even an autocyycle, moped or cyclemotor. Any condition; runner or restoration project.

Contact Mr C Roue 07506 520964 (East Midlands area).

FOR SALE HP Photosmart 1315 colour printer, good working order. £30 ono.

Ian McGill 01293 771446.

FOR SALE Trialmaster/Barbour jacket, medium/large in mature but sound condition. Gives instant expert appearance to wearer! £75 +p&p. Contact: Peter Cox 01547 530546.

FOR SALE A marvellous reference library for someone. Every issue of MCN for 39 years (1959-1997 inclusive) all neatly bundled up into years and charting the final decline of the British motorcycle industry and rise of the Japanese, certainly I could not have written my own twenty or so books without them. Open to offers, buyer collects. But will need a large car or small van! Don Morley Tel 01737 763765 or email don.morley@ntlworld.com.

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Sunbeam Club Regalia

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

***NEW* Hi-Vis Jerkins** Sizes: 2XL, 3XL **£10 (includes p&p)**

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

Fleece Jackets Sizes: M,L,XL,XXL **£18 (+p&p £2.50)**

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

Rugby Shirts Sizes: M,L,XL,XXL **£18 (+p&p £2.00)**

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

Polo Shirts Sizes: M,L,XL,XXL **£12.50 (+p&p £2.00)**

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

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

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

Trials T-Shirts Sizes: M,L,XL,XXL **£8.50 (+p&p £2.00)**

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

T-Shirts Sizes: M,L,XL,XXL **£7 (+p&p £2.00)**

NOW ALSO IN YELLOW High quality, short-sleeved T-shirt with embroidered Club logo.

Baseball Caps Sizes: adjustable **£7.50 (includes p&p)**

High quality "Beechfield" caps, with embroidered Club logo and a strong fastener / adjuster

Club Ties **£7.50 (includes p&p)**

Dark blue polyester neck tie, with two gold lines. Club logo embroidered on in yellow.

Lapel Badges **£2.50 (inc p&p)**

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

Cloth Badges **£4.50 (inc p&p)**

A circular black embroidered yellow badge for blazers and jackets

Vehicle Badges **£8.50 (inc p&p)**

Triangular metal vehicle badge with Club logo for bike or car

Sticky Badges **£1 (inc p&p)**

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

EVENTS CALENDAR 2010

5th December **Southern Experts Trial** **Widdicombe Moor,** **National**
 Contact - Chris Mawer 07710-211913 **Devon**

EVENTS CALENDAR 2011

8th January **Chairman's Lunch** **The Cricketer's Inn,** **Closed to club**
 Contact - Ian McGill 01293-771446 **Pirbright, Surrey.**
From 12pm

13th February **Gordon Jackson Trial** **Bagshot South** **Star Group**
 Contact -- Chris Mawer 07710-211913 **Hampshire**

5th March **Annual General Meeting** **Peacock Lodge,** **Closed to club**
 Contact - Ian McGill 01293-771446 **Eastbourne Road,**
New Chapel,
Surrey, 2.00pm

20th March **73rd Pioneer Run®** **Epsom - Brighton** **Pre 1915**
 Contact - Ian McGill 01293-771446

8th May **Ixion Cavalcade** **Bexhill on Sea** **Pre 1940**
 Contact - Dave Masters 01424-211873

9th-13th May **Shropshire Mid-Week** **Church Stretton** **Pre 1940**
 Contact - Ian Monk 01480-469612

29th May **19th New Conyboro Run** **Chiddingly, Sussex** **Pre 1940**
 Contact - Steve Marks 01323-849199

12th June **17th Rose of the Shires Run** **Stoke Bruerne** **Pre 1931**
 Contact - Barry Care 01604-646818

19th June **Dick Little Trial** **Bagshot South** **British P67&**
 Contact - Chris Mawer 07710-211913 **Twin Shock**

25th June - 2nd July **28th Welsh Week** **Aberystwyth** **Closed to club**
 Contact - Colin Bentham 01761-241516 **Pre 1940**

17th July **25th Garden of England Run** **Headcorn, Kent** **Pre 1940**
 Contact - Tony Lloyd 01737-555413

31st July **Sunbeam Novice Trial** **Billingshurst** **All classes**
 Contact - Neil Sinclair 07885-660939 **monoshock**

7th August **49th Graham Walker Run** **Beaulieu, Hampshire** **Pre 1940**
 Contact - Ian McGill 01293-771446

13th-14th August **Testers Run** **Wolverhampton to** **Pre 1940**
 Contact - Trevor Davies 01952-691231 **Dinas Mawddwy and return**

3rd September **Sunbeam P67/Twin - shock** **Horsmonden** **P67/Twinshock**
 Contact - Chris Mawer 07710-211913

4th September **4th Constable Run** **Suffolk** **Pre 1931**
 Contact - Ian Monk 01480-469612

4th September **Greybeards Over 40** **Horsmonden**
 Contact - Chris Mawer 07710-211913

20th September (tbc) **3rd September Challenge** **Warks/Northants** **Pre 1915**
 Contact - (tbc)

4th December **Southern Experts** **tba**
 Contact - Chris Mawer 07710-211913

Trials Schedule for 2011

Chris Mawer

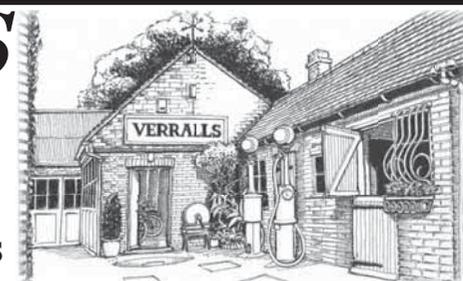
Please see the 2011 Events Calendar above. You will notice that we have added one extra trial for 2011 – a very famous one- namely the Sunbeam Novice Trial – which has not been run since the 1960's. Be assured if we could find suitable 'ground' we would try and resurrect many other famous names from the past. We still have the Southern Trial and the South Downs Trial which deserve a home to bring back the club traditions.

Neil Sinclair will be writing soon about a road run in August which is starting from the Hamilton Arms at Stedham, suitable for machines of any vintage and perhaps could be likened to another event from the past, the Hampshire 100.

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Raymond Hudson's 1920 550cc Coulson B



Raymond Hudson and John Buckingham collecting their awards after the Garden of England Run

