



Club News

Issue 848

February - March 2011



Pinhard Trophy 2010 Winner Jack Challoner

**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>

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

President

59 Beechwood Road, Sanderstead,
Surrey CR2 0AE

Chairman and Club Archivist

18 Chieveley Drive, Tunbridge Wells,
Kent TN2 5HQ

Secretary

13 Victoria Road, Horley,
Surrey RH6 9BN

Trials Secretary

The Cedars,
Little Billington, Beds.LU7 9BS

Treasurer

Riddlesdell, Netherfield Hill,
Battle, E Sussex TN33 0LH

Membership Secretary

28 Lesney Park Road, Erith,
Kent DA8 3DG

Pinhard Prize Officer

96 Fairdene Road, Coulsdon,
Surrey CR5 1RF

Pioneer Registrar

46 High Road, Wilmington,
Kent DA2 7BN

Committee Member

PO Box 85, New Romney,
Kent TN28 9BE

Committee Member

6 Forest Place, Waldron, nr. Heathfield
East Sussex TN21 0TG

Committee Member

2 Mee Cottages, Green Lane, Old Netley,
Southampton, Hants SO31 8EY

Show Organiser

15, Lancing Close, Lancing, West Sussex,
BN15 9NJ

Webmaster

Editor

14, Joydens Wood Road, Bexley,
Kent DA5 2HR

Vice Presidents

Lord Montagu of Beaulieu, P Donaldson, I D McGill

Mrs Marjorie Ayers

Tel: 020 8657 4671

Baz Staple

Tel: 01892 535671
jennybaz.staple@gmail.com

Ian McGill

Tel: 01293 771446
acsociable@virginmedia.com

Chris Mawer

Tel: 07710 211913
christopher.mawer@tiscali.co.uk

Roy Plummer

Tel: 01424 772598
royjplummer@yahoo.co.uk

Peter Donaldson

Tel: 01322 332087
peterdmsc@hotmail.co.uk

Tony Lloyd

Tel: 01737 555413
aj.lloyd@blueyonder.co.uk

John Waghorn

Tel: 01322 224605

Mrs Julie Diplock

Tel: 01797 344277
julie_diplock@hotmail.com

Chris Pile

Tel: 01435 864043
Christopher.pile@sky.com

Neil Sinclair

Tel: 07885660939
neil.sinclair@aviva.co.uk

John Buckingham

Tel: 01903 536244
john.b60@ntlworld.com

Ian Cockshull

info@sunbeam-mcc.co.uk

Dr John Hodson

Tel: 01322 524567
johnh587@googlemail.com

EDITORIAL

Sunbeam Club News

Issue 848

February - March 2011

© The Sunbeam Motor Cycle Club reserve copyright for all matters published in the Sunbeam Club News
The views expressed by contributors are not necessarily those of the editor or the club.

I trust that you all had a restful and enjoyable time over the holiday period and that you are ready for the many club activities that 2011 holds in store for us. Thank you to all of you that sent me Christmas cards.

It is always a bit of a struggle to fill the Club News with interesting items at this time of year, partly due to the lack of V&V events taking place, it is fortunate that Trials activities continue through the winter. I make no apology for making yet another appeal for articles for the Club News. The next issue of the Club News will contain colour photographs of the Sunbeam Pioneer Run. I welcome photographs from members for possible inclusion in the News.

In addition to being a member of the Sunbeam MCC I am also a member of a classic car club. Renewal of the car club subscription came up recently and the annual subscription is £36 plus another £12 for membership of the particular area of interest to me. The total of £48 per year, going up to £53 in March, makes me think just what good value for money membership of the Sunbeam Club is!

Please see the notes on EU Legislation on Fuel and Continuous Insurance Enforcement proposals by the DVLA, both items are from the Federation of British Historic Vehicle Clubs Newsletters. I have prepared some notes on removing sealant from petrol tanks and resealing tanks. If you would like a copy of these notes get in touch with me.

Don't forget that the club AGM is at the Peacock Lodge, New Chapel on 5th March. I hope to see you there.

I am sure that all Club Members will want to join me in wishing our chairman Baz a very Happy Birthday for his important birthday in March.

With Best Wishes.

John

Charlie Jenner

Baz Staple

As many will know our good old club mate Charlie, who is now 90, is in a nursing home. According to Maureen Green, a long term close friend and neighbour, he is physically well but has general memory loss but is OK once motoring and motorcycling is the topic.

For those wishing to visit him he is in Edward House, 86 Mill Road, Burgess Hill, where he is being well looked after. There are no restrictions on visiting times.

Copy date 10th of the month preceding publication

February - March 2011

3

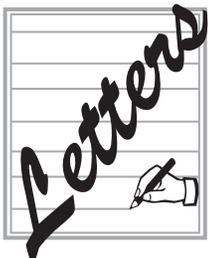
Sunbeam Motor Cycle Club Ltd

Registered in England No. 3011502

Registered Office: ETM Consulting Limited, The Old Stables, Hendal Farm, Groombridge, East Sussex, TN3 9NU

Web: www.sunbeam-mcc.co.uk

Email: clubnews@sunbeam-mcc.co.uk



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)

Dear John

Thank you for printing my piece regarding my National Service with a BSA M20. I hope it prompts others, and I am sure there must be many who have much more exciting and interesting stories to tell of their life with motorcycles, to put pen to paper.

Thank you for all the work you do in producing a super Club News and I look forward to issue 848. I would like to wish all Club Members all the very best for 2011.

Best Regards, Richard Mummery

.....
 Re: Robert Dunkeld

Ladies & Gentlemen,

I seek information on any extant ex-members of The Surrey Hills Motorcycle Club in an effort to trace the doings of a founder member of that now defunct Club - Robert J Dunkeld (now deceased).

I now own (for the second time) a 1927 Rex Acme 348cc TT Sports motorcycle which was once owned (pre 1962) by Robert John Dunkeld of Coulsdon, Surrey. He was apparently a sprinter and racer of this and other Rex Acme and Zenith machines. I seek any acquaintances or records of this man/machines. I know he owned the bike in 1951 and maybe long before. Any help with contacts who were in the Surrey Hills M/C Club would be appreciated.

Regards, Brian Thorby 6, Bearehill Gardens, Brechin, Angus, DD9 6LW Tel 01356 622468

Annual General Meeting, Saturday 5th March 2011

Ian McGill

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 5th March 2011 at the Peacock Lodge. Eastbourne Road. New Chapel. Surrey. RH7 6HL. Which is on the A22 road between the M25 and East Grinstead.

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

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

The nominated person will need to submit in writing their willingness to stand. Proposers of any persons for office or resolution will need to attend the AGM otherwise their proposal will lapse. All the above to the Hon: Secretary in writing, by 5th February 2011.

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



**Whatever your pride and joy,
 rest assured, we'll get you covered.**

The enthusiasts' favourite for over twenty five years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange our best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted our best policy.

Talk to us soon.



Quoteline: 0844 826 4547 www.footmanjames.co.uk

Footman James is a trading name of Aon Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection.

FP 5352.01.09

COMPETITIVE RATES on modern car, motorcycle, home and contents insurance

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

- February 3rd** 16 mm Film Show.
- March 3rd** Illustrated Talk by John Hodson on Calthorpe Motorcycles, Cars and a Bicycle 8pm.
- April 7th** Bring & Buy and Auction. Auctioneer Tim Penn (Please bring along items, books, and anything interesting, but indicate a reserve price on same to help Tim. As usual a percentage to club funds would be helpful. One person's junk can be another's "just what I've been looking for!")

Club Night Reports

December Club Night Baz Staple
The December club night had to be cancelled since roads were impassable due to an inundation of white stuff.

January Club Night Baz Staple
This club night, which usually attracts a dozen or so members, and a natter and noggin has been our traditional format, but surprisingly we had our normal compliment of about 35 regulars and very nice to see them too.

Club Nights at the Six Bells, Chiddingly Baz Staple
I believe it is time the club acknowledged and thanked the Six Bells on behalf of our regular club nighters who get such a warm welcome from mine host Paul and his staff. I do not recall when we started using this interesting motorcycle orientated watering hole but it is certainly a long time, and at least 10 years ago.
Originally the idea came from Six Bells owner, Ken Boulter, and I'm sure we're all glad we took him up on it. So a hearty thanks to the Six Bells crew.

New Members

Peter Donaldson

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

- | | |
|------------------------|--------------------------------|
| Jane Anderson (Sussex) | V S E Norman (Gloucestershire) |
| John Elliott (Essex) | Chris Thomas (Wales) |
| Nigel Fear (Somerset) | Robert Wiggins (Kent) |

NEED A FERRY CROSSING TO EUROPE

Contact Julie at Sport Travel Solutions

We guarantee an Excellent Service and Competitive Fares

with all of the Ferry Operators Including P&O Ferries

Telephone: 01670 712055

Email: juliewarnes@aol.com

Website: www.sporttravelsolutions.net

SPECIAL FARES FOR
SUNBEAM MEMBERS



MAIL SPARES

*We sell British motorcycles
1900 to 1980*

**We need to buy these machines
- single items in large collections.
Any condition.**

**Also spares and associated items.
such as lights, signs, catalogues etc**

Phone for a confidential discussion.



Ron Farthing

The Old Barn, Curload, Stoke St. Gregory

Taunton, Somerset, TA3 6BJ

Telephone: 01823 491443

Chairman's Annual Report

Baz Staple

At this time of the year it pays to look both back at the past year as well as forward to 2011. One of the pleasures of a club with some 400-500 members is the family atmosphere, and whether it is a trial, a road event or a club night they are all regular reunions of familiar faces and friends.

The past year we have regrettably lost some of those friends but thankfully we have welcomed new members. Events, both old bike ones and trials have been very successfully organised by our hard-working and varied bunch of secretaries and clerks of course, plus of course the very necessary coterie of helpers, and a genuine "thank you" to you all.

New events and resuscitated events are planned for 2011 on both trials and V & V, and we can all look forward to an interesting calendar, and there is a totally new event for all club members, and I will leave club secretary Ian to give chapter and verse on all these.

A disadvantage of a smaller club is the difficulty in finding people to run existing events when the previous organiser has to or wishes to step aside. For 2011 on the Shropshire three day residential run the new organisation is shaping up although we still need breakdown cover. Also we wish to see the September Challenge (for veterans only) find a new organiser, even if he/she wishes to change the format somewhat. Could I ask those who feel they could help run any of our events, or even consider acting as an understudy, make contact and at least discuss what is involved? If you look around at the current organisers you will see that some are seriously multi tasking and may need assistance.

With that plea off my chest, may I wish you all a very interesting and successful 2011?

Secretary's Report

Ian McGill

Firstly I must praise the work that our Chairman Baz Staple has done promoting the Club to the great wide world. Baz has really worked hard to get our name into the national motorcycle press and also finding ways for our members getting the best value with regards to vehicle insurance and lubrication products etc: it is a pity that so few members take advantage of these services.

Things are looking good on the event front, running in date order, the first will be the Ixion Cavalcade (8th May) to be held at Bexhill in honour of Canon Basil H Davies BA the well known 'Ixion' journalist of the early days of motorcycling.

On 24th July, Neil Sinclair is organising an event for ALL members, come by car or motorcycle of your choice, starting at The Hamilton Arms, Stedham and will consist of a ride out of some 20 or so miles to a steam museum, returning to The Hamilton Arms for a Bar-B-Que, a real family day out.

Our two new Sporting Trials are recreating the Sunbeam Novice Trial (31st July) on Peter Adorian's ground in Billingshurst, the other is the Sunbeam pre67/twinshock Trial (3rd Sept) being held on ground owned by Mike Holloway. It is good to see members providing suitable venues for events, whatever discipline we favour. Thank you Peter and Mike.

My one and only gripe is that so few of our members volunteer to help at events, and the one's that do are the same year on year, many thanks to them.

Regarding the Pioneer Run, this requires some 130 volunteers 'on the day', most of these are from other club's such as VMCC, AJS/Matchless owners, Metropolitan Police MCC and some who just enjoy helping. We urgently need an Assistant Chief Marshal plus four reliable people to organise the trailer park at Epsom Downs, there has GOT to be somebody in our Club that could fill that post, surely we are not all becoming couch potatoes are we?

Enough said, only to wish you all a very happy new year and safe riding.

Shropshire Mid Week Break 9th - 13th May

Ian Monk

Due to unforeseen circumstances the previously arranged breakdown cover for this event is unfortunately now unavailable, so we are looking for someone to undertake this essential job. Any suggestions of assistance would be most welcome.

The planning for the event is well in hand with Bill Orchard and Alan Dignan arranging the three day routes and the daily coffee, lunch and tea stops. The popular Longmynd route is virtually unchanged but the other two days are quite new and interesting, thanks to their local knowledge. As usual we are staying at the comfortable and family style hotel, The Longmynd in Church Stretton, which is central to some lovely riding country.

All those who have entered previously for this and the Warwickshire event should have received their entry forms and regulations and closing date for entries is Friday, 25th March 2011. Any interested new participants should contact me for details, see below. These three days events have proved very popular and well supported, particularly in the last four years, which is proof of their good routes, hotel accommodation and food, and not least, the company.

Contact: ian.monk27@virgin.net 01480 469612
26 Home Farm Road, Houghton, Huntingdon PE28 2BN

Constable Run 4th September

Ian Monk

I know it's early in the year, but this event is already sorted, only waiting for the new menus and price, this will be known when the new financial year starts in April, therefore as from April I can issue entry forms so give me a call on 01480-469612 or e-mail ian.monk27@virgin.net.

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.

URGENT CALL FOR HELP

We are urgently in need of an Assistant Chief Marshal to take charge of the Car Parking at Epsom for the Pioneer Run day, 20th March 2011. Ian Todd has done this job for well over 25 years and now feels he has done his share. We owe him a great deal of gratitude especially bearing in mind that he doesn't even belong to the Sunbeam MCC Ltd.

There must be a CLUB MEMBER out there that can help, He or She should have perhaps three good reliable mates to help. The job requires an early start 5.45-6.00am to meet myself and the PA system engineer at Epsom Downs, set up the car park roped off area and control the parking. And after the event, clear up and leave the site as found.

Breakfast Vouchers will be provided.

Ian McGill Hon: Secretary. 01293-771446 call now!

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 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.

Six Bells Public House, Chiddingly

Baz Staple

The Six Bells held their 35th free soup event on New Year's Day to which 60 motorcyclists turned up, including Sunbeam members. Soup is dispensed between the hours of 9am and 12pm and this year with good weather prevailing. Whilst Ken is the owner it was Paul Newman, his manager, who was in charge, plus their busy staff.

Chairman's Lunch 2011

Ian McGill

At last the snow abated, temperatures have warmed albeit slightly and thirty two members were able to make the journey to Pirbright for lunch at The Cricketers.

A superb menu was laid on by Landlord Mike Mason for this very social occasion, which by tradition starts our new year's event calendar.

All the 'old faithfuls' attended with four new members, also good to see our President Marjorie Ayers, out and about again.

Sorry to hear that Joy & Des Brown had been laid low with the flu so were unable to make the journey from Bath, wishing you both a very speedy recovery.

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)

Pinhard Trophy 2010 Winner Jack Challoner, World Junior Trials Champion 2010

Tony Lloyd

I'm sure everyone will be pleased to hear that Jack Challoner has been adjudged the winner of The Pinhard Trophy for 2010. Jack was runaway winner of the Junior Trials Championship. This is his second world title, in 2008 he was World Youth Cup Champion. The judges always take into consideration commitment to the sport and his club chairman stressed Jack's continuing dedication and popularity at club level

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, Jack said "It's an absolute honour to receive such a prestigious award, there are some big names on the Pinhard Trophy and none without outstanding achievements so to be up there with them is absolutely fantastic."

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, Alexz Wigg and a host of others who have gone on to be national and international household names.

Jack is already heavily involved in preparation for next season. He is training in Spain during January but is making a special trip back to England so that the huge 2-gallon cup can be presented to him at the ACU Awards Dinner on the 29th. Sunbeam are given pole position at the awards ceremony, ours will be the first presentation of the evening.

Jack faced stiff competition from representatives of all branches of motorcycle sport and we salute their efforts. There were entries from Enduro, Road Racing, Trials and one young lady who has made a name for herself as spokesperson/representative. She has made presentations to the Scottish Parliament on sporting facilities for young motorcyclists. Jack was Runner-up last year and this year's Runner-up is Jack Sheppard from Trials.

Reading through the entries restores your faith in our youth. All of them are doing well in their areas of the sport but still have their feet on the ground by remaining involved at club level.

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. *[Editor's note: see back and front covers for photographs]*

Reciprocal Health Agreement between the United Kingdom and the Isle of Man. From HM Government Website

On Thursday 9 September, the Parliamentary Under Secretary of State for Public Health, Anne Milton, announced that following discussions between the Department, the Isle of Man Government and the devolved administrations, a new reciprocal healthcare agreement between the UK and the Isle of Man will come into effect from 1 October [2010].

The new agreement will put the current temporary arrangements on a permanent footing meaning that UK residents visiting the Isle of Man will receive free, state provided healthcare, as will Isle of Man residents visiting the UK.

Under the agreement, no public funds will change hands and this brings the Isle of Man into line with other agreements that the UK has with a number of non-European Economic Area Countries.

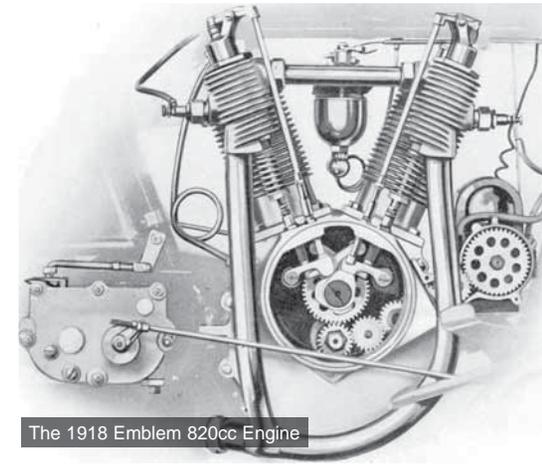
The new agreement represents a sensible and logical conclusion and provides certainty for travellers on temporary visits between the UK and Isle of Man.

Obscure Motorcycles: The Emblem

John Hodson

An established bicycle maker, the Emblem Manufacturing Company of Angola, Erie County, New York, ventured into motorcycle production in 1908.

Emblem was one of the first manufacturers of motorcycles with very big engines although this policy changed in 1917 to a single model strategy with a smaller engine. For 1912 a 750cc belt drive single cylinder model was offered and in 1913 a twin cylinder 1250cc was also available. Engines were of the inlet valve over exhaust type and drive was transmitted by belt until 1913 after which all chain drive was introduced. Large fly-wheels were employed together with forged steel connecting rods and large roller bearings. Initially ignition was provided by three batteries and a coil but later on a magneto was used. Two speed gearboxes were fitted in 1915 and three speed boxes were available from 1917.



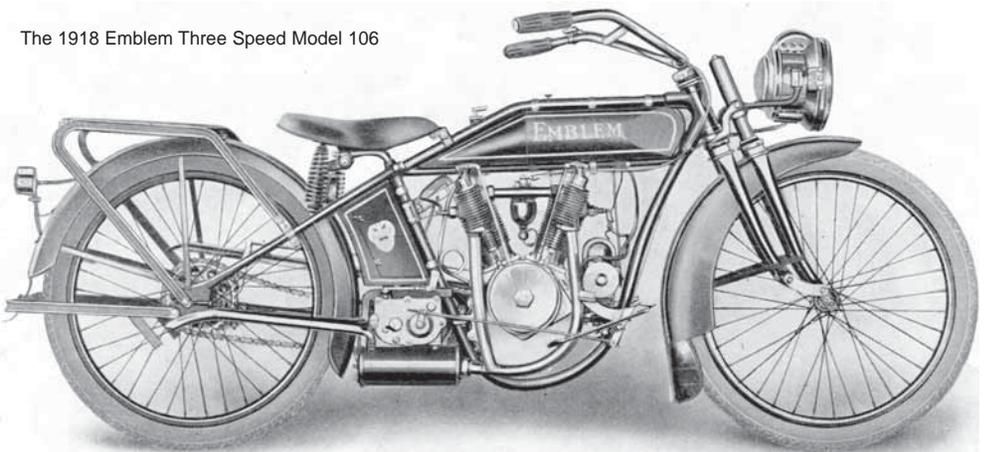
The 1918 Emblem 820cc Engine

For 1918 frames were of the loop type and the tubing was strengthened internally with triangular reinforcing. Forks with coil springs were fitted to most models. Ignition was provided by a Berling magneto. Footboards, an easy riding saddle and V shaped handlebars all contributed to the comfort of the rider.

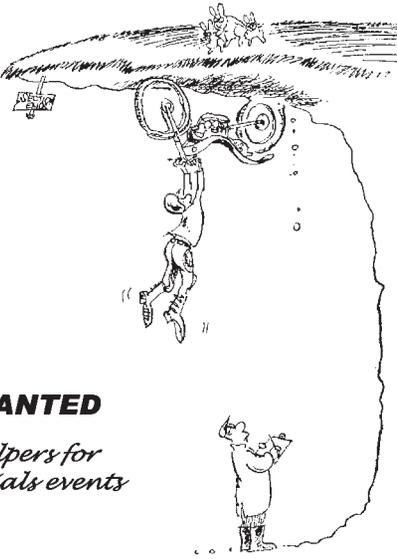
Over the years Emblems were available in light blue, carmine, olive green and of course black. Striping in a matching colour and gold lining were also applied.

In their 1918 catalogue Emblem stated "In short, we have left no stone unturned to increase the efficiency of Emblem Bicycles and Motorcycles". Emblem

motorcycles were well-respected in the United States, however the economic downturn of the late 1910's and cheap cars such as the Model T Ford severely damaged the company's prospects. Few Emblem motorcycles were sold in the USA after 1918 although a 530cc lightweight twin model was exported to Europe until the mid 1920's when the company finally ceased motorcycle manufacture.



The 1918 Emblem Three Speed Model 106



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.

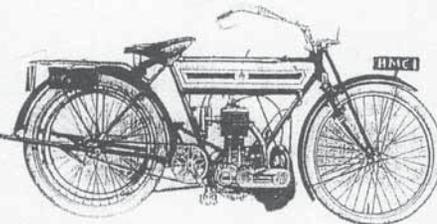
No pressure, no ties. Very casual wear and stout shoes/boots essential. Thermos or hip flasks and wooly hats optional. No sandals.

Call Chris Mawer, 07710 211913

WANTED
Helpers for Trials events

(c) Gordon Thompson

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

BEST FERRY DEALS



NUTT TRAVEL
NUTTTRAVEL.COM

FOR COMPETITIVE RATES CONTACT:
NUTT TRAVEL on 0044 28 7035 1199
OR VISIT OUR WEBSITE:
www.NuttTravel.com

Early Ignition Systems

John Hodson

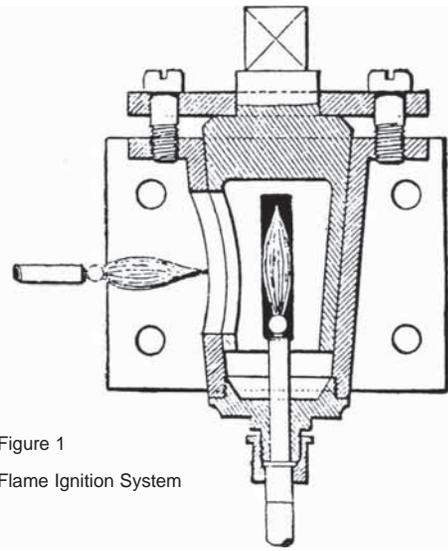


Figure 1
Flame Ignition System

Flame Ignition

In the early days of the gas engine a flame ignition system (Figure 1) was used to ignite the gas in the cylinder. Basically, when the firing point arrived a slide valve opened and exposed the mixture to a flame and another valve sealed the cylinder. After the mixture ignited, the piston was forced down the cylinder and the valve opened again to allow the inner flame, extinguished by combustion of the charge, to be reignited by an external flame ready for another stroke.

Hot Tube Ignition

When the internal combustion engine was further developed, by increasing the compression of the fuel mixture before igniting it, a hot tube ignition system (Figure 2) was used. A tube (f) of iron, porcelain or platinum was kept at bright red heat by a flame. The tube was sealed at one end and connected at the other end to the cylinder barrel by a timing valve (d). At the appropriate moment for ignition the timing valve is opened by cam (b) and part of the compressed charge flows through a passage (c) into the hot tube where it is ignited and then the remaining charge in the cylinder is ignited. Iron ignition tubes lasted only a few days, porcelain tubes lasted months and platinum tubes, although longer lasting, were very expensive. At the time considered to be a good ignition system for stationary engines.

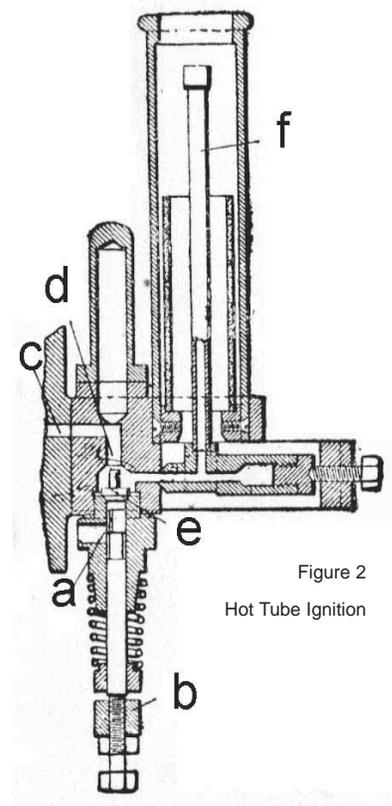


Figure 2
Hot Tube Ignition

Coil Ignition with Dry Cells

The very early ignition systems were inflexible and could only be used successfully on constant speed engines. Whilst electrical ignition systems were at first considered to be complicated, they were soon adopted because they were found to be more efficient and flexible.

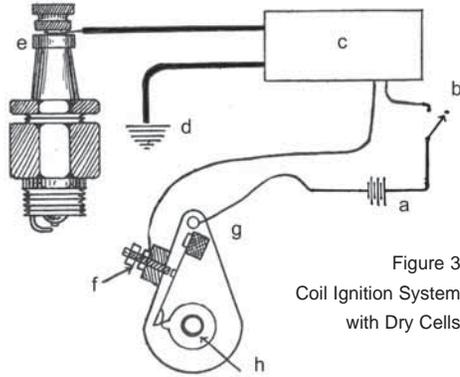


Figure 3
Coil Ignition System
with Dry Cells

Primary battery powered electrical ignition fell into disuse in its early days due to difficulties connected with the batteries and the nature of the chemicals involved. However, the development of the secondary dry cell battery together with improvements made to contact makers/breakers, coils, sparking plugs, spark advancing and retarding arrangements and general reliability soon brought electrical ignition to the front.

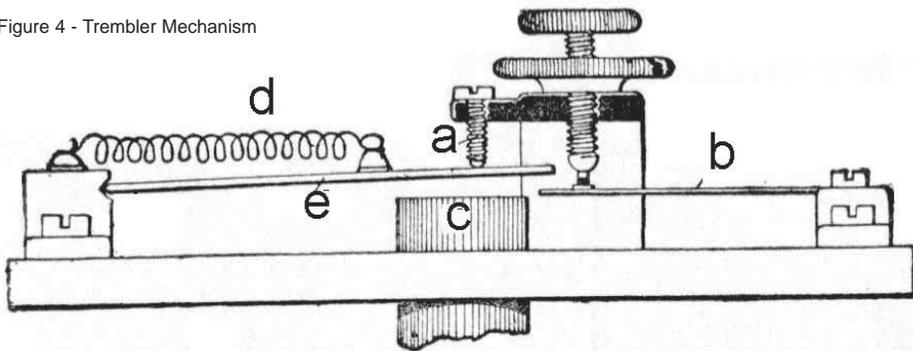
Three dry cells connected in series produce a battery (a) capable of delivering about $4\frac{1}{2}$ volts. This is not sufficient to produce the 10,000 volts necessary to produce a

good spark between the sparking plug (e) points. An induction coil (c), which is in effect a transformer made up of a core of soft iron having primary and secondary coils of wire wrapped around it, is used to raise the voltage of the system. The current in the circuit is interrupted by a contact-breaker (f, g, h) and this contact-breaker made contact for an instant and then suddenly breaks contact at the correct moment when the spark is required. A switch (b) is included in the circuit to isolate the battery when the motor cycle is not in use.

Trembler Ignition Systems

If a trembler system is employed with an induction coil a series of sparks in rapid succession is produced. The trembler is essentially an electromagnetic make and break switch. The current flowing through the switch activates an electromagnet (c) which pulls against a spring (d)

Figure 4 - Trembler Mechanism



causing (e) to be pulled down from stop pin (a) and against the top of spring (b) opening the points and breaking the circuit. The magnetic field collapses and the spring closes the switch reactivating the magnet and the whole process repeats itself. Platinum tips were used on the switch tips and the voltage was adjusted to provide an adequate spark without undue burning of the platinum tips. This system worked with a contact maker or wipe contact which allowed current to pass when the spark was required to ignite the explosive charge in the cylinder.

Magneto Ignition Systems

In the low tension magneto ignition system the magneto simply takes the place of the battery and everything else remains much the same as the battery ignition system. In only a very few cases were motorcycles fitted with low tension magnetos, along with a coil to produce the necessary high voltage.

The high tension magneto was perfected by the Bosch Company in 1902 in substantially the form in which it has since been used.

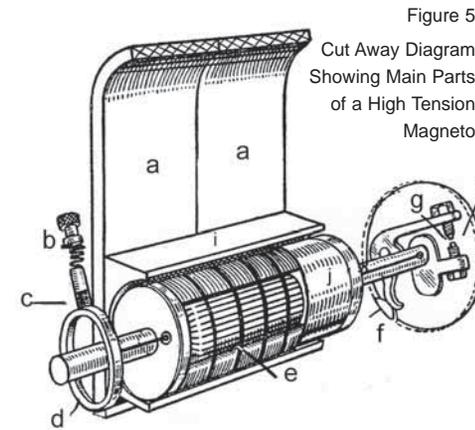


Figure 5
Cut Away Diagram
Showing Main Parts
of a High Tension
Magneto

Battery powered ignition systems are limited by battery life. The high tension magneto has the advantage that one unit provides high tension electricity generation and the contact breaker mechanism (f, g, h). A magneto for a single cylinder engine (Figure 5) consists, in its simplest form, of two horse shoe magnets (a) with iron pole pieces (i). A two-pole type armature of approximately H cross section is wound (e) with two coils of wire, the winding of fine wire has the same function as a secondary coil whilst the other winding being of coarse wire acts as the primary coil. The armature is driven from the engine by gears or chain and is timed in such a way that the contact breaker (h) separated only when the spark is required at the engine.

A condenser (j) is used to absorb surplus current and to prevent this excess current from burning the contact breaker points (g) as they separate. High tension current is collected from the slip ring (d) by the carbon brush (c) and fed to the sparking plug by a lead from the terminal (b).

Advantages and Disadvantage of the Various Systems

Flame Ignition - Only practical on low compression and slow revolution engines.

Hot Tube Ignition - Not much use for car or motor cycle engines, a major disadvantage being that if a motor cycle fell over, the tube ignition burner usually set fire to the spilled contents of the petrol tank!

Coil Ignition with Dry Cells - Consumes little battery current, so the batteries last longer but still has limited battery life. Allows very accurate timing of the ignition and consumes no power from the engine.

Trembler Ignition - Good for starting and slow running. Timing of the ignition is not accurate at very high speeds. Short battery life.

High Tension Magneto Ignition - Neat, compact and simple to operate. Consumes a small proportion of the power from the engine.

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

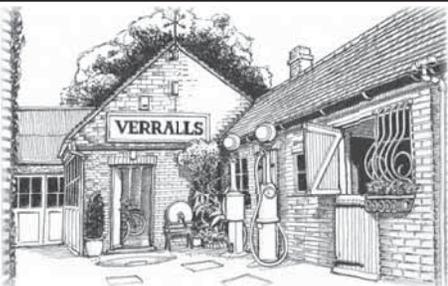
01797 344277

www.elk-promotions.co.uk

VERRALLS

(Handcross) Ltd.

Specialists in
VETERAN - VINTAGE - CLASSIC
 and
THOROUGHbred MOTORCYCLES



WANTED

We are interested in purchasing any Veteran, Vintage or Classic motorcycle either in restored or "as found" condition. Also, solid tyred cycles, penny farthings, trikes and any motoring accessories or memorabilia

We always have on display a range of machines at our showrooms below:

The Old Forge, Quicks Yard, High Street
Handcross, Nr. Haywards Heath, West Sussex, RH17 6BJ

Telephone: 01444 400 678 Fax: 01444 401 111

Website: www.verralls.com

EU Legislation FUEL NEWS David Hurley

from fbhvc Newsletter No 6, 2010

(Extract from FIVA's regular update provided by its lobbying service, EPPA)

It came as a surprise to the legislation committee at the AGM when a questioner from the floor asked if the Federation was going to do anything about the problems historic vehicles are likely to face with the proposed increases in ethanol in petrol. Regular readers will know that we have been writing on this topic since 2008 and also have information on our website. This does illustrate very well a point that the editor has been making for many years: we can publish news of interest to historic vehicle owners but unless clubs then include this news in their own newsletters the ordinary club member will never get to hear about it. Please, club editors, do consider using at least part of our publication in your own newsletters and magazines so that your members are aware of the latest legislation and news that is likely to affect them.

We have summarised very briefly below what we have done and what we know about bio-fuels so far. There is a very comprehensive document on our website www.fbhvc.co.uk which gives much more detail.

Background

The EU has issued directives to increase the uptake of renewable fuels throughout Europe as part of the campaign to slow climate change. In addition, air quality concerns have been responsible for progressive reductions in sulphur in heavier fuels such as diesel. The net outcome of these EU directives is the inclusion of bio-ethanol in petrol, and inclusion of components such as vegetable oils in diesel fuels, in addition to the reduction in sulphur content.

Bio-diesel

There may be some problems with seals as well as with fuel stability. A materials compatibility chart is available on our website to check that you are using the correct products. It is strongly recommended that bio-diesel is not stored for any length of time as fuel stability problems may well result in the formation of sludges which can block filters and injectors.

Petrol

Petrol driven vehicles face some different problems although there are still compatibility issues with seals etc and again there is a compatibility chart on our website. Previously applied tank sealants, unless specifically designed for use with ethanol, are also likely to cause problems. Motorcycles with fibreglass tanks must check that the type of GRP used is compatible with ethanol – see below for more detail on this. Some vehicles may suffer from increased vapour lock tendencies when using fuel containing ethanol. Prolonged storage of petrol containing ethanol is not recommended as water may be absorbed, increasing the risk of corrosion within the fuel system. If it is impossible to avoid the use of fuel containing higher levels of ethanol, remember there are fewer problems with potential corrosion if fuel is consumed quickly, as on a long journey. The greatest risk of corrosion problems will result from prolonged storage of fuel in the tank.

Additives

The Federation has been very active here introducing the manufacturer of suitable additives to improve fuel stability to companies who wish to retail these products. The Federation intends to initiate a testing programme for additives with the intention of formally endorsing those products that really do work just as we did with lead replacement additives. We are also researching suitable tank sealants.

The future

One of our legislation team was part of the Department for Transport's Stakeholder Group and attended several meetings on bio-fuel in 2009. As a result of these meetings the DfT

commissioned a report on the effects of ethanol on older vehicles. This is due to be published at the end of November.

Fibreglass fuel tanks

Motorcyclist using fibreglass fuel tanks face special problems. We first needed to know the legal position on the use of these tanks:

Motorcycles used on the road must comply with Regulation 39 of the Road Vehicles (Construction and Use) Regulations 1986. This requires that fuel tanks fitted to vehicles first used on or after 1 July 1973 and used to contain petroleum spirit are made of metal. However for a two-wheeled motorcycle first used on or after 1 February 1993 this requirement does not apply.

Instead of complying with the above the vehicle may comply with the requirements of EC directive 70/221 insofar as they relate to fuel tanks or EE Regulation 34 or 34.01. However both of these apply to passenger cars so it is unlikely many, if any, motorcycles are approved to these.

Therefore a two-wheeled motorcycle first used between 1 July 1973 and 31 January 1993 must be fitted with a metal fuel tank if it runs on petroleum spirit.

All new mass produced motorcycles must comply with the European Directive 2002/24/EC which requires fuel tanks to meet Chapter 6 of 97/24/EC. This sets out a range of specific tests for tanks made of materials other than metal including permeability, shock test, mechanical strength, resistance to fuel and fire resistance.

Amateur build motorcycles must meet motorcycle single vehicle approval. No material specifications are given. The tank will be checked to ensure it is secure, does not leak, does not foul moving parts is not positioned near a heat source such that a leak will cause a fire hazard, is not subject to a corrosive environment likely to cause premature failure and is suitable by design to adequately carry out the function for which it is fitted. Additionally the filler cap will be checked for presence, security and that it incorporates an adequate sealing arrangement.

At present we cannot offer any permanent solution to anyone who is experiencing a problem with a non-compatible fuel tank. There are compatible tank sealants available but it is not yet known how well these will stand up to prolonged use on GRP. Until we have firm data our advice is to replace the entire tank with one made of a guaranteed compatible material. We hope to have more information on this in future issues of the newsletter.

CONTINUOUS INSURANCE ENFORCEMENT from fbhvc Newsletter No 6, 2010

Stay insured: new penalties for vehicles without motor insurance

Ian Davies, Communications & Stakeholder Management, Continuous Insurance Enforcement Project 2, Change Delivery Portfolio, DVLA.

A new law is being introduced next year that will require taxed vehicles to be insured at all times, not just when in use on the road.

Background

In July 2004 the Government published a report called 'Uninsured Driving in the United Kingdom' that highlighted that the level of uninsured driving was amongst the highest in western Europe. One of the recommendations of the report was to introduce a record-based means of identifying uninsured vehicles. Following a public consultation in 2009 the Government decided to introduce a means of identifying uninsured vehicles by comparing records held on the Motor Insurance Database (MID) with those held by the Driver and Vehicle

Licensing Agency (DVLA).

From early 2011 a new law will give the DVLA and the Motor Insurers' Bureau (MIB), who administer the Motor Insurance Database, more powers to deal with registered keepers of vehicles that are taxed but not insured, through the introduction of Continuous Insurance Enforcement (CIE).

Continuous Insurance Enforcement

Uninsured vehicles will be identified by comparing the Motor Insurance Database with DVLA's Vehicle Database. Where a vehicle is taxed, but apparently uninsured, the MIB will issue an 'Insurance Advisory Letter' to the registered keeper advising them of the actions they need to take:

- If not insured, insure immediately;
- If they believe they are insured, contact their insurance provider immediately to check that the Motor Insurance Database has been updated with the correct information;
- Make a Statutory Off Road Notification (SORN) to DVLA so that the vehicle is not included in CIE;
- If they no longer have the vehicle, notify DVLA in writing.

If the keeper fails to undertake one of the above actions and the vehicle remains taxed but not insured, then DVLA will issue the registered keeper with a £100 Fixed Penalty Notice (reduced to £50 if paid within 21 days). Failure to pay the penalty and insure the vehicle could result in court prosecution with a fine of up to £1,000, and the vehicle being wheelclamped or impounded if found on the public road.

CIE does not replace the laws of driving whilst uninsured; that will continue to be enforced by the police. This new motor insurance law only applies to England, Scotland and Wales (vehicles registered in Northern Ireland, Channel Islands and Isle of Man are excluded from this law as they have their own registration authorities).

For more information on CIE, please visit www.direct.gov.uk/stayinsured

When is CIE being introduced?

The exact date cannot yet be given, but will be in early 2011. Announcements will be made in the press before CIE becomes law.

Historic Vehicle Owners

For historic vehicle owners there are a number of important things to remember.

- **SORN** – if a SORN is made and the tax disc surrendered because the vehicle is not in use, then the vehicle will not be subject to CIE;
- **Pre-SORN vehicles** - vehicles which have been kept off-road before SORN came into force on 1 February 1998 are exempt from CIE unless they are brought back into use, in which case they would need to be insured or a SORN made;
- **Vehicles manufactured before 1 January 1973** – though the vehicle may have a 'nil value' tax disc, it is classed as being 'taxed' and a SORN should be made if uninsured and not in use;
- **askMID** - if you want to check your vehicle is recorded as 'insured' on the Motor Insurance Database, visit the free service at www.askMID.com.

The author has kindly allowed us to print his email address if anyone has any enquiries: ian.davies2@dvla.gsi.gov.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 include 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.

David Dickerson 01737 355171 / daviddickerson@sky.com

Veteran having a clip on engine. *Tony Churchill 01903 203395.*

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).*

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.

Peter Cox 01547 530546.

British lightweight motorcycle. Anything considered even an autocyclus, moped or cyclemotor. Any condition; runner or restoration project. *Mr C Roue 07506 520964 (E. Midlands area).*

Trailer, good and strong. *R Hudson 01932 220680 / raymondleohudson@hotmail.co.uk.*

FOR SALE

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

Ian McGill 01293 771446.

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

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 01737 763765 / don.morley@ntlworld.com.*

WHERE IS IT? Still looking for 1913 Wooler registration number H948.

Someone must know where it is. *Contact: 01227 751751.*

Off the Saddle

Peter Donaldson

Welcome to 2011 and may I wish you all a Happy and Successful New Year?

I have been hiding from the snow in the Southern Hemisphere for the best part of the last two months, so was not at the Southern Experts Trial which we run in December each year, but by all accounts it was a great success. Well done to Chris Mawer who organised it and also the lads and lasses that went down and helped with the running of this prestigious event. There will be a full account of the event elsewhere. Our next Trial will be for the Star Group Championship and is the Gordon Jackson Trial to be run on Sunday 13th February at Bagshot Heath South. Paul Casling is Clerk of the Course and I am Secretary of the Meeting.

In 2010 we did not have a very successful year in the Star Group Championship. Though we still have a fair number of Trials riders in the Club, and some are capable of turning in a good performance, but not many of those have been riding in the Star Group Championship of recent years. A decade ago we were regular winners of this Championship, in 2010 as a Club we were placed 6th. The great exception was our Paul Casling who was way out front as winner of the Pre 67B Class (up to 250cc) on his 250cc Greeves. Paul has had a great year riding in the Scottish Pre 65 Trial, numerous events both in the South Eastern Centre and the three adjacent Centres and coming in 3rd in the South Eastern Centre in the Pre 67 Class, highest placed up to 250cc machine in the Class. Whilst talking of Paul he has twice in 2010 been Clerk of the Course for our Trials and made an outstanding job of a difficult task.

Other people who rode into positions on Championship Boards for 2010 were Bernard Rodemark as runner up in the tele/rigid Class in the South Eastern Centre and on the Star Group Board were Mike Holloway in the Pre 67 Class A (over 250cc) and Neil Sinclair in the over 40 year old Class.

We always have riders in the Jack Thompson Trial for pre 67 machines run in December at Canada Heights by the Sidcup Club. Our ace on a Trials Girder Fork Machine, likened to riding a pogo stick, Dave Blanchard, had a clear win in his class. Graham Rodemark won the tele/rigid Class and the ever smiling Joan Westbrook led the lads home in the unit sprung yellow route.

Bit of news of Club Member and one of our former very active and successful riders in pre 67 events, Brian Clark. He emigrated a couple of years back to Portugal and another of his long term hobbies, amateur dramatics and singing, came to the fore in October. A new Musical called Churchill had its preview on the Algarve with West End directors, stars and musicians and Brian auditioned for a support role and hey presto, got both minor solo singing and speech parts. He was involved in the run up to opening night for several months, including coming to London to record the songs from the show. The week's performance was a great success and perhaps the next we will hear is that Brian is on Broadway or the West End. In the meantime he and a lady friend now have regular slots at a local night spot singing songs from old Shows. Bit different from riding in the mud and snow as you and I have done on many an occasion together Brian!

Back in October I wrote, along with a number of other Trail riders, about two byways in Surrey which proposals to change them to non vehicular were being aired. The local Council Officer responsible for access to the Countryside wrote her proposals as to what should be done to improve safety potentials of the Byways in question. Bear in mind, Byways are unsurfaced roads that will be centuries old and been used by motorised vehicles for over 100 years. They are an access to the countryside as are any surfaced roads. Modern four wheel drive vehicles with winches have caused a number of byways, in wet weather, to be badly rutted. Some Counties, Kent and Sussex included, have put notices and gateways restricting

access to four wheel vehicles where this can happen, and the result is very successful, this was also included in the Officer's suggestion along with mention of the cost savings of doing this on traditional roadways. The suggestions were unanimously thrown out and closure insisted upon. This to my mind is totally unfair, access to countryside should not be inhibited just for the sake of it. Vehicular access to countryside only applies to a small percentage of all tracks in the UK and in itself, where it is traditional, is not dangerous to other life form, or with modern exhausts, noisy. I have been riding these lanes for over 50 years and they are subject to the same laws as the sealed roads and in all my time the only two accidents I have known were motorcycle hitting motorcycle proceeding in opposite directions, one ridden by a fool in each case. I need to be careful at this point, but would suggest that the passing of these closure orders would have been unlikely 30 years ago when the type of folk normally found on the local council would then have had motorcycle experience and would not regard them as unsociable etc etc.

Sunbeam Pioneer Run® Programme Sellers at Epsom

Each year I make a plea for persons to assist with the sale of programmes at either end of the Run. The sale of programmes is an essential part of the income for this, our flagship Club Event and our single most expensive annual outlay.

This is not too arduous a task and takes just a couple of hours at whichever end.

Join us at Epsom and start at 7.45 and you will be finished by 9.45. Then if the Café is open a bacon roll and cuppa on the Club is yours. How about giving it a twirl? I did 30 odd years ago and was so taken that am still doing it each year.

Please contact me, address on front inside of cover of this Club News

Peter Donaldson.

Southern Experts Trial 5th December 2010

Chris Mawer

As members all know the Club varies the location of the Trial with other Clubs across the South of England. This year we came to an arrangement with the West of England club in the South Western Centre ACU based on Hound Tor, high on Dartmoor. The weather was a factor to be considered for this year and on the day there was no snow but ice and a temperature of -6°C, though it was clear and sunny.

We had a smaller entry in the Solos than in previous years but it lacked nothing in quality – last year's winner Alexz Wigg was absent in Australia - but a good collection of Centre Experts entered including European Ladies Champion Becky Cook.

Our liaison 'man' with the West of England was the very helpful Vic Ashford and the event was unique as we needed two Clerks of the Course, Robin Hoare for the Solos and Andy Cheeseman for the 12 Sidecar entries, re-introduced after a break of seven years.

Joining the Secretary on the run down to Devon were Mike Holloway and Tony Lloyd who drove from Kent and London and we were joined by local Sunbeam stalwarts Alan Stone and Warwick Knowles who were Observers on a very cold day.

The Trial was over three laps of 15 Sections along a very rocky stream bed using steep banks and huge grippy Dartmoor boulders which are a feature of the terrain. Heading the Experts after the first lap was Sam Haslam on four marks and he only lost one further mark in the whole Trial, to come out winner on five marks lost. Close behind came past winner Ross

Danby on eight and Herne Bay men Ben Morphett on 16 and Ben Wibberley on 22 next, with Brighton's James Fry on 21. The other Class, the Clubmans, on a slightly easier route was won by Eastbourne rider Mark Cottingham on 27 and the evergreen Chris Koch, runner up for the third year running on 43.

Whilst all this was going on the Sidecars were competing in another part of the vast area of Hound Tor and after a similar three laps of 15 Sections the winners were the Jenkins crew from Bodmin on 18 marks lost from well known British National crew of Phil Sparkes/Roger Tuck on 27.

The Trial was deemed a great success by all present which was reflected in a generous two page account in the Press the following Weekend.

The prestigious Experts Cup was presented to Sam Haslam by former ACU Director, honorary Sunbeam member and Club Steward on the day, Brian Bonny.

On returning to our vehicles as darkness set in they were covered in a very heavy frost and a temperature of -10°C.

We all look forward to joining our new colleagues of the West of England club at the same time in 2011 when a new but equally demanding area of Dartmoor will be available for hopefully a bigger entry. [Editor's Note: see photographs on back cover]

A Sales Receipt for an OHV Sunbeam Motor Cycle Reg No VR 3740

A bargain at £6-10s -0d. Is it still around?

Baz Staple

Customers' Cars, Lorries and Motor Cycles Driven and Stored at Customers' own risk against Fire and Testing Trials.

TELEPHONE HORBURY 122.

FROM **G. T. MORRISON,**
MOTOR, CYCLE, AND RADIO DEALER.
GARAGE and AUTOWREX :
HORBURY BRIDGE, NR. WAKEFIELD.
Any Make of New Cycle, Motor Cycle, Car, Lorry,
Caravan or Trailer supplied.
Cash or Deferred Terms arranged. 30 years' experience

To *Mr G. Cusworth*
The Island
Horbury Bridge
W Wakefield

Sept 30th 1940

PETROL from Theo. Six Way Pump. *To Sunbeam motor cycle*

OIL, TYRES & ACCESSORIES in stock. *OHV model, as seen*

COMPLETE RADIO SETS BATTERY or ALL MAINS Cash or Deferred. *Reg No VR 3740*

All Electrical Goods Supplied. Bulbs, Fires, Soldering Irons and Flat Irons in stock. *6-10-0*

I will sell your Car or Lorry on Commission.

With Thanks

Insure your bike & car on one policy! Call for details



**Carole
Nash
more**
comes as standard
bike & car insurance
0800 298 5500

- Instalments
- Instant cover
- Legal protection
- UK & European breakdown

When it comes to insurance, nobody offers more

Monday - Friday 8.30am - 6.30pm Saturday 9am - 5pm
www.carolenash.com
IRISH POLICIES AVAILABLE: Dublin 1800 298 550 Calls may be recorded.

EVENTS CALENDAR 2011

13th February Contact -- Chris Mawer 07710-211913	Gordon Jackson Trial	Bagshot South Hampshire	Star Group
5th March Contact - Ian McGill 01293-771446	Annual General Meeting	Peacock Lodge, Eastbourne Road, New Chapel, Surrey, 2.00pm	Closed to club
20th March Contact - Ian McGill 01293-771446	73rd Pioneer Run®	Epsom - Brighton	Pre 1915
8th May Contact - Dave Masters 01424-211873	Ixion Cavalcade	Bexhill on Sea	Pre 1940
9th-13th May Contact - Ian Monk 01480-469612	Shropshire Mid-Week	Church Stretton	Pre 1940
29th May Contact - Steve Marks 01323-849199	19th New Conyboro Run	Chiddingly, Sussex	Pre 1940
12th June Contact - Barry Care 01604-646818	17th Rose of the Shires Run	Stoke Bruerne	Pre 1931
19th June Contact - Chris Mawer 07710-211913	Dick Little Trial	Bagshot South	British P67& Twin Shock
25th June – 2nd July Contact - Colin Bentham 01761-241516	28th Welsh Week	Aberystwyth	Closed to club Pre 1940
17th July Contact - Tony Lloyd 01737-555413	25th Garden of England Run	Headcorn, Kent	Pre 1940
31st July Contact - Neil Sinclair 07885-660939	Sunbeam Novice Trial	Billingshurst	All classes monoshock
7th August Contact - Ian McGill 01293-771446	49th Graham Walker Run	Beaulieu, Hampshire	Pre 1940
13th-14th August Contact - Trevor Davies 01952-691231	Testers Run	Wolverhampton to Dinas Mawddwy and return	Pre 1940
3rd September Contact - Chris Mawer 07710-211913	Sunbeam P67/Twin – shock	Horsmonden	P67/Twinshock
4th September Contact - Ian Monk 01480-469612	4th Constable Run	Suffolk	Pre 1931
4th September Contact - Chris Mawer 07710-211913	Greybeards Over 40	Horsmonden	
September (tbc) Contact - (tba)	3rd September Challenge	Warks/Northants	Pre 1915
4th December Contact - Chris Mawer 07710-211913	Southern Experts	tba	

Pinhard Trophy (Photographs courtesy of G2F Media)



Jack Sheppard Pinhard Runner Up



Jack Challoner

Southern Experts Trial (Photographs courtesy of West of England Motorcycle Club)



Brian Bonny presenting the Winners Cup to Sam Haslam



Daryl Dale and Harriet Shore



Mark Cottingham



Rod Broom