

Free to Sunbeam MCC members

"Always Ahead"



Club News

Issue 853

December 2011 - January 2012



The Club Stand at the Recent NEC Show along with Richard, Julie, Jenny and Baz

**A club welcoming members with any make of machine and catering for
Veteran (pre-1915), Vintage (1915-1930), Post Vintage (1931-1939)
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

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

Editor

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

Committee Member

6 Fairlight Close, Bexhill on Sea,
East Sussex, TN40 2PT

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
acsociable1@sky.com

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
sunbeameditor@hotmail.co.uk

Chris Pile

Tel: 01435 864043
Christopher.pile@sky.com

Neil Sinclair

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

David Masters

Tel: 01424 211873
davemastersis@hotmail.co.uk

John Buckingham

Tel: 01903 536244
john.b60@ntlworld.com

Ian Cockshull

info@sunbeam-mcc.co.uk

Dr John Hodson

Tel: 01322 524567
sunbeameditor@hotmail.co.uk

EDITORIAL

Sunbeam Club News
Issue 853
December 2011 - January 2012

© 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.

The 2012 Events Calendar appears on pages 25 and 26 and this, together with the various notices that appear elsewhere in this News, should help you to start planning motorcycling events for 2012. As usual our first event of the New Year is the Chairman's Lunch on the 7th January. Please try to support your Club by attending the AGM on the 3rd March.

As mentioned at the bottom of this page, Julie Diplock will be editing the next three issues of the Sunbeam News so please provide her with your support and contributions. I will be returning to edit the August/September News.

At this time of editorial change we are giving some thought to the future content and format of the Club News. We will be pleased to receive any ideas that you might have for the future of your News. I am in the process of preparing an index of items that have appeared in the SMCC News. Electronic or paper copies of the index will be available to you when it is finished.

With Best Wishes for a Very Happy Christmas and 2012.

John

Presidents Christmas Message

In these early November days of gloom and doom, it is time for me to think of words of good cheer for Christmas and the New Year!

So, who is looking forward to Christmas? Perhaps only the children in anticipation of some, no doubt, very expensive presents.

One cheering thought must be the hope of wheeling out the trusty old friends the "Bikes" and preparing them for the "Pioneer", the Ixion Parade and so on. The Trials fraternity will already have braved the elements.

As ever we need new helpers to make these things happen and I would appeal for some of you who regularly enjoy our events to volunteer to assist the fantastic few who continue to organise them behind the scenes.

Ian McGill and Barbara, Baz Staple (80 this year, not out!) with Jenny, John Buckingham, special mention to the Lingham Family, for years a massive support at the "Garden of England", all those cakes and teas, gracefully retiring in 2012, a hard act to follow!

It is great news that committee member Julie Diplock has offered to assist John Hodson Editor of the Club News, which continues to grow in content, now with excellent colour photographs. Your contributions would be very welcome I am sure.

Sadly, we should remember those friends who will not be with us next year but carry on as they would wish and have a safe and successful New Year and a Happy Christmas.

- Marjorie

Copy date 10th of the month preceding publication

December 2011 - January 2012

3

Sunbeam Motor Cycle Club Ltd

Registered in England No. 3011502

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

Web: www.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)

Re: Job Sharing and Succession Planning

Hi John

Firstly, my congratulations to Julie Diplock for coming forward as co-editor, and I am equally pleased to hear that she and John Hodson will be sharing the task. Without taking anything from any of our current hard working and knowledgeable board members it is an issue that has been gnawing at me for a while. The partnership that Julie and John have come to is one where the workload can be shared along with the systems used. It creates a duplicated knowledge base and provides a platform for the sharing of ideas and dilemmas. In the longer term it makes for easier succession planning should either need a break or to vacate the post. I wish Julie joy and success in taking up this post. John has created a club magazine with many innovations which makes it a far more interesting read for us all. For those of us who know Julie and the skills she has in presenting shows for us to enjoy, the two will share a background of experience which can only be of benefit to the club.

It is not uncommon for commercial and private organisations to take out 'insurance' in the form of succession planning, it accepts the reality that any key post could become vacant at short notice, as well as creating the possibility to share the load at times of need. Should this subject be given further consideration it would mean any persons sharing or assisting with a key position would need to be computer literate in order for the post holder to share any communications by e-mail without creating any extra work in duplication.

Let me be clear, these are my personal views as an individual member of our club and there is no personal intent in this suggestion. My concern is for the future of the SMCC as someone with experience of organisations which require unfettered continuity, in my case as a social worker in fostering and/or adoption, and disadvantaged children and their families. I have to come to terms with my own limited IT skills and consider whether I am an appropriate person to take on any task which really should need computer literacy.

I look forward to seeing how John and Julie further develop our magazine, all power to your keyboards!!

Dave Masters

.....
Re: A Youngster's View on Old Motorcycle Clubs

Just wish to say how great and explicit I found the article "A youngster's View on Old Motorcycle Clubs" written by Andy Marks. Made me think back to being 21 years old, yes I can remember that far back. My interest in old 'bikes at that time was zilch. I had had a couple of fairly modern BSA 350cc singles and had moved on to a 500cc Speed Twin. I also had a number of small capacity two-stroke Trials machines plus a 200cc Greeves scrambler running on dope. Current to the Speed Twin for serious road riding, I had a brand new 250cc Greeves Scottish for Trials. I was a member of the Sunbeam Club firstly because of the excellent South Eastern Gazette postal service direct from the printers needed to guarantee an entry to Trials and Scrambles, and as an inroad to the Star Group which was the only Group running Summer Trials. Then I was 21, I was over 30 years old before ever

attended a Sunbeam Meeting. When at home I was off on the Trials 'bike every Thursday evening with 'Bobby Dodgers' fitted to the local active sporting Club, Greenwich. There we Trials riders sat in a corner in our muddy Barbour suits and talked Trials. You, Andy, are lucky to have a family actively interested in the old machine area, but most youngsters who share the same love of the old are likewise from such families. You are right, of course, right that the conversation at the Six Bells is not tuned to young folk, I don't see how it can be. In fact even now a few years and more older than you, I sometimes find it heavy going, because I am stuck in a Trials time warp! The Sporting scene is where my interest lay, now with thanks to Bill Pile, I have a genuine interest in Vintage bikes. I am going to agree with your thoughts and were most of us old foggies in your shoes, and interested in road machinery, we would be looking at the classic era as you are, and mixing with younger folk with similar interests. I would also say please remember, in the years ahead when you are in a position to finance running an older machine, that they are great fun more difficult to ride and a great challenge to get the best out of. Also hopefully the Sunbeam Club will still be here and able to provide the great services it does today for those interested in Post Vintage and earlier.

Peter Donaldson

Sunbeam MCC News Editor Update

John Hodson

As advised in the last issue of the SMCC News we now have two editors. Julie Diplock has agreed to act as joint editor with me. At a recent meeting to discuss the way forward we decided to each edit three issues of the Sunbeam News per year. Julie will edit the February/March, April/May and June/July issues and I will edit the August/September, October/November and December/January issues. If you send in items by e-mail then please use the new e-mail address: sunbeameditor@hotmail.co.uk as both of us will have access to this address. Contributions sent in by post will need to be sent to the correct postal address, so check who is editing so as avoid your contribution sitting on the door mat waiting for the "off duty" editor to return from holiday.

Bob Mansfield

Ian McGill

It is with regret that I have to inform our members of the death of Bob Mansfield, who, whilst not being a member of our Club was a frequent rider in many of our events, especially the Pioneer Run when he rode the 1914 BSA that once belonged to his best friend John Dinnage, who passed on a few years ago.

Bob won the award for the best vintage three wheeler with his 1927 Ariel and sidecar, at the Graham Walker Run in August.

Baz and Jenny Staple and Barbara and I attended the funeral at Leatherhead Crematorium on 12th October.



Chairman's Lunch 2012

Ian McGill

For those of you who do not always read the 'dates page' please be advised that the Chairman's Lunch will be held on Saturday 7th January 2012 from 12.00 midday at The Cricketers Arms in Pirbright, Surrey, GU24 0JT.

We look forward to seeing the regulars and all new members are guaranteed a welcome, so why not join us for a super meal.

74th Pioneer Run® Sunday 18th March 2012

Ian McGill Pioneer Run Organiser

Volunteers are always required at the Start on Epsom Downs. If you could please spare a few hours to help setting up the car park and start area, it would be greatly appreciated; this also involves clearing the site after the riders have departed for Brighton.

An excellent job was carried out by the team at the 2011 event, in fact we were commended by Epsom Downs Conservators for leaving the site in a very clean state.

If you could arrive at approx 6.00am that would be good. Thank You.

Pioneer Run® Epsom - Sign-On

Ian McGill Pioneer Run Organiser

After being associated with the Pioneer Run for at least 47 years, Richard and Angela Rumsey have decided to retire after the 2012 event. I would also add that they were part of the rider training team many years ago, and have marshalled at many events, and a very big 'Thank You' must be passed on.

We are most grateful to this dedicated couple who have turned out in all weathers to assist with this very important job of ensuring all riders Sign On before the start of the event, they will be sorely missed by the 'regulars'.

This obviously leaves a great hole in the Epsom team and I would ask if any couple could please consider taking on this task, ideally to work alongside Richard and Angela in 2012 with a view to take over for the 2013 event.

It really does need two people, as several tasks go on at the same time, signing on, issue of extra programmes and badges, issue of route cards and making rider numbers for those who have left them at home!

So, PLEASE if you think you can help with this important task, ring me on: 01293-771446.

Advertising in the Club News

John Hodson

As most of you will already know, private (not trade) members' advertisements are free. Traders are also welcome to advertise in the Club News at trade rates.

Trade rates for 1 year in the magazine, 6 issues, are:

Full page £115, Half page £ 70, Quarter page £50, Flyers for distribution with the magazine at £30 per issue.

For further details, or if you wish to advertise, please contact one of the editors (contact details inside the front cover).

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.

Annual General Meeting Saturday 3rd March

Ian McGill Hon: Secretary

The AGM of the Sunbeam MCC Ltd: will be held at 2.00pm on Saturday 3rd March 2012. 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.

Proposers and seconds are required for all 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 2nd February 2012.

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

Garden of England SOS

Tony Lloyd

Chris and Roger Lingham's retirement from organising the paddock and refreshments at Headcorn has left a large gap in the administration of this ever-popular event.

We need volunteers to erect the Club gazebo and mark out the paddock on the Saturday.

Also we need someone to arrange the refreshments on Sunday. The Club owns a butane gas fired urn but apart from that our equipment is pretty basic.

Any volunteers and suggestions will be welcome. Please contact me, my email address and phone number are inside the front cover.

The Rose of Shires Run in Northamptonshire

Baz Staple

This event in early June masterminded originally by Alan and Rose Fisher and then continued by Barry Care, who can no longer run the event. Is there someone out there prepared to carry on with this well supported run? All the route and contacts are in place and Ian and I will give any help and advice to a new organiser, but both of us and your committee are well stretched so a new incumbent is necessary or will we let this popular event disappear from our calendar? This would be a great pity.

The Carole Nash MCN Motorcycle Show

Julie Diplock

Meanwhile, looking to next year, The Carole Nash MCN Classic Motorcycle Show takes place at ExCeL, London Docklands from Friday February 2nd to Sunday February 5th 2012.

As part of our drive to recruit new members, the Sunbeam Club will be putting on a Club Stand at the London Motorcycle show in the Classic section. We're looking for folk prepared to man the club stand or exhibit Club eligible machines, for which you will get free entry to the Show. Please let me know if you can help. See inside front cover for my contact details, or visit www.mcnmotorcycleshow.com for more details about the show.

A Correction

John Hodson

The caption under the front cover photograph of the last Club News should have said Dave Blackwell and not Ray Blackwell. Apologies to Dave for the mistake.

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

1st December Film Night

5th January The usual post Christmas and New Year natter

2nd February Jane Nunn will give us a talk and screen show of women in the Royal Navy in the old sailing days.

1st March Talk and slide show by Allan Ford on riding the wall of death.

Club Night Report

October Club Night Baz Staple

The planned talk by Mick Robinson on his Manx Grand Prix experiences had to be cancelled at the last minute due to unforeseen circumstances. Mick was very apologetic but promises to come in December, so make a note in your diaries.

Fortunately Dave Masters stepped into the breach with a very good quiz – thanks Dave.

November Club Night Baz Staple

With grateful thanks to Geoff Morris, ably assisted by John Waghorn, these two gave a good insight into the necessary research and checking required to ensure that Pioneer® Run entrants are genuine pre 1915 machines. I was enlightened and surprised to learn of so many outside sources to do this research despite the club's considerable archive of bound copies of Motor Cycling and The Motor Cycle from their first publications and into the early vintage period. It is clearly a job for dedicated experts and we are fortunate in having these two guys who are steeped in the art.

The talk was clearly illustrated by slides which John Hodson had prepared. Many thanks to the team.

Renewal of Club Subscriptions

Membership Secretary Peter Donaldson

If you have not already renewed your membership subscription for 2012, your prompt renewal will be gratefully received. Thank you.

29th Welsh Week, Aberystwyth 23rd-30th June 2012

Colin Bentham

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 motorcycles.

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 approx. per person (to be confirmed). Further details from Colin Bentham 01761-241516 or John Appleton 01296- 623048.

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

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**



The September Challenge

Joy and Alec Thompson

The Challenge this year went to totally uncharted waters for our club, we headed north to Yorkshire in fact to the Vale of Pickering and the edge of the north York moors.

The run was held on 17th September and was enjoyed by 26 entrants, two of which were sidecar outfits. Riders came from many parts of the country including Gloucestershire, Scotland, Lincolnshire, Cumbria, the Isle of Man and of course the three ridings of Yorkshire. Sadly two entrants from Scotland could not make the event due to the extreme weather.

Our grateful thanks to Reg and Rex for their help in rescuing Chris Bates who suffered a puncture on his Triumph Ricardo on the way to the start point. Start and finish was the Beansheaf garage on the A169. After signing on, everyone was refreshed with cups of tea/coffee and bacon or sausage butties to start the day off. After the previous week of terrible weather the day enjoyed very good weather with dry roads, except for some of the local farmers providing hazards of their Yorkshires finest (a mixture of mud and slurry, with a bit of cow muck thrown in for good measure) scattered along the roads. Travelling through Great Habton, Great Barugh, Salton, Harome, Beadlam, Nawton, Kirbymoorside, Appleton and onto The Crown Inn at Hutton-le-hole a distance of 31 miles. The dining room at the Crown Inn was reserved for the Sunbeam club and all sat down to an excellent hot lunch.

The afternoon run was a gentle 15 mile jaunt back to the Beansheaf garage to have a farewell natter with tea/coffee.

The event was enjoyed by all, good company, good food and an enjoyable route.

We enjoyed the friendship and the company so much that we intend to run the event again next year, hopefully on 15 September with a similar format, start and finish at the Beansheaf garage.

September Challenge – a Riders View

Baz Staple

My 1913 AJS, thanks to Alec Thompson, was shown the beautiful countryside of the Vale of Pickering and it thoroughly enjoyed it, along with many other machines from as far afield as the Isle of Man, Cheltenham and of course Yorkshire. Riders were treated to bacon and sausage butties, plus of course tea and coffee at the start with secure parking for vehicles and trailers. A varied ride over quiet roads and moorland, watch those sheep, led us to a superb pub for lunch in a very pretty village. Another quiet lane journey back to base finished off what was a very pleasant day.



Alec and Joy Thompson

Previously for veterans only Alec, a local tyke, decided to take the date up to 1939 which made the event numbers viable, however there were a tidy number of veterans plonking along in good company.

The good news is that Alec is prepared to do it again next year, so you could sample the northern hospitality and get a different view.

A Charity Run in West Sussex, 2nd September 2012

An invitation to all cyclemotor, veteran, vintage and classic motorcycles and their riders to join us on a beautiful run in rural West Sussex. The event is in aid of the Macmillan Fund. Enquiries to Jane Anderson on 01798 865108. Make a note in your diary!

December 2011 - January 2012

The 2011 Arbuthnot Trial

Dave Blanchard

A pinch of salt is quite often needed when checking the weather forecast before riding in a trial, because the wet and windy conditions and predicted threat of thunder and lightning for Sunday 11th September, never quite materialised during the day. Those rolling hills of Wiltshire only got a smattering of a shower during the afternoon. So, the sunshine was contented enough to come out and do its stuff for the spectacle of old British bikes clattering their way around the 73 mile course! But it is possible that the course we were riding and the route that had been plotted by the knowledgeable Salisbury Motor Cycle Club had been pre-planned to take us around any inclement weather, thereby avoiding the worst of Mother Nature's unpredictable personality. Clever guys these organisers!

The event this year was dedicated to 'Bob Little' a course marker as well as back marker for many years for this great event. A heart warming photo of a smiling Bob riding the Wiltshire tracks appears on the front cover of the programme. Sadly 'Bob' is not with us anymore, but we all felt his spirit was present and helping to guide us throughout the day. Many thanks Bob for your efforts in all those memorable Arbuthnot events of the past, from us grateful riders.

There were quite a few newcomers to this event this year and hopefully this trend will continue to grow. More two strokes of Colonial type, (roadsters) as well as genuine trials type bikes were to be seen. Also many first time entrants appeared on traditional big banger four strokes. This new influx is very welcome indeed, so tell all your friends what a great Trial this is.

If you have never seen photographs of the Arbuthnot and the scenery we ride in, just go to Tony and Pauline Green's website who this year have excelled themselves with photographs from many different vantage points around the 73 mile course. See, www.photographicmemoriesuk.com. Click on sub heading 'Motorcross', then Arbuthnot 2011. There are also some photos from 2010. Once you are enticed telephone Mike Rye on 01725 511131 to get on the mailing list for this great event.

Class A, competition Girder fork winner was Pete Robson on his 500 Levis Special with 20 lost, with Runner up Andy Glading, on the ex John Excell/Reg May BSA Empire Star 250 with just three more than Pete.

Class B, competition Telescopic fork rigids was won by Nigel Townsend on his AJS losing just two marks. Runner up in this class was Peter Collins on another AJS losing five. Both of these men were in the winning team this year called Golden Blunders! Their third team member was Fred Clutterbuck, unbelievably on another AJS! These 350 Ajay's are fairly common but really lovely to see and hear.

Class C was for sidecars and Chris Brindle with passenger Jill Pegler took the win with 30 lost. They were riding the ex Ray Blackwell Ariel. Jill also got the well deserved Ladies award.

Class D for Colonial Girder fork bikes was won by Bob Onley on the uncommon 350 MAC. Bob lost five marks. Clive Cook all the way from Paignton in Devon lost 20 for runner up spot on his ex WD Norton 16H 500.

Class E, Telescopic Colonial rigids, saw a 1941 Matchless ex army G3L 350 ridden by Stewart Dickinson misplace ten marks for a win in this class. This was a really good effort on a bike that must have seen enemy action in the Second World War. Muck and Bullets are appropriate! Runner up was Hugo Wilson on a Bantam D1 losing 21, which included a ten for missing section five.

Class G, introduced a few years back to cater for rear sprung competition bikes of four and two stroke engine types saw a young chap called Mark Ward take the win on a clean sheet

with his Matchless 350. His Dad Simon also on a similar bike got a first class award for a loss of seven. Come on Dad catch up with the Young'Un! Now I wonder who cleans those bikes when they get home?

Class H, another class also introduced a few years ago for competition bikes riding the colonial sections with slightly harder deviations. This is to allow for the advantage of pukka trials tyres which are fitted to these old bikes. So Steve Hands riding a 1948 350 AJS went clean all day and secured a win in this class. Runner up Peter Meek on his Greeves lost five marks as did my friend George Smith on his 1937 Royal Enfield 350. George was a little slower on the second of the special tests so gets a first class award. But! At 138 years combined age of rider and machine George picks up his second award and goes home loaded with treasures! Well he will actually collect them next year, but the feeling of pride was there with him all the way home to West Kingsdown in Kent.

Class I, won by a great old character who can't leave my wife alone! Kissing and cuddling her so that I don't have to do it when I get home. Thanks Ali Tanner you are the winner of your Colonial class with a great ride on three lost, whilst hanging onto the Francis Barnet Falcon 197cc two stroke. It amazes me how you old boys manage to keep performing like you do and your ride was pretty good as well! Runner up to Ali was Richard Pike who lost ten marks on his 1953 Royal Enfield 350 but didn't kiss my wife once.

Class J, another fairly new class for pre-1970, competition four stroke, unit construction trials bikes. A local lad from Salisbury took the win on a Triumph Greeves Special usually called a Grumph! His loss of just two marks was a good ride on the hardest of the routes, so well done to Barry Barthorpe on your win. Runner up to Barry was, John Adams from Bradford on Avon who lost six marks riding a Triumph 3TA 350cc. This was obviously converted from road to trials specifications at some time in its life. These bikes make a very welcome and traditional sounding machine when on full song. Just music to our ears, so if anyone owns one we hope to see you next year at this event where there are many different classes for riders to enter.

Don't forget to go onto that website I previously mentioned and get yourself hooked on this great event! Then get on that mailing list so I can write about your win in next year's report!

[Editor's Note: see back cover for photographs]

Online ACU Trials Registration

Ian McGill

Sunbeam MCC members wishing to re-new their licence on line should contact me to obtain the six figure code needed for the on line application form. Contact details inside front cover.

JAKE ROBBINS GIRDER FORK AND FRAME REPAIRS

REPRODUCTION CASTLE FORKS AND SPARES

Girder forks repaired, retubed, respindled, rebushed and straightened

FRAME RETUBING, CAST LUG REPAIRS AND FRAME STRAIGHTENING
INSURANCE WORK AND ACCIDENT REPAIRS TO VINTAGE AND VETERAN
MOTORCYCLES

Telephone - 07986254144 Email - elkforks@aol.com

Garden of England Souvenir Brasses

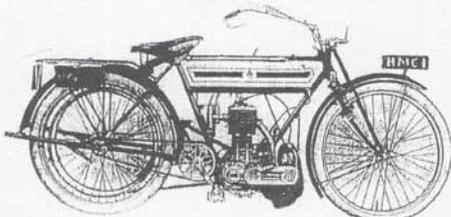
Tony Lloyd

Unfortunately due to a flurry of late entries (late but nevertheless welcome) I underestimated the number of horse brasses for this year's event.

I've had a few more made so if anyone didn't get their souvenir please contact me as on the inside front cover and I'll be pleased to send one in the post.

There will probably be one or two spare and these are available for £4 each including p&p.

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

74th PIONEER RUN®

Sunday 18th March 2012 8.00am Start

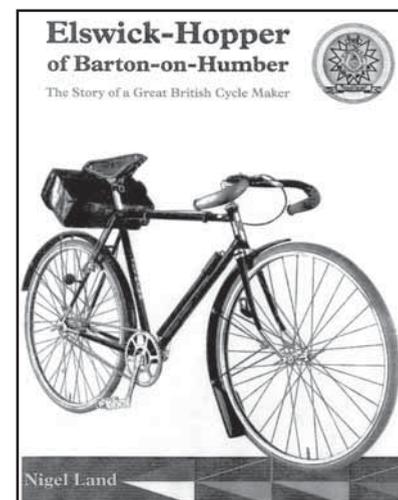
at Tattenham Corner on Epsom Downs and Ride to Madeira Drive Brighton

Entry Forms posted to all past riders or download from the Club website.
www.sunbeam-mcc.co.uk or phone Ian McGill:- 01293-771446
email:- acsociable1@sky.com

Book Review

Elswick-Hopper of Barton-on-Humber by Nigel Land

Tony Lloyd



My first real push-bike was an Elswick and I've had an interest in the marque ever since. So when John Hodson told me that Nigel Land had written a history of the business I soon decided to get a copy.

As we know many of the early motor cycle firms were originally bicycle manufacturers and names like BSA, Ariel, Raleigh and Rover pop up throughout the book as well as dealers such as Curry's (who remembers that they were originally cycle dealers?).

Fred Hopper started up his bicycle manufacturing business in 1890 and had little difficulty in attracting suitable labour. By the turn of the century factory conditions were improving.

From the early days export was important and this continued to the firm's demise. Hopper also realised the importance of not standing still. Elswick was purchased in 1910 even though Hopper was a

bit overstretched. Elswick were named for the district in Newcastle where they were first manufactured.

Purchase of Elswick seems to have introduced a relationship with F E Baker who made Precision engines. There is a picture of Elswick frames being fitted with Precision engines and Fred Hopper Jnr was sent to work at Baker's factory in Birmingham. During the Great War work was turned over to making munitions. There are some interesting exchanges with the Ministry on keeping key workers for munitions work. Inevitably the company did very well out of the war and profits rose considerably between 1914 and 1918.

Immediately after the Great War there was the familiar boom and bust but the firm kept afloat well. There was some short-time working but exports were buoyant in the inter-war period. In the Second World War the factory moved into munitions once again. Exports continued at first until costs of insurance became prohibitive. Nevertheless it was a profitable time and in 1944 shareholders dividend was 12.5%. After 1945 business picked up with returning servicemen wanting bikes for commuting and leisure.

In the mid-50's there are signs of the poor management malaise that affected many other industries. Nevertheless the firm kept going up to its demise in 1991.

Nigel has included a chapter on motor cycle and car manufacture which will interest Sunbeam Club members. Starting with The Torpedo in 1902 which was a badged NSU. Elswick-Precision motorbikes are covered as well as Elswick light cars and cycle-cars. The cycle cars had only one driven wheel to obviate the need for differential. Torpedo cars were more substantial and a fine range was offered up to 1912.

Nigel is a member of the Barton-on-Humber Civic Society and keen rider of historic cycles. His book is well written and apart from some of the financial/business passages easy to read for those interested in industrial archaeology. The book has been published by him in a fine hard-back cover and is priced at £18 plus postage. Nigel can be contacted on ndland@btinternet.com. Just by-the-way, when I contacted him to buy the book I mentioned my 1952 Elswick and he was able to send me a catalogue picture of it.

Ixion Cavalcade 20th May 2012

Dave Masters

The SMCC presented the first Ixion Cavalcade in 2011 which received a very positive reaction from riders and visitors. Canon Basil Davies was vicar at St Barnabas Church in Bexhill from 1926 – 1940 and in that time he continued his writings for 'The Motor Cycle'. Writing under the pseudonym of 'Ixion' since his early offerings after 1903, Basil was a gifted observer and wittily related his experiences of motor cycling from its very earliest origins.

Next year the Ixion Cavalcade will again be again based at St Barnabas Church and take place on 20 May 2012, two routes will be offered as well as a lunch at the venue before the prize giving. The routes will include a short run of around 32 miles over the Pevensy Levels for veterans and lower powered motor cycles or a further 12 miles on more open roads for those liking to stretch their machines a little.

The event offers a great opportunity for those interested in the history of our hobby to get together with like minded riders and to catch up with pals during the social gathering that is the Ixion Cavalcade. Riders will experience the beautiful sea side and country lanes around Bexhill which Basil would have ridden himself many times.

For our inaugural event we were very privileged to have Ixion's son 'Joff' with us to unveil the blue plaque dedicated to his father. Joff is 100 years old now and will consider whether he is fit enough to travel up from Somerset next year to be our guest of honour, he makes no promises. Certainly we are expecting one or two of the 40 odd members of Basil's extended family who also came in 2011. The blue plaque is of course still on the wall of the church representing a focal point for us and the visitors from the town. Canon Davies retired from the church in 1940 having brought up six children in the vicarage that was soon to be bombed after his leaving. Our cut off date for eligible motor cycles is also a reflection of these times, being 1940.

Do come along on the day for what is probably an event of unique format, enjoy the company, the bikes and Bexhill on Sea. Basil wrote his last piece for 'The Motor Cycle' in 1961, the year of his passing, having been a regular contributor for 58 years.

Send an SAE to Dave Masters at 6 Fairlight Close, Bexhill on Sea, TN40 2PT for an entry form, alternatively phone him or Maggi for more details on 01424 211873.

Looking forward to seeing you all on May 20th 2012.

Men of Kent VMCC Bike Jumble In Aid of Kent Air Ambulance

Richard Mummery

This jumble will be held in the Dunkirk Village Hall on Saturday 10th March 2012. The new village hall is twice the size of the old hall so I need your help to fill it.

Those of you that have attended in the past will know this is a good social event with stall holders often having some hard to find parts at reasonable cost.

Pitch charges start from £6.00. Outside pitches are also £6.00. So look under your bench and on the shelves, if you haven't enough stuff consider sharing a stall with a mate.

For more information please call Richard on 01227 751751 or e-mail Sheila on oinci.mummery@sky.com

New Members

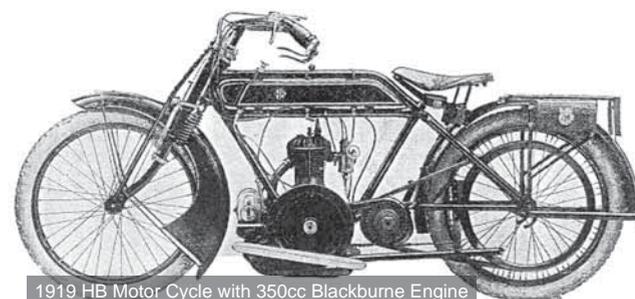
Peter Donaldson

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

Andrew Dunn (Staffs)	Mr P Oldman (Suffolk)	Ian Stray (Kent)
John Gorman (Bucks)	David Payne (Warks)	Marion Tompkins (Kent)
Phil Haywood (Staffs)	Anthony Stockman (Glos)	Sue Willcox (Oxfordshire)

Obscure Makes: HB – Hill Brothers

John Hodson



HB motorcycles were produced by the Hill Brothers, Walter, Tom and Roland of Walsall Street, Wolverhampton. In 1910 the company produced a 136cc engine for attachment to the rear wheel of a bicycle. However, they did not produce a proper motorcycle until 1919, when a 2¾ hp model powered by a side-valve Blackburne engine and having a two-speed Burman gearbox with a patent spring selector, was introduced. The drive for this machine consisted of a Coventry chain to the gearbox and a Dunlop belt to the rear wheel. The bike was finished in black lined with gold. A kick start, hand operated Ferodo clutch, Brooks saddle and wide mudguards were also provided. A novel design feature was the incorporation of the silencer and tail pipe in a sub-frame that also carried the foot-boards.

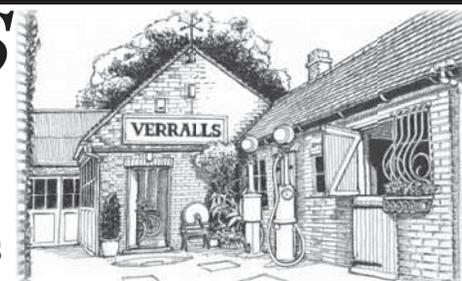
In 1921 a 499cc three speed model and a 550cc model were added to the range. For 1922 a 348cc Blackburne OHV engine machine was supplied. By 1923 only two 348cc models were available, now had all chain drive. In 1923 sales remained poor and production ended.

Roland Hill rode in the 1922 Isle of Man TT on a 350cc HB machine; he averaged 50 mph on the course. His hopes of winning the race were dashed by tyre failure.

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

Members Advertisements



Smalls

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

Any motor cycle badges of any make or events, please.

Sam Lee, The Old Stable, 4 Beenham Court, Headley, Hampshire, RG19 8JX.

Motorcycle for winter project. Not fussy on size or condition, two or four stroke. Either British bike or older Japanese. Midlands's area preferred please. *C Roue 07506 520964.*

A copy of Across Europe with Santanella by Claire Sheridan.

Roy Plummer 01424 772598.

For 1914 Douglas restoration. Two Douglas design handlebar levers, rear carrier, rear wheel bearing cups. Douglas style headlamp and generator, exhaust pipes and silencer.

Baz Staple 01892 535671

FOR SALE

Adler 1904, 448cc, 2½ hp, completed Pioneer Run etc. Hampshire. £18,500.

Kent Robinson 01256 763285 or John Hankin 01962 732601.

Coventry Eagle 1934 pressed steel frame model with 250 cc Villiers engine. Complete however dismantled for restoration but in large pieces! Some work already done. Has V5C but non transferrable number. Photographs available by e-mail. £950, Bexley.

John Hodson 01322 524567 (see inside front cover for full contact details)

Pair of exhaust pipes and silencers and a barrel from a racing Montesa 125cc of about 1958. *Ian James 02476 315947.*

A small quantity of Sunbeam model 90 crankcases in rough casting state that need finishing, anyone interested

Please contact Edy Schorno at edy.schorno@gmx.ch

Morris Lubricants

Baz Staple

Thanks to Mike Holloway we now know that when ordering Morris Oils at club discount we need to quote SUN 888 on 01782 410391. Morris Oils had not previously advised this, so thanks again Mike.

Off the Saddle

Peter Donaldson

The traditional Trials season is now with us and our active riders are out and about. As I write this Paul Casling is out at the Gravesend British Bike Trial along with Joan Westbrook. Held at the Holloway's nice bit of ground at Jackson Wood, Horsmonden, I hear it was a great ride and Paul was going well and Joan had her famous Cheshire cat grin in evidence all day. Mike Holloway was over in Shropshire in the Sammy Miller British Bike National Series, which he is still leading. This was the 6th of the eight rounds, was heavy going and Mike was runner up, which has reduced his Championship lead to six points. Next week is the Talmag Trial, though not their famous January one. For next weekend the secretary of the meeting is our Neil Sinclair. Last weekend Dick Castleton and I were riding in an excellent Long Distance Trial put on by the enthusiastic Witley Club. They had a ceiling of 180 riders and reached it a couple of weeks before, and had several people on a reserve list. I posted off both Dick and my entries together, well in time and in the same envelope, I got number 4 and Dick, would you believe it, number 180. We were travelling together and poor Dick had a bit of a wait till his starting time! The course was 107 miles plus a two mile special test at the end. I got off course a couple of times and ended up doing 136 miles, but finished okay and was placed just over half way down the finishers. Dick had a brilliant ride and was placed 4th. The event clashed with a Trial in South Wales and that's where a number of the folk I have ridden against in previous rounds of the South East Centre Long Distance Trials Championship this year were off on their annual pilgrimage. Thus many of the competitors, coming from the Southern and South Midlands Centres, were strangers to us. The route was pretty challenging, put another way, I was on the 223cc Yamaha for over eight hours with no drink or food, just an ice cream at the refuel stop. The two mile special test was a real flyer and Dick recorded a time some three minutes quicker than I.

Two weeks before we rode with the usual bunch in a mid-week Trail ride which started and finished in Dover and covered just over 80 miles. Dick rode my Yamaha and the owner of a much more modern Honda CRF 230F lent me his bike for the day. My problem is short legs and I have lost the ability to fling my leg high to mount a modern trail bike. I have wanted to update my machine for several years but they just seemed get very high with lovely soft springing which brings the machine down to a manageable height when you are mounted. This particular bike has the rear frame doctored giving a bit lower seating position without spoiling the handling, plus electric start. The Kick start is something that has haunted me with the Yamaha, and is the reason John Excell sold it to me. With a higher compression than the traditional British Trials bike, plus the height of the kick start, I need to be in a favourable position to kick over with full force, and occasionally I just can't do it. Back in the first Long Distance Trial of the season I got myself on a very slippery narrow track with a dead engine downhill of kick start and another competitor had to rescue me and get the machine going. Similar thing happened in the Witley Trial and one of those massive life coincident, the same competitor got me out of trouble. But this Honda does not have a kick start, just a push button electric starter motor. On my comment, that a dodgy would battery get flattish, I was asked how many times this year had I used the starting handle on the car? So a price has been agreed and it is now mine. Anyone more agile than this 72 year old just under 29" legged person out there want a very useable 20 odd year old Yamaha Serrow Trail bike that is used just for trails and long distance trials and is well able to give a good account of itself? I've had it seven years, it is kept in reliable condition and has never broken down on me, is taxed and MOT'd but looks scruffy and well used, price to reflect that of course. Ring and have a natter, number on inside cover of this News.

Last Thursday I was out riding in another trail on the Serrow with our associate Bexleyheath Club, this time start and finish at Ringlestone above Maidstone. May well be last ride on the Serrow. Weather was great, the going damp and interesting after heavy rain the last couple of nights.

With 10 months of the season completed, In the South Eastern Centre Championship Paul Casling lies 4th in the Pre 67 Class, which includes all sizes of Pre' 67 machines. In the Star Group Paul is still 3rd in the Pre 67 B Class (under 250cc), Neil is 3rd in the Over 40's Class. The Club has moved up one place and now lies 6th out of the nine Clubs involved.

Back on 13th September went to the Association of Pioneer Motorcyclist September Tea Party. It is always held at some interesting place and this year was at the Basingstoke Rural Life Museum. The cream tea was good and the museum fascinating. Put it on your places to visit list, very entertaining, bring youngsters and there is clothing of past eras for them to dress in and then walk round. There were a number of our members there including the this year president of the APMC Howard German, Baz and Jenny Staple, Ian and Barbara McGill, Jill and Alan McBeath to name but a few.

Last Wednesday was at the South Eastern Centre Trials Dates Meeting. This normally is a nod through for our Club's events but this year we had other Centre Clubs wanting three of our five dates and had to argue the point through plus our Southern Expert Date questioned. Was thankful was there; we have the dates we wished. Afterwards we had the Centre Trials AGM. We have had a successful year with the Centre Adult team winning the Inter Centre Trial, beating the Yorkshire team who had been top dogs for years till our Centre toppled them in recent years. The event was held in Yorkshire and was predominately rock going whereas we in South Eastern Centre are more used to mud plugging. This year the event may well be held in this Centre, this was where one of our date challenges came from, Tenterden Club would have to move the date of their Man of Kent Trial and every other weekend in July and June was taken by an event catering for the classes they wished to run, including our Novice Trial on 28th July. Like us they didn't want to end up in August which is the holiday season, and that is the kiss of death on a decent entry list. Resolved with them running the same weekend as the 55 Club, 15th July.

At the same meeting the Centre Management Chairman announced that it was likely that the Centre would stop sponsoring travel and accommodation costs for Inter Centre Team Trials as this ran into a four figure sum annually and money is short in the Centre with less "bums on seats", the considerable reduction on insurance commission and the fact that high cost of running events under the ACU is causing clubs to move their loyalties to other organisations. We have lost several clubs over the years and one more this year and a further about to go. There is a need to reduce premiums paid and that leaves less to spend.

The Centre Combine officials were appointed and I was re-elected as assistant Secretary.

A third meeting was then convened for the evening, a Centre Trials Combine Meeting where the decision to use coloured machine number cards for classes on all Championship classes was agreed. The Sunbeam Club has been doing these for a couple of years in all our Trials as it avoids wrong identification of riders to routes being ridden. A coloured cross on a white card is not easy to see in shaded conditions and I personally have suffered from wrong identification with a light coloured cross on a white card and been marked as on wrong route. (Coloured Cards are marginally more expensive than plain white ones). Our other topic was that we can use either the stop system without loss of marks i.e. bunny hopping when stationary or alternatively non-stop but allowing bunny hopping providing the front wheel continues to turn. (Bunny hopping is achieved whilst stationary by dropping the clutch with the front brake hard on and the rear wheel tries to overtake the front one airborne and at that point

you flick the rear of the bike round to give you the chance of moving off in a totally different direction, but keeping the feet on the footrests all the time. When moving by pulling on the front brake momentarily whilst travelling straight causing the back wheel to want to overtake the front ie the back wheel becomes airborne, and at that point you flick the rear in whichever direction to give you the ability to turn sharper than possible on normal steering lock. Have never personally seen bunny hopping used with drum brakes, you really need the braking efficiency of discs. I am for bunny hopping on the move even though I can't master it).

So Christmas is nearly on us. If you haven't paid your annual subscription please let me have it soon. If you want to see pre 1967 British four strokes in a really traditionally Trial, don't forget the famous Talmag Trial will be run to be on Sunday 29th January 2012 at Hungry Hill near Aldershot, several of our lads will be competing and others marshalling, give them your support. Best Wishes for Christmas and the New Year.

Brooklands Test Hill Record 1923

Baz Staple

Please see the Brooklands certificate below for the test hill record in 1923. Philip Bashall of Dunsfold Landrovers sent this in since his late father Captain W V E Bashall, Royal Marines broke the record for the hill climb and this hill climb record still stands today because after that the hill was changed. Philip (01483 200567) would appreciate hearing from anyone who knows if this machine still exists. The engine and frame number is quoted but there is no registration number since it was a competition bike.

No. 1488 Record No. —

BROOKLANDS MOTOR COURSE

Indice Cycle Test Hill Record

Date *15th October 1923*

Description of Car *3 1/2 H.P. T.T. (Indice description) 1914 Sunbeam motor cycle*

Engine No. *185-1789* Chassis No. *26272* B.A.R.C. No. *1300*

Bore *—* mm. Stroke *—* mm. Cubic Capacity *—* c.c. Weight *—* lbs.

Owner *Capt. W. V. Bashall R.M.* Driver *Capt. W. V. Bashall R.M.*

Distance (measured on 50 ft. Line) *1/4* mile *starts from a standing start at foot of Hill*

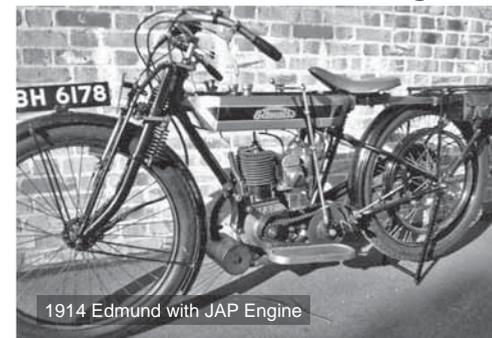
Time as recorded by Automatic Electric Chronograph *—* H. *—* mins. *26.2* secs.

Rate of speed attained *25.69* Miles per hour.
— Kilometres per hour.

Certified by (signed) *Philip Bashall*
Official Timekeeper to the F. C. U. for the Electric Chronograph of the Brooklands Automobile Racing Club.

Back in Circulation Again

Ian Young



Back in circulation again the rare Chester built 1914 Edmund with 292cc JAP motor, Enfield two speed gear, chain drive and rear suspension. Making this machine as useable as an early vintage bike. Now owned by me (the man on the microphone at the Pioneer Run!!).

The International Classic Sixpencer Trophy, October 26th-28th, 2012

Owners of pre-65 machines and riders of over 40 years are invited to this trials event to be held in Kviberg near Gothenburg, Sweden.

Further information from gilbert.falkenstrom@telia.com

Any Sussex Motor Cycles?

Dave Masters

A recent telephone conversation with Ian Young found we could not recall any make of motor cycle produced in Sussex, bearing in mind Sussex is now split in two as East and West. This is one hell of a big area, and yet we could not think of a single maker, Kent, Surrey, Hampshire, yes, but not Sussex. The county must be over 100 miles wide and probably 35 miles or so deep. So off to the reference books, and so far I have come up with just the one maker – Hooray for Sussex! THE CHALLENGE IS – can you find more? Dark winter evenings and all that, there has to be others as sad as me with nothing better to do.

My offering which comes right at the end of any reference book is the XL, not XL-ALL of Birmingham or the Xtra of Chertsey but the XL of Worthing. Machines built by Norfolk Engineering Works Ltd, Chapel Road, Worthing between 1921 and 1923 inc. quoted variously as having a 498cc or 4¼ hp vertical four stroke single cylinder engines, air cooled and magnet ignition. My Fletcher and Son Index quotes a bore and stroke of 85 x 95, chain drive, three speeds, kick start and clutch, 26inch x 3inch wire wheels and obtainable in solo or combination form. With a weight of 145lbs solo or 250 combination their weight (if correct) belies the unusual duplex bottom tubes to the frame, as quoted in Tragatsch.

Sold originally at £110 solo, by 1923 they were down to £90 with combinations having dropped £25 to £115. Serial numbers started at I with a W prefix and ended at something over 215 in 1923, not quite mass produced but respectable for a small local builder.

Note! The Fletcher and Son Motor Cycle Index 1913 – 1924 was introduced by Kenneth Ball in the 1964 reprint as being as accurate and quoted in most motoring journals. However, my observations with the luxury of some 47 years of further publications is that it cannot be relied upon but does make a valuable contribution for cross referencing.

Club Night Evening Runs

Baz Staple

Thanks to a good open discussion at a recent club night, plus comments in the last magazine from Dave Masters and Andy Marks, perhaps some future policy clarification is called for on club night runs.

My belief that we all like riding motorcycles and that “meet you there” runs were sufficient enticement to come out on any bike has been proved wrong, but that a conducted wolf pack ride is required. That’s fine, so next year all club night runs, including the fish & chip night, can be done on a conducted group basis, it just requires some prior arrangements as follows :-

- Volunteers to be the leader with his/her route in mind with a sweeper if necessary.
- The club will arrange an ACU permit to cover the backs of the leader etc. Some past leaders have understandably refused to help unless we provide them with ACU insurance cover.
- Riders will be required to sign-on at the start and pay a nominal £1 to help towards the cost of the permit. This small payment has been the sticking point in the past to which some have objected.
- I remind club nighters that there is no charge levied at Six Bells club night and this small charge for runs is all that is asked for.

Incidentally next year Roy Plummer will be arranging, in conjunction with the Federation of British Historic Vehicle Clubs’ annual “Drive it Day”, a “Ride it Day” to Northiam on Sunday 22nd April, see separate announcement. This will be generally a ‘see you there’ ride but those who might wish to congregate at the Six Bells could have a conducted ride to Northiam and Dave Masters has volunteered to be leader etc.

I hope these arrangements will be seen as satisfying the needs of members and put things on a proper and understood footing.



Finally, it would help me if someone could take over the reins of applying for the permits and finding leaders for each ride, as well as attending to signing on and money collection. The permit application is quite straightforward and a little initial guidance is all that is necessary.

The NEC Classic Motorbike Show

John Hodson

Photographs by Richard Bailey

Our club had a stand at the recent Classic Motorbike Show at the National Exhibition Centre, Birmingham. Putting on the SMCC display involved a considerable amount of effort including obtaining suitable bikes and getting them transported to the show, designing and having new handouts printed, revamping some of the display boards, arranging the display of bikes on the stand, attending the stand on the Friday, Saturday and Sunday, taking the stand apart at the



end and getting everything returned to the owners. Julie Diplock and Richard Bailey were the driving forces behind this venture. Baz and Jenny Staple provided support on the Saturday and Sunday and I was there for the day on Saturday.

Our stand at the NEC was much larger than available to us at Kempton Park and the many other shows the Club attends over the year. This had the distinct advantage that the bikes could be spaced out so that visitors had more room to walk around and we could easily talk to



them with the aim of getting them to join our Club. The use of stands to elevate the bikes made viewing of them much easier.

The motorcycles displayed included a 1904 Peugeot, a 1911 Humber and a 1935 SOS and we are most grateful to new club member Phil Haywood of Vintage and Veteran LLP (www.vinandvet.com) for the loan of some of his stock. Many thanks are also due to Phil and Brian Castle for the loan of their superb and well equipped 1914 Triumph Model C. Julie and Richard brought a 1928 Velocette KS, a 1935 Triumph S/2 and a Montesa 315R 250cc. There was a lot of interest in the Club stand over the weekend let’s hope that this interest translates into new members. We met many enthusiastic and knowledgeable people, perhaps a reflection of the motorcycling heritage of the area.

Thanks are due to all who helped out but particularly to Julie and Richard for their considerable and very successful efforts.

EVENTS CALENDAR 2012

7th January Contact - Ian McGill 01293-771446	Chairman's Lunch	The Cricketer's Inn, Pirbright, Surrey from 12 noon	Closed to Club
2nd - 5th February Contact - Julie Diplock 01797-344277	Carole Nash MCN Classic Motorcycle Show	ExCeL London	Club Stand
12th February Contact - Peter Donaldson 01322-332087	Gordon Jackson Trial	Bagshot North	Star Group
22nd April Contact - Roy Plummer 01424-772598	Drive it Day		
3rd March Contact - Ian McGill 01293-771446	Annual General Meeting	Peacock Lodge, New Chapel, Surrey, 2.00pm	Closed to Club
18th March Contact - Ian McGill 01293-771446	74th Pioneer Run ®	Epsom-Brighton	Pre 1915
11th - 15th May Contact - Jenny Staple 01892-535671	Warwickshire Weekend	Kings Coughton	Pre 1940
20th May Contact - Dave Masters 01424-211873	2nd Ixion Cavalcade	Bexhill on Sea	Pre 1940
27th May Contact - Steve Marks 01323-849199	20th New Conyboro Run	Chiddingly	Pre 1940
10th June Contact - 01293-771446	18th Rose of the Shires Run	Stoke Bruerne	Pre 1931
17th June Contact - Peter Donaldson 01322-332087	Dick Little Trial	Bagshot South	British Pre 1967
23th - 30th June Contact - Colin Bentham 01761-241516	29th Welsh Week	Aberystwyth	Closed to Club Pre 1931
15th July Contact - Tony Lloyd 01737-555413	26th Garden of England Run	Headcorn, Kent	Pre 1940
22nd July Contact - Neil Sinclair 07885-660939	2nd Bangers and Steam	Hamilton Arms, Stedham, Nr Midhurst West Sussex	One, two, three or four wheels
29th July Contact - Joan Westbrook 01424-882162	Sunbeam Novice Trial	Billingshurst	All classes monoshock
12th August Contact - Ian McGill 01293-771446	50th Graham Walker Run	Beaulieu, Hampshire	Pre 1940
1st September Contact - Mike Holloway 01892-723564	Southern Trial	Horsemonden	National
2nd September Contact - Mike Holloway 01892-723564	Greybeards	Horsmonden	National
15th September Contact - Alec Thompson 01751-431478	4th September Challenge	Yorkshire	Pre 1940

16th September Contact - Ian Monk 01480-469612	5th Constable Run	Suffolk	Pre 1931
2nd December Contact - Chris Mawer 07710-211913	Southern Experts	Devon	National

2012 Dates:

South of England RealClassic Show

Sunday 11th March 2012

South of England Showground, Ardingly, West Sussex RH17 6TL

Ashford Classic Show: Easter Monday 9th April

Ashford Market, Orbital Park, Ashford, Kent, TN24 0HB

Romney Marsh Bikejumble 10am Sunday 13th May

Romney Marsh Show & Bikejumble Sun 8th July

Hamstreet, Kent TN26 2JD (A2070 6 miles M20 J10)

South of England Superbike Show

Sunday 12th August

South of England Showground
Ardingly, West Sussex
RH17 6TL

Children U16 free
Entry at all events
Gates Open 10am

Large Motorcycle-Only
Autojumble at all events.

Romney Marsh Bikejumble 10am Sunday 23rd Sept

Hamstreet, Kent TN26 2JD (A2070 6 miles M20 J10)

South of England RealClassic Show

Sunday 14th October 2012

South of England Showground, Ardingly, W Sussex RH17 6TL (15 mins Gatwick)
ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE. 01797 344277

www.elk-promotions.co.uk



© Copyright ELK Promotions 2011



The 2011 Arbuthnot Trial

Photographs by David Blanchard

