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Club News

Issue 859

December 2012 - January 2013



Peter Donaldson Battling through the Mud

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

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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EDITORIAL

Sunbeam Club News
Issue 859
December 2012 - January 2013

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The 2013 Events Calendar appears on pages 26 and 27 and this should help you to start planning your motor cycling events for 2013. The first event of the New Year is the Chairman's Lunch on the 5th January. The lunch is at a new venue, see the directions on page 4 on how to get there.

Please see the notices for the Treasurer vacancy and the AGM meeting.

Julie will be editing the next three issues of the Sunbeam News. Please continue to send your contributions to the editor's e-mail or postal addresses shown inside the front cover

With Best Wishes for a Very Happy Christmas and 2013.

President's Christmas Message

So, here we are again! Christmas and the end of 2012 are marching upon us.

Hard to believe that a few short months ago we were still feeling the glow of a successful Olympics and Paralympics – not to mention the impressive events of our Queens Diamond Jubilee.

The scandals and storms have arrived plus the weather – all doom and gloom.

However – happily, the Sunbeam Motor Cycle Club has enjoyed a great year!!

We had an anniversary of our own with the Graham Walker Run, the 50th!! Generously supported by Lord Montague and the staff at Beaulieu, donating souvenirs and even a cake!

I think I can mention the Marston Sunbeam Club? They celebrated their centenary with a weekend in which several of our members rode not least Jane Akers who rode the Presidential Sunbeam!

Next year we shall be celebrating the 75th Pioneer Run and preparations are well ahead for March 24th and a record entry is anticipated.

In June, the 30th Welsh Week. Thanks to the regular supporters and the doughty couple of dare I say – Pensioners from Sittingbourne, Kent who have ridden in every one!

It is encouraging to know that new events enter the calendar – the Ixion Cavalcade anticipating its third year- the September Challenge, "Bangers and Steam" – a fun event!!

The perennial problem – HELP! With more events more helpers please!

We have a dedicated team with the Staples, the McGills, Julie Diplock, John Buckingham to mention a few, plus all the present organisers of the main events, they could all use some fresh assistance. Perhaps a break from riding and giving a hand at running an event might



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prove to be an interesting change! It all adds to the good name of the Sunbeam Club.

Sadly, we have lost some Good Friends this year. They will not be forgotten and would wish us to carry on the good "work" – restoring and riding the irreplaceable machines.

With a fervent wish that all goes very well in the Sunbeam Motor Cycle Club in 2013.

Have a Happy Christmas and a Healthy New Year.

Marjorie

3rd Ixion Cavalcade

12th May 2013, St Barnabas Church, Bexhill on Sea

Dave Masters

Bigger and better, more bikes and even better lunch – Ixion will be visiting to read from his 'Reminiscences' (in the shape of Rick Parkington). We have room for 50 pre-1940 motor cycles and the choice of two delightful routes out over the Pevensy Levels 32 or 45 miles.

The Communal Cavalcade lunch served in Ixion's last church at Bexhill should not be missed, catering for carnivores, herbivores, celiacs and other dietary needs. Prize giving by the Mayor of Bexhill supported by members of Canon Basil Davies family. Ixion's grandchildren are very supportive of this SMCC event and keen to keep his memory alive.

An all-day event, also open to the people of Bexhill to visit. Just come along, and enjoy the run and the day with us.

Regulations and entries on the SMCC website www.sunbeam-mcc.co.uk, or phone Dave and Maggi Masters on 01424 211873.

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SPECIAL FARES FOR
SUNBEAM MEMBERS



Directions to Chairman's Lunch on 5th January

Ian McGill

The Shipley Bridge, Off Antlands Lane, Burstow, RH6 9TE.

From the North

A23 to Chequers roundabout, keep left on to B2036, follow the road ahead to the second roundabout first exit out into Antland Lane continue over the M23 motorway

Be prepared to turn left about 200 yds after the M23 crossing, Shipley Bridge Inn is signposted.

From the South / West

A23 to Crawley, A2220 to Three Bridges to connect with B2036 Balcombe Road, turn left at this roundabout; continue north past the Crematorium and Taylors Pitstop garage to next roundabout, take second exit into Antland Lane then follow as above.

From the East

A22 at Felbridge on to A264, continue approx 2 miles to Renault garage on left take next fork right on to B2037, follow ahead past Burstow golf course for approx 300yds

Shipley Bridge Inn is the next turn right.

From the M25 via the M23

Leave the M23 at junction 10, at the roundabout take the first exit onto the A264 (signposted East Grinstead, Eastbourne). At roundabout take the first exit onto Brookhill Road (signposted Cophorne Village). Bear left onto Shipleybridge Lane. Turn left onto Antlands Lane - B2037, turn right onto Green Lane. Turn left onto Antlands Lane East.

Sunbeam MCC Treasurer

Roy Plummer

I advised the Management Committee, at the September meeting, that I would be standing down as Treasurer at the 2013 AGM, having occupied the position for seven years.

The SMCC uses traditional book keeping methods (not computerised) and role involves: Recording income and expenditure; Recording subscriptions and event finances; Keeping track of investments; Issuing invoices to advertisers; Liaison with the club accountant; Producing an end of year statement / balance sheet.

Experience of book keeping or finance would be useful, but not essential, as a methodical approach and sound mathematical ability would be sufficient. Access to, and ability to use, a computer is essential.

For additional information please contact me (Roy Plummer).

Ken Heanes 1933 - 2012

Baz Staple

Well known and respected, Ken has died after a battle against ill health which commenced in early 2012. Ken was a Sunbeam club member for a number of years post war when the club was paramount in sporting activities, particularly trials and scrambles. Ken himself was an expert trials and scrambles rider, as well as a successful business man from his motor cycle shop in Fleet, Hampshire, a Triumph main agent.

A Gold medal winner for Great Britain in many ISDT's as well as becoming GB ISDT manager. Ken's funeral was held on the 25th October at All Saints Church, Fleet, Hants.

Bill Jacombs

When it was suggested that I write an obituary for a popular club member who died recently I agreed that I could be a suitable club member to do so.

Now, faced with a blank page, I wonder how to begin to write about someone who was close enough to be "almost family".

To start with, Bill Jacombs lived very near to us in Sanderstead. We became friends through a mutual enthusiasm for vintage and veteran cars, motor bikes and anything antique in fact.

Bill was 'big' in every sense. Tall and built well enough to play water polo whilst in the Army doing his National Service. Later he became keen on motor cycle sports – grass tracking, trials and scrambles.

With the arrival of a family he transferred his affections to vintage cars and became a well known sight with his delightful wife Doreen and three daughters in their much loved Lea Francis. Vintage and veteran 'bikes became his main interest and he was a regular entrant frequently on his favourite Rudge, in the Pioneer Run, which he supported passionately.

Partly through his talented wife's involvements, oddly, with competitive fencing, the Jacombs were friendly with a considerable number of Dutch veteran enthusiasts who, as we know, keenly support veteran motor cycle events.

My fond memories of Bill and Doreen were of them kindly transporting us to the Horsepower Run based in Norg – in North West Holland, taking part and meeting their Dutch friends. These good people will also be sad to learn that they have lost their big hearted friend.

In sickness, Bill also revealed his stout hearted approach to events and maintained his optimism and sheer courage, continuing to use what strength he had in restoring 'bikes, with the aid of his devoted friends.

Always a keen supporter of the Sunbeam Club Bill will be sadly missed by his family of course and his many friends in motor cycling, ancient and modern.

Marjorie Ayers
President, Sunbeam Motor Cycle Club

Annual General Meeting Saturday 2nd March 2013

Ian McGill

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 2nd March 2013 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 by 25th January 2013 for inclusion in the committee agenda for 26th January 2013.

Most present officers are willing to be re-elected, but proposers and seconders 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.

Proposals 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 25th January 2013.

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

Pre 1960 Exemption From MOT

Thank you to Martin Staple for drawing Vehicle & Operator Service Agency MOT Special Notice 5-2012 to our attention. The relevant part of the notice is reproduced below and clearly describes the arrangements for exemption from tests and voluntary tests for pre 1960 classic and historic vehicles.

Item 3: Pre 1960 Exemption From MOT

From 18 November 2012 classic and historic vehicles, those manufactured before 1 January 1960, will be exempted from the MOT test.

Classic and historic vehicles are often very well maintained by their owners and have a much lower accident and MOT failure rate than newer vehicles. The current requirement to undergo an MOT test goes over and above the obligations set out in European legislation. Following a public consultation which showed high levels of support for the proposals, vehicles manufactured before 1960 will be exempted from the MOT test from 18th November 2012 reducing costs for owners.

Owners of affected vehicles will still be able to take exempt vehicles for an MOT test on a voluntary basis. If you are presented with any of these vehicles you should continue to conduct the test as for any other vehicle and apply the appropriate pass/fail criteria as set out in the Inspection Manuals.

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Club Nights at Chiddingly

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

Future Dates

6th December

Quiz

3rd January

Steve and Andy Marks will give a talk and demonstration on the complexities of overhauling magnetos.

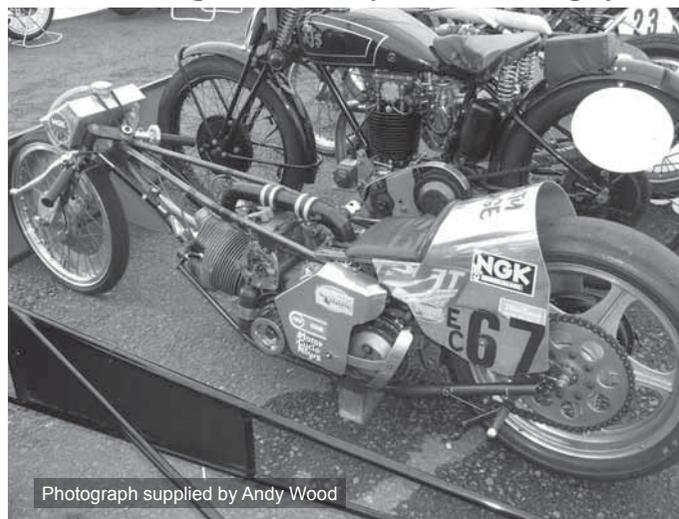
7th February

Talk by a representative of the Kent Air Ambulance Service

Club Night Reports

Baz Staple

October Club Night – Brian Chapman and the 'Mighty Mouse'



We welcomed Brian and Reeny Chapman and the supercharged 500cc Comet based sprinter turned dragster. The Mighty Mouse is a very long wheel based low slung sleek bit of kit which was originally built in 1965 with Wal Phillips fuel injector and progressed through a Rootes supercharger and SU carburettor to become in 1971 the fastest single engined bike in the world, and by 1974 with further modifications managed to achieve the first nine second run for the quarter mile.

By 1977 he achieved the first eight second run and ended ACU Drag Race Champion in both 1977 and 1978. By 1978 his tour of America managed his best time for a quarter mile of 8.81 seconds, terminal speed 157.9mph which retains the record for a 500cc single engined bike.

The ultimate specification was a Comet bottom end, barrel and head, Alpha big end and Weslake conrod, and Formula One piston. The weakest point was exhaust valve failure due to the heat inflicted by 75% nitromethane fuel. The best solution was to machine valves from Nimonic blanks of which Brian was able to obtain some eighty examples.

Brian kept us entertained with his tales from 8pm to 10.15pm and then had to load the machine and return to Waltham Abbey and was given a warm round of applause for his enthusiastic talk.

Roy and Ann Plummer took the opportunity with an extra big audience boosted by a lot of welcome visitors from the Vincent Owners Club to hold a raffle with excellent prizes for club night funds, which was well supported. Some believed first prize was the Mighty Mouse itself, but they went home well satisfied with the ample prizes provided.

November Club Night – Steve Whymark Very Early Bicycles

Steve Whymark entertained us with a talk on very early bicycles from 1818 and after the interval a talk and demonstration of early lamps, candle, oil and acetylene and their lighting effectiveness. When it came to the acetylene example our audience was surprised with its white and good beam. The earliest two wheeler was a wooden replica of a ladies Hobby Horse of 1818. The many examples of bikes and lamps were from the collection of Steve, plus his friends Ian and Rick Howard.

The other original bikes were a Velocipede (bone shaker) of 1868, an Ordinary, or Penny Farthing of 1882, James Starley. Examples of Safety cycles were an 1887 cross framed, and a diamond framed Rover of 1888, plus a tandem of 1893 with double steering!! i.e. both the lady in front and the gentleman at the rear had steering capabilities – work that out!

There was also a Sunbeam bicycle.

The amazing factor was how early blacksmiths or engineers had the expertise to, for instance, on a Penny Farthing manufacture an oval tube which not only described a perfect curve to follow the big wheel, but which tapered too. All in all this was a different subject from the usual, but was both superb and enlightening. Many thanks to Steve and his friends.



The 5th Constable Run

Ian Monk

Believe it or not, the sun did shine and a good day was had by all, only one machine to collect on recovery and this was due to a puncture; however I did get the rider back in time for his lunch. A good selection of machines turned up for the day but we seemed to have a few BSA Slopers, the Chris Stiles' Trophy was won again by Andy Crafer. The event this year was held two weeks later than normal at the request of the VMCC as the original date clashed with some of their events and some of the VMCC members wished to do both events. I am glad to report that we had an increase in VMCC members taking part; however Sunbeam members were down in number, so overall the entry numbers did not change. I have organised this event for the last three years and I am now standing down as I wish to take part in the event by riding, so the event now needs someone else to organise, any offers! If you are interested please give me a ring 01480 469612 so I can pass on all the relevant paper work etc. regards to all.

A Reminder

The Editors

The SMCC is not responsible for the views contained in the Club News and views expressed are not necessarily those of the editors or the club. All information is provided in good faith. Inclusion in the Club News is not a recommendation by the SMCC, or the editors, of any goods or services.

Sunbeam September Challenge



Joy and Alec Thompson

What a beautiful day it was with wall to wall sunshine all day. So vastly different to the previous weeks of rain and strong winds. A total of 24 entrants assembled at The Beansheaf garage for signing on. The bacon butties, tea and coffee started all off in good spirit. Entries from far and wide included two Australians who managed to squeeze our run in before setting

off back home on Tuesday. The route was the same as last year's event via the villages in the Vale of Pickering, via Appleton le moors and round the edge of the North Yorkshire moors to our halfway stop at Hutton le Hole a total of 31 miles.

The roast pork and stuffing lunch was served in the newly refurbished Crown Inn, where seating had been reserved for us. I did spot several going back for a top up but sadly we had to leave some as we were more than adequately catered for. Following our lunch, time was spent chatting and enjoying the lovely weather.

A group of hardy riders led by Eric Alderson decided to challenge Rosedale chimney bank, only 5 miles away. This hill is not to be recommended for the faint of heart on a modern machine as it is a 1 in 3 hill with a killer of a hairpin bend halfway up.

The road looks like a wall in front of you, yet our intrepid riders all survived the descent and ascent, not bad for Eric who was riding his veteran Williamson. Eric said that he only wanted to see if he could do it. Good riding spirit with only archaic brakes on their machines. We certainly ride our bikes up here.

After being well fed and watered the route took us on a gentle route from Hutton back to the start via Marton, Normanby and Great Habton, a gentle little run of 18 miles. More tea and coffee rounded off a great day in North Yorkshire.

Joy would like to thank the very kind rider who presented her with a bottle of Cava for her outstanding efforts on the day; sadly he did not leave his name. Joy's comments, a grand bunch of lads, good fun, a good day and good grub.

My many thanks to The Beansheaf garage, Crown inn Hutton-le-hole, Yvonne and John Brandon for tail end Charlie duties and Joy who is getting to be a master of the signing duties at the start.

The photograph shows Eric Alderson preparing his 1914 Williamson for Rosedale chimney bank, in the rear Carl Montgomery 1930 Sunbeam, in front of Eric is the 1921 Indian scout of David Alderson, Eric's nephew both from Australia. Part of the gang who braved Rosedale chimney bank. They all succeeded in the attempt. Photograph from Alec Thompson.

Steam and Cream

Baz Staple



Spike Holman once again arranged our bi-yearly visit to the Bluebell Railway and twenty five members had a relaxed journey up and down the line from Sheffield Park to Kingscote whilst enjoying a superb cream tea.

The line was first opened in 1882 to move produce between London, Lewes and East Grinstead. By the 1950s goods had been transferred to the roads and passengers had dwindled to five a week.

The line was re-opened by a group of enthusiasts and became the very first steam standard gauge line to be restored to working in 1960.

Originally the line was operated by the London, Brighton and South Coast Railway (LBSCR) which later became the Southern Railway and finally British Railway.

A further extension of the line to East Grinstead is scheduled to open on 15th March 2013, subject to clearing the remaining refuse dump in the Imberhome cutting, provided the necessary line signalling and safety devices are in place. So next time the club visits we should be able to enjoy an extra scone and cream and cup of tea.

Many thanks to Spike for again arranging this pleasant and popular outing.

Sunbeam Club News Index Issues 800 - 859

John Hodson

A second index of the Sunbeam News has been prepared. It covers issue numbers 800 to 859, February2003/March2003 to December2012/January2013. With the exception of new events and some Pioneer Run@s, reports of events that occur annually are not included as these reports can usually be found in the issue of the News immediately following the event. Articles from the FHBVC are also omitted as these can be found by searching via the FHBVC website.

The index is 15 pages long and so is too long to be included in the News. The index will be available on the SMCC website and electronic or paper copies will be provided on request from January 2013.

October/November 2012 SMCC News

John Hodson

It has been drawn to my attention that there were problems with some copies of the October/November 2012 SMCC News. Some pages were missing and other pages duplicated. Please let me know if your copy of the News was defective.

Devoid of Trials Trouble (DOT)



Paul Casling

As with most things in life, one thing leads to another, and motorcycling is no exception. I used to ride trials in the late 70's and early 80's on various Bultaco's, SWM and Fantic. Having worked abroad and seen both my daughters through university, I thought I would try trials again, and in 2008 I joined the Sunbeam club and obtained a reasonably competitive 1963 Greeves Scottish TES 250cc for Pre-65 trials. I have always ridden two strokes

and like the characteristics of the Villiers engine, and lighter handling of these machines.

With increasing enthusiasm and involvement I got talking to John Bull (ex South Midland Centre Champion) and Julian Wigg (father of World trials contender Alexz) who were involved in a project to take 26 original 1963 DOT trials frames (with frame numbers and authentication) from the old, and still standing, DOT factory in Manchester (courtesy of Eric Adcock) and adapt them for the more modern Pre-65 trials scene, selling them as 'DOT kits'. And they persuaded me that I needed one! The kit included a red frame, swinging arm, REH yokes, red seat, polished alloy tank, sump shield, engine brackets, footrests, brake pedal etc, and John Bull's own 'RockShocks' rear suspension. My thinking was that "if I didn't do it now, then when would I?" and I assured my wife that it would be a sound investment for the future! Julian Wigg said that he could source a reconditioned 250cc 37A Villiers engine. John Bull had engineered a modification to the lower gearbox protrusion in order to fit a flush bash plate under the engine, integral to the frame. Also, a slimline primary chaincase cover. Malcolm Simmons of 'Southern Wheels' could build some wheels, lacing them to Grimeca hubs (ex Fantic), and Les Matton a keen Gravesend Eagles rider and engineer could help put everything together. Consequently, after acquiring a second hand pair of Metal Profile (MP) forks, ElectrexWorld electronic ignition, polished alloy mudguards, Rental Fat Bars, Amal levers, Talon sprockets, Nametab low second and third gear conversion, Rental chain, and adapted Venhill cables, things began to take shape. Les visited Kempton Auto Jumble a few times to negotiate deals on a suitably jetted Amal Mk1 concentric carburetter, air filter, nuts, bolts and other assorted sundries. He also approached Pre-65 trials entrepreneur Alan Whitton and DEP to obtain parts to make a suitable exhaust and silencer, and struck a good deal with Watling Tyres for an IRC on the rear and a Michelin Light on the front. Les fashioned a heel/toe gear lever and kickstart and got various parts chromed and zinc plated through his contacts and finally produced a superb looking and sounding machine.

The whole build took a year from the initial discussions with John and Julian, to collecting the DOT, which we christened 'Doty' from Les's workshop garage in Gravesend. There are a few reinvented DOT's around and all slightly different. About half have gone to Europe. Riding the bike, it is lighter and more agile than the Greeves, particularly on tight turns which are now

very prevalent in modern Pre-65 trials. It also pulls second gear nicely on short sharp climbs. The total cost... well as I said, it is an investment and has already provided much riding pleasure which you cannot put a price on! I rode it for the first time in laying out the Sunbeam Novice Trial at The Haven at the end of July, and more recently at the Sunbeam Gingerbeards and Greybeards weekend at Horsmonden. So far so Devoid Of Trouble, so it was all worth it!



Sunbeam Motor Cycle Club Ltd

75th Pioneer Run ®

Sunday 24th March 2013.

Starts at 8.00am from Tattenham Corner, Epsom Downs, Surrey.

To the Finish on Madeira Drive, Brighton, Sussex.

Eligible machines registered on the SMCC Ltd: Pioneer Register
Are all pre 1st January 1915.

Entries are invited from all past riders who will receive entry forms through the post or via email if we have your address.

Entry Forms also available on the Club Website www.sunbeam-mcc.co.uk
or direct from the organiser: Ian D. McGill.

The Oaktree, 13, Victoria Road, Horley, Surrey, RH6 9BN.

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The NEC Classic Motorcycle Show

Steve Mark and Tim Penn

Footman James had set up a different show this year and split the Car Show and put the Motor Cycle element in between which meant a lot more people going through/around the Motor Cycles. Rick and Julie were working very hard on the stand when Steve and I arrived late Thursday evening and with "Very" Little help from us the stand was set up for the weekend. Little Big Phil and Little Fat Phil, from Vintage and Veteran, brought a couple bikes and a very useful wire with padlocks so we were able to give the bikes extra security overnight. Friday set the seal for the some mishaps for this event suffice to say do not mention the word "KEYS" that is a story that can be talked about at Club Nights. Friday was I believe the busiest day as people seem to be attached to a rail as they moved along the stands and there was no way they could stop to see the exhibits, may be just my impression. Saturday did not start well for the new boys as our transport had to visit the garage so we did not arrive at the show until midday, where Julie and Rick looked a bit over whelmed, and to a certain degree they seem pleased to see us!. Sunday with the full crew Baz, Jenny, Rick, Julie, Steve and Tim, and then Lawrence, who again had had a few mishaps, so was unable to bring his bikes, arrived to help for the day.

The show was huge as was the Sunbeam Club stand, and a lot of people showed an interest in the motorcycles on our stand as they were so different to most of the other Motorcycles on show. The setting up and breaking down (exhibition talk) went very smoothly and it was very well organized by the NEC and Show staff, we can only hope that next year some members from the Midlands Area will, at least, think about bringing along and to show their motorcycles at the Classic Motor Bike Show. Grateful thanks must go to Julie and Rick for their Supreme effort in not only organizing the stand, but for also manning the stand during the majority of the show. Thanks to Julie Diplock for the photograph.



Unreadable frame number on Veteran Rudge Multi - How we overcame!

Martin Staple

One of the jobs I had to do whilst restoring my Veteran Rudge Multi was to register the bike with the DVLA. I thought this would be straight forward but how wrong I was. The number on the frame wasn't very visible but I thought I had worked it out, having also had several other opinions; some with magnifying glasses, and younger people with no glasses at all! To my dismay on speaking to Brian Reynolds, the Rudge Marque specialist, it turned out to be incorrect because the number I thought it was related to a Rudge bicycle. As this frame definitely has an engine this did not seem correct.

Brian Reynolds advised me that he had seen an article in either the Rudge Journal or the VMCC magazine some time ago, about a company in the Midlands that could acid-etch the frame in the appropriate area to reveal the number or indeed any other numbers on the frame that had been there. As you know we motorcyclists can be a tight bunch, so I didn't wish to pay for a company's service nor drive to the Midlands to achieve this. It then occurred to me how do the police deal with stolen recovered unclaimed vehicles etc. So I contacted the police by dialling 121 getting through to their switchboard and asked for the Vehicle Examiner in my area, in order to ask the relevant questions. Unfortunately I was told that job title didn't exist anymore but they would attempt to find out what replaced it. After sending me round in numerous circles and drawing blanks, I eventually found the correct person to speak to in this case: Stolen Vehicle Examiner. For my area that's: Stolen Vehicle Unit, Essex Police Headquarters, Chelmsford (they deal with both Essex and Kent) only 25 miles from home. - A lot closer than the Midlands for me! I made sure that the Officer was under no misapprehensions that the frame was neither registered with the DVLA nor was it stolen but I did need help in recovering the frame number. As it turned out he was happy to help, a great relief for me.

To cut a long story short, I took the frame to him in Chelmsford Police Headquarters, although he did offer to come to me. He acid-etched the area and I believe they used Ultra Violet light to see the number. He recorded this number for me on Serious Crime Directorate headed paper also he included two separate digital close-up photographs. The Police service was free of charge! Happy conclusion for this particular tight git!

They told me that the process could take from 10 minutes to several hours and that they can reveal original numbers that have been ground out or stamped over in cases of cloning.

I hope this information is useful to other owners/restorers.

JAKE ROBBINS GIRDER FORK AND FRAME REPAIRS

REPRODUCTION CASTLE FORKS AND SPARES

Girder forks repaired, retubed, respindled, rebushed and straightened

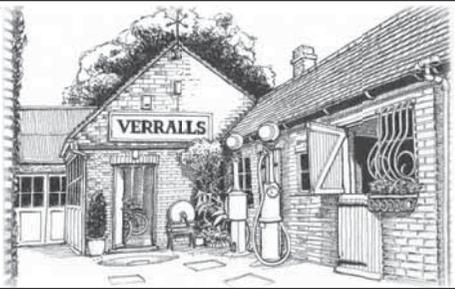
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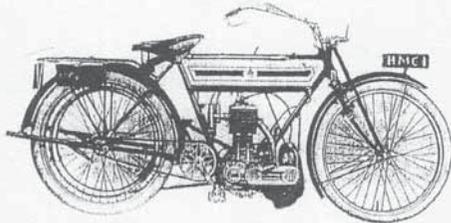
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A Novice's Experiences of His First Veteran

Paul Gander

Part 6

My objective is to climb Bury Hill. It is the longest steepest hill in the area and if it will get up this then it should be able to climb almost any hill. I have no idea if it will do it. A modern motorist has almost no concerns about the ability of one's motor to climb a hill, but 100 years ago it was the big issue, with many hill climbs taking place wherever there were motors. With low power and often no gears or clutches a machine could prove its ability by cresting the largest and steepest hills in a region. The results of these hill climbs were much featured in the period magazines and advertising. The trip out today will be just over 30 miles. Next weekend I plan to do 40 and then 50 and so on until I can do 100 miles in a day. With that landmark completed I will aim to ride to the Pioneer Run in March 2012, do the Run and ride home - a roundtrip of around 130 miles!

Today dawned bright and frosty with the lane outside my house well covered in ice. I decided to take the dog for a good walk and let the sun burn off the freeze before setting out. A few hours later and the ice was giving way to the warmth of the sun and with an encouraging blue sky it was time to get the beast out. I check it over and tightened a bolt or two and it easily fired up in the garden and I let it warm up and then put on my riding gear - full leathers today as it was still quite nippy outside.

It started easily again and chuffed down the lane outside my home and I had to stop it at the T junction at the bottom of the lane. It restarted easily and I chuffed down our towns High Street and luckily all of the traffic lights stayed green. Quite a few people stopped walking to stare as I passed by, not every day you see such a machine in motion - in fact I have only ever seen them running on The Pioneer Run. Maybe I am the only person on the planet riding a 1914 Triumph today.

I continue on until the next small town and the roundabout is clear for a right turn and then on south for a mile or so and then a left towards Fittleworth and then south to the A29. We are motoring along in fine style and probably keeping to about 30-35 mph. At the A29 junction I pass a line of cars queuing for the junction and have to kill the motor as the traffic is too busy to cross the road under power. It takes a couple of pushes to restart and then Bury Hill starts to loom in the distance. I have now increased the oil drip feed to setting "3", I normally use "2" and give it a fresh pump of oil as I approach the hill. All of the period literature advises the rider of 100 years ago to "charge the hill" and so I do with all the taps open and a good strong rate of acceleration as we start up the hill. The Hill climb is almost a mile of constant uphill with slight variations in the incline. It rises from about 10m above sea level to around 150m above sea level in just less than a mile. The throttle is wide open for the first time since I bought the bike and we are barely slowing as we assault the hill. Each second I think the power will start to tail off and we will slow to a stall, but no we keep on climbing and climbing and perhaps only lose 5-10 mph of speed by the time we reach the top. We have done it, we have conquered Bury Hill and I let out a whoop of celebration and as we crest the peak. The engine has sounded sweet and I slow it down to let it cool as we chuff the mile gently downhill to the Whiteways Cafe. I park it proudly outside the cafe with the other bikes as this spot has been a bikers gathering place for decades. I give it a quick check over and nothing is loose or missing and we have just climbed Bury Hill! I make a couple of quick phone calls to like minded enthusiasts to boast of our success and then a sausage sandwich and a coffee beckon.

After 30 minutes of taking in the hill top scene and chatting with motorcyclists it's time to return home and brave going down Bury Hill with almost no brakes. The bike is on its

stand and when pedalled the belt slips around the pulley, so it's out with the tools and I take a link out of the belt and refit it. It is then that I discover the belt is slipping as the engine is seized solid. A spanner on the pulley/crankshaft nut does nothing and neither does rocking the bike gently back and forth. I am 15 miles from home so a push is not an option. A couple of telephone calls to other veteran Triumph owners to see if they have any suggestions and it becomes obvious I won't be riding home. I have breakdown insurance and the call is made.

As a place for the Triumph to expire, it could not really have chosen a better spot. A great view, good company and unlimited supplies of tea and sausage sandwiches. An hour or two later and we are home.

We did manage 15 miles today and I enjoyed every moment of the trip.

We submitted Bury Hill!

With the bike on the workbench I put a socket on the pulley/crankshaft nut and gently applied some force. It would move about 5-10 degrees in either direction before a solid clunk stopped play.

If the piston was seized then this could be just slack in the bearings so I take out the central plug in the head and slide in a plastic drinking straw. I find it best to only use materials softer than the engine when trying this and a plastics straw can cause no harm. With the pulley nut moving the crank must be moving slightly and the straw moves to show that the piston is also moving. This indicates that either the main bearings have failed (but still allow a little movement) or more likely that the big end has seized. The Big End is the bearing through the lower part of the conrod where it is attached to the crankshaft. The engine will have to come out of the frame and will need to be completely stripped down.

It takes about 90 minutes to get the engine out as I am carefully checking everything as I go – I have never taken an engine out of one of these before! It is all very simple and I think you could get the engine out in 10 minutes in future. I take numerous photographs to remind me how it will go back together. None of the bolts are tight and it all comes apart very easily. As I take out the engine bolts I support the weight of the engine on a jack and slide big screwdrivers into the bolt holes to support it until all the bolts are out. It then just lowers out of the frame and I pick it up and put the engine on the bench – it is heavier than it looks!

The next step is to completely strip the motor and see what has failed.

I take up the kind offer of Chris R, a fellow veteran Triumph owner, and take the whole engine down to his workshops. The trip down is enjoyable as I take the TVR and the weight of the Triumph engine in the boot helps its 300+bhp find traction on the wet roads.

Chris's workshops are THE Aladdin's cave of veteran Triumphs. Almost the complete Triumph range from pre 1915 is present in his workshop and the shelves are packed with Triumph parts and goodies. My engine could not feel more at home. Naturally a mug of tea is needed before we start.

Four nuts hold the barrel to the crankcase and these undo easily and the barrel easily slides off over the piston with the conrod gently supported as it is slid off. The piston is alloy and in fine condition. The inside of the barrel is good with no obvious wear – so all looks good. We can now see that the big end is indeed seized

The valve train assembly is removed and turns out to be a very clever and simple design. A small idler gear is driven from the crankshaft and this turns two larger cam wheels. These have the cam profile cut into the inside of the gear and it is a very simple and clever way to turn the rotation of the engine into the up and down motion required to move the valves up and down. I have taken complex Ducati desmodromic engines apart and this is quite beautifully

elegant and simple. It all comes apart easily. The intake push rod has a slight burr on the bottom, but a few touches with a file and these are taken off and all is removed. Perhaps the pushrod material is a little too soft as it should not burr – perhaps an item to change.

With the pulley already removed the crankcases come apart with a gentle pull and a few taps from a hide hammer and the cases are split. The crankshaft is a substantial and heavy assembly and apart from the seized big end looks in good condition. Plenty of oil inside the cases and no sign of any damage or loose bits of metal. We try gently tapping the conrod with a hide mallet to see if the big end will free but it is solid.

The engine is now completely stripped and Chris produces a selection of sandwich bags for all of the parts to be carefully labelled and stored separately.

The big end assembly is not something that I can take apart as the fly wheels need to be split. This will need specialist equipment to do and a new bearing will be required and then careful reassembly. Engineering shops specialising in veteran Triumph engines are not exactly thick on the ground, but everyone suggests the same people as THE people who are experts in this.

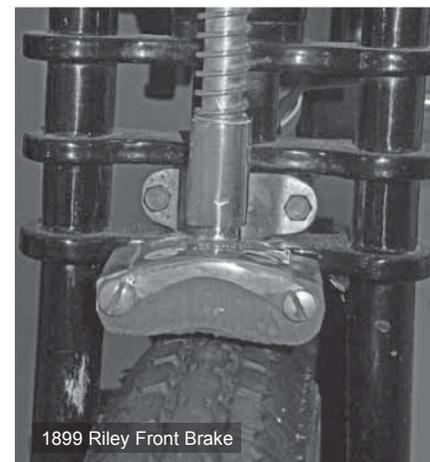
My dismantled engine heads home in the TVR and I put in a call to the Triumph guru's!

Early Motor Cycle Braking Systems

John Hodson

It is unlikely that much thought was given to a means of stopping the very first motor cycles as all effort would have been devoted to getting them to go! Perhaps the first braking action was provided by the rider's boots dragging on the ground. However like many motor cycle components, the first brakes were of designs borrowed from the bicycles of the time.

Spoon brakes (also known as shoe or plunger brakes) were used on penny farthings with solid rubber tyres in the 1800s and spoon brakes were adopted by the early motorcyclists. The spoon brake consists of a pad (often leather) or metal shoe (possibly rubber faced), which pressed directly onto the top of the front tyre. Tyre wear was rapid, braking efficiency poor in the dry and almost nonexistent in wet weather.



1899 Riley Front Brake

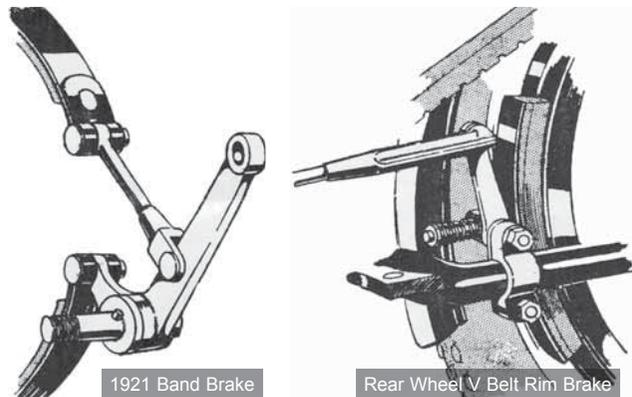


1914 Triumph
Stirrup Brake

Stirrup brakes employed friction blocks which were drawn into contact with the wheel rim by a rod or cable. In another type of rim brake a calliper mechanism was used to bring the blocks into contact with the rim. Stirrup brakes were commonly used, sometimes on both front and rear wheels, up to the end of the First World War. After the war they were generally only used on lightweight machines and this application persisted until the end of the 1920's.

At the beginning of the 1900's externally contracting brakes (band brakes) were introduced for the first time. A steel hub was fixed to the motor cycle wheel (usually the rear) but sometimes to both wheels. A thin steel strip lined with friction material, often asbestos, was fitted over the hub. One end of the steel band was anchored and the other end was

fitted, via an adjuster, to a brake lever or brake pedal. When the pedal was actuated the band constricted. Once again the brake worked quite well in dry weather but was ineffective in the rain. In 1902 Quadrant used a back-peddalling band brake of their design.

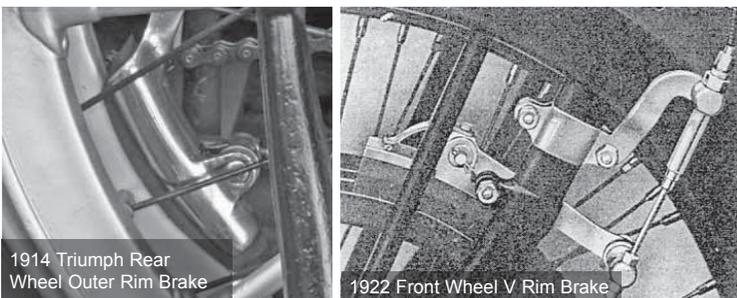


As most motor cycles of the time were belt driven it is not surprising that the belt pulley rim was adopted for braking. A block of friction material was forced into the V of the rim. These V block rim brakes were first used on the rear wheel but dummy rims were also fitted onto the front wheel and later, when all chain drive was adopted, a dummy rim was fitted to the rear for the sole purpose of providing a means of braking. Also ineffective in wet

weather, V block rim brakes disappeared in about the mid 1920's. A less efficient type of rim brake, having a smaller surface area of retarding medium, operated on the outside of the belt rim.

Some motor cycles were fitted with a band brake on one side of the rear wheel and a rim brake on the other side, however, it was considered to be better practice to distribute the braking effect over both wheels.

An early application of internally expanding brakes to a motor cycle has been attributed to ABC soon after WW1. Triumph first fitted internally expanding drum brakes in the early 1920's. With sidecars being fitted to more motor cycles



better brakes were needed and internally expanding drum brakes were a step in the right direction.

Ascot Pullin specified wire wheels with drum brakes, interconnected and with hydraulic actuation - the first use of hydraulic brakes on a motor cycle.

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SMCC Newsletter

John Hodson

A Sunbeam MCC Newsletter is published in January, March, May, July, September and November, the months when the SMCC News is not produced. The aim of the Newsletter is to keep members up to date with SMCC affairs and relevant motor cycling matters. The Newsletter is available by e-mail. If you would like to receive copies contact the editors at the e-mail address shown inside the front cover.

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 include your membership number with your advertisement and note that free advertising does not include business advertising.

WANTED

Wanted to share your van from Brighton to Epsom for veteran bike and me on 24th March, will pay all costs. *R. Hudson 01934 844546*

Villiers two-pole magneto without lighting coils. Coil plate has two holes for screw fixing to crankcase and has patent numbers 139060-19 and 180240-21 marked on it.

John Hodson 01322 524567 johnh587@googlemail.com

Good home offered to a live veteran Sunbeam.

R. Hudson 01934 844546. raymondleohudson@hotmail.co.uk

Villiers powered late 1920's, 1930's 250/350 with lights. Prefer oily rag/tatty, complete. Could p/x for Mint 1968 MV Agusta GTL150, 1920's scooters, Skootamota, Grigg, Autoglider or 1905 White & Poppe veteran. Cash either way.

Alex Taylor. 01235 553574

Can anyone help with a pair of Rudge handlebars for 1912 Multi – need "sit up and beg" style. I have a pair of drop bars for swap. *Martin Staple 01255 831285 daytime.*

Carburettor wanted to purchase or loan for a very short period for my Villiers TT Super Sport engine. *Tony Churchill, 01903 203395.*

1929 Matchless Model X engine, to complete my machine. Have later Model X engine to swap. *Julie Diplock, Kent. sunbeameditor@hotmail.co.uk or 01797 344277*

Veteran or vintage lightweight machine urgently sought for club events.

Kenneth Keer 01732 458628 (Kent)

Triumph Veteran parts wanted, especially engine. Trying to repeat usage of 100 years ago by riding my bike every week and need parts to keep going! For more details see www.go-faster.com/1914Triumph.html *Paul Gander 07776 140245 paulg@go-faster.com*

Barrel/cylinder for 1912 Triumph 500cc. Only part needed to get a friend's bike running again! *Paul Gander 07776 140245 or paulg@go-faster.com*

Veteran Rudge parts please. *Phil Haywood 01283 509562 humber349@aol.co.uk*

1913 Humber 500cc engine or at least crank case and cylinder wanted URGENTLY.

Richard Mummery, 01227 751751 or sheila.mummery@sky.com

FOR SALE

Two Deer Stalker Helmets in reasonable condition both are 6¾ flat-cap crash helmet, in reasonable condition which is 6¾. Any reasonable offer accepted, and the money will be going to a charity. *Tim Penn. 01444 232035*

Single bike trailer (needs a good home), could possibly take three bikes in an 'A' frame deck. Includes lighting board. Property of the late Wally Lambert. £30.00p donation to Club funds. *Ian McGill. 01293-771446*

White & Poppe 1905 427cc solo. Single speed. Pioneer registered. Fantastic history back to 1907. Quick and very reliable veteran. Finished the last 20+ pioneer runs, even got a letter for going too fast last year! With most of spare engine. Have owned it for 20 years, not too worried if I sell it or not, so not cheap. You will not find another like it to compare £29,950. Have too many running motorcycles. *Alex Taylor. 01235 553574*

1909 FN single, very complete, very original, shaft drive, with Pioneer acceptance number. The machine needs the leading links, and inlet and exhaust piping finalised so is nearly there. Price reflects this.

bioventure@btinternet.com or 'phone 01547 530546 (Shropshire) to learn more.

Period riding gear: Blue tweed jacket, small size and brown spats. All good condition, £25.

Tony Churchill, 01903 203395. W Sussex.

Twin axle box trailer, body 8ft long x 5ft-1in wide, floor to roof 6ft. Bubble over tow bar for storage, brake rods need attention.

Jill McBeath 01428-712666. Guildford area.

Correction - Graham Walker Memorial Run

John Hodson

It has been pointed out to me that I gave the wrong date in the SMCC Newsletter for the Graham Walker Memorial Run. The correct date is the 11th August as shown above. Apologies for any problems this may have caused.

South of England RealClassicShow Sunday 10th March

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

Ashford Classic Motorcycle Show: Easter Mon 1st April

Ashford Market, Orbital Park, Ashford, Kent TN24 0HB. 1 mile South M20 J10

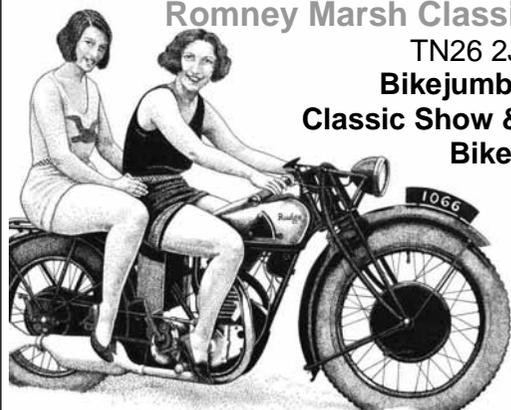
Romney Marsh Classic Events at Hamstreet, Kent

TN26 2JD (A2070 10 miles from M20 J10)

Bikejumble: 10 am Sunday 26th May

Classic Show & Bikejumble: 10am Sun 7th July

Bikejumble: 10am Sunday 22nd Sept



South of England SuperBike Show

10am Sunday 28th July

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

South of England REALCLASSIC Show Sunday 13th October

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

ELK Promotions, PO Box 85, New Romney, Kent TN28 9BE

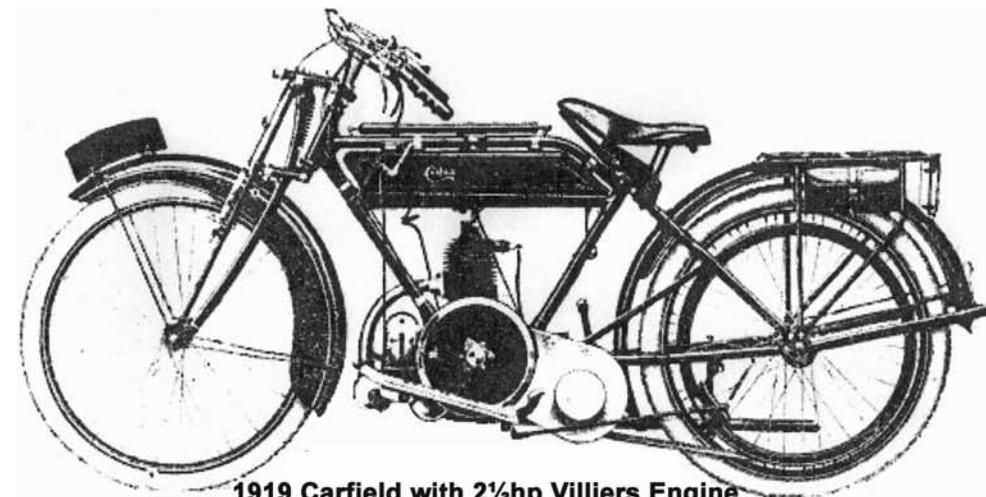
01797 344277

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Obscure Makes – The Carfield Motor Cycle

John Hodson

In 1919 Mr Carter and Mr Fielding set up the Carfield Motor Company in Windmill Lane Smethwick, Birmingham. In common with many motor cycle manufacturers of the time they started out with a model based on the 269cc Villiers two-stroke engine. Equipment included direct belt drive, Brampton forks, Best and Lloyd semi-automatic drip feed lubrication, Brooks saddle, Dunlop tyres, front and rear brakes, cast aluminium chain cover, cast aluminium footboards, tool bags and toolkit as standard. The basic direct drive model sold for £50-10s, with a two speed Albion gearbox the price was £58 and the addition of a clutch and kickstart further increased the price to £65.



The range of motor cycles increased until by 1921 machines with Villiers, JAP, Blackburne (348cc sv) or Coventry Victor (689cc sv) engines could be had. The 689cc Coventry Victor flat-twin engine model was not produced for very long but the remaining models continued for some years. The early 269cc Villiers engine being replaced with 247cc and 147cc engines of the same make.

Perhaps Carfield's best known model was the Carfield 'Baby' which appeared in 1923. It was fitted with a 1½hp Villiers engine, a two speed Albion gearbox, AMAC carburetter, and belt drive. The basic price was £30; extras were also available - electric light (£1.10s.0d.) and a kick-starter (£2). Both brakes worked on the rear belt rim.

A director of the company, riding a Carfield 'Baby', won a bronze medal for successfully competing in the 1923 Scottish Six Days Trial.

In 1925 the company went over entirely to Villiers engines and in 1926 172cc and 247cc engines were used in the Baby.

1927 saw Carfield design their final motor cycle and this was powered by a JAP two stroke AZA engine. Not many of these motor cycles seem to have been made and in 1928 Carfield Motors shut up shop for the last time.

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Off the Saddle

Peter Donaldson

Saturday 15th September and a lovely day's Trail ride of some 80 miles on the Honda from Chilham in Kent, weather nice and clear and easy going. One other Club Member was with us. The following day took the 1927 Sunbeam up to Suffolk to ride in the Sunbeam Club Veteran and Vintage event, The Constable Run. This very well organised event was run by Ian Monk through beautiful countryside and lovely old villages where thatched roofs were very much in evidence. This was the first outing that the old Sunbeam has had this year after its attack by ethanol petrol and it ran a treat. Shirley Styles was there seeing her daughter, Jane Akers, riding. Shirley's husband, Chris, originated this event and ran it for several years before succumbing to the dreaded cancer. Unfortunately Ian Monk is not a well man and this may be the last time he runs this event. I obviously wish Ian better, plus he runs a smooth event, organisation I am talking about, not those nice bumpy side roads! Back to the Sunbeam, it will have the petrol tank emptied before the winter sets in, I've learnt that lesson!

The next fortnight and a Trail ride each week. The first started from Dover and the second from Bluebell Hill near Rochester. Both were dry conditions in nice weather. Trail riding is such good fun and yet the only Sunbeam Club regulars are Dennis Fleet, Dick Caselton and myself with the occasional appearance from Chris Brown and Ian Watkins. There are a number of you out there with suitable 'bikes, come on and give it a try.

My hero, Mike Holloway, with the season over half way through, he and his beloved ridged AJS are leading the annual Sammy Miller Classic Series in the rigid rear class. He is 20 points ahead of his nearest rival. Brilliant riding Mike, keep it up.

Two days after returning from a break in France was off on the Witley 100 long distance Trial and it was brilliant, and I really mean that. It had rained most of the preceding week. Dick and I arrived at

Odiham in Hampshire before 8 in the morning. The allowed number of 180 entrants had been passed by a fortnight before entries closed and there was a list of reserves. I started off at just after 9am under an overcast sky and before long it started raining again. The going was water logged and slippery, especially when we got up on the chalk Downs. The sections were also pretty slippery. Afterwards I did an exercise with the route cards we had been given and reckon we were off road for about 50% of the course. I was taking it fairly cautiously with due respect to that shoulder I injured earlier in the year, and which still gives me some gip. My result was nothing to write home about but I did finish the whole 107 mile course which a quarter of those entered didn't. I didn't stop for petrol or food and kept going steadily. I do 80 odd miles of Trail riding on 4 to 5 litres of petrol and the tank holds 8.2 litres so wasn't worried about fuel. In that capacity is 1.5 litres reserve. From noon onward it was just steady light rain. Got back to the finish after 2pm and was faced with a 2 mile special test against the clock on a large slippery stubbed field where no straight seemed more than a 100 yards long. As I queued with three bikes to go the engine cut. I put it on reserve and did that last bit on reserve. That slow slipping cross country going had used up a bit more than on my usual outings plus that was the point remembered I had lowered the gearbox cog by one tooth for the event, so on reflection I should have stopped at one of those petrol stops we passed. I was the only person riding under Sunbeam though there were two of our members riding under other club banners. Ivor Morgan on his 350cc Royal Enfield picked up a first class award and Dick Caselton got a 2nd class on his 250cc Honda. I was nowhere near them being 2/3rds of the way down the field but was a happy lad and on a high for a few days, in fact until on Tuesday when cleaning and checking the 'bike for a Trail ride and dropped it on my foot getting it off the stand having adjusted the chain.

The next afternoon was at the first ever midweek Club Management Committee meeting and I was in sandals. Of our three younger Committee members Chris made it belatedly from work and Julie and Neil were unable to be there. Midweek day time Committee Meetings is something we shouldn't do again as we are trying to attract younger members to the Committee to take over from us older ones, and though the rest of us are available normally during working days due to our vast ages, it shouldn't be considered even where it is convenient to most, except perhaps in a true emergency.

After that meeting I had to kill over two hours before attending the AGM of the Centre Trials Committee, but some stayed back for coffee and a natter and then had a meal at the Peacock Lodge where we hold our AGM and Committee Meetings before driving the 2 miles to the next meeting, at the Foreman's Institute. We appointed officials for the next year and I am assistant secretary again. For once there was a fair representation of the younger very active experts in the Centre rather than it being biased towards organisers. This was for what turned out to be the major topic of the evening – should we return for Championship events to stopping without penalties. After everyone who wished to had a say there was a vote which was absolutely 50% either way. That boiled down almost too active riders for and organisers against. I had voted for but said it must incorporate the word briefly. No way can we return to stopping which constitutes long delays. The top riders pointed out that without stops being allowed it was more dangerous to them to be faced with obstacles on the course which they and their 'bikes are capable of surmounting. But they needed to be allowed to line up for safety sake. Each of them claimed to have had more injuries in the last year when we have operating the non-stop system. One pointed out that though Trials was his passion, he had in fact ridden little through the season for fear of a serious accident. After more talk in which it was pointed out that to return to stop without penalties was what the riders wanted, a second vote was held where that was carried. The problem of time wasting was not sorted, though to reduce it was accepted, but the how eluded the meeting, my thought was that each time a competitor stopped the observer would say 1000, 2000, 3000. And if the bike hadn't moved forward then a stop recorded. So in fact that part never got sorted and that was a shame for we had a good representative group there and it should have been nailed. But we ran out of time as the Foreman's Institute wanted to close

A week and half later I was observing at a Sidcup Trial at Swanley and had a section which had a 7 foot or so deep gully in it and the experts had to turn within inches of the length of their machines and climb a very steep bank out with a tree in the mid place at the top. Every expert tackled it as stop with penalties and kept moving except one. The near vertical climb was sandy and therefore not slippery and tree routes stopped it being dug out much. Tackled as a steady turn like a back to front C it was proved to be cleanable. However, quite a few collided with the tree on the top of the bank. The one competitor who for safeties sake tackled it by stopping and jumping his 'bike round and then shooting up straight and cleanly. My three second stop idea at the meeting should have been doubled, but the delay was negligible for a safe ride by a competent expert. As the observer I honestly considered it a safer manoeuvre than the others.

Between the meetings and the Sidcup Trial I missed a Trail Ride due to one bruised foot but am off on one this coming weekend. Also went to Club night at the Six Bells and heard Club Member Steve Whymark give a talk on early push 'bikes. He had eight push 'bikes all over 100 years old there and he is enthusiastic and knows his subject. What very little he didn't know he got assistance from a friend who came with him from the 'bike club he belongs to and Rick Howard and Dave Masters. The whole talk was most interesting, well done Steve.

CLUB EVENTS CALENDAR 2013

5th January	Chairman's Lunch Contact - Ian McGill (01293-771446)	<i>The Shipley Bridge, Burstow, RH6 9TE, from 12 noon</i>	<i>Closed to Club</i>
10th February	Gordon Jackson Trial Contact - Neil Sinclair (07885-660939)	<i>Bagshot, Hants</i>	<i>Star Group</i>
2nd March	Annual General Meeting Contact - Ian McGill (01293-771446)	<i>Peacock Lodge, New Chapel, Surrey</i>	<i>Closed to Club</i>
24th March	75th Pioneer Run Contact - Ian McGill (01293-771446)	<i>Epsom-Brighton</i>	<i>Pre 1915</i>
12th May	Ixion Cavalcade Contact - Dave Masters (01424- 211873)	<i>Bexhill, East Sussex</i>	<i>Pre 1940</i>
13th-17th May	Shropshire Mid-Week Contact - Bob Nix (01664-454396)	<i>Church Stretton</i>	<i>Pre 1940</i>
26th May	21st Conyboro Run Contact - Ian McGill (01293-771446)	<i>Chiddingly, Sussex</i>	<i>Pre 1940</i>
9th June	19th Rose of the Shires Run Contact - Ian Young (01453-810929)	<i>Stoke Bruerne Northants</i>	<i>Pre 1931</i>
15th – 22nd June	30th Welsh Week Contact - Colin Bentham (01761-241516)	<i>Aberystwyth</i>	<i>Closed to Club Pre 1931</i>
23rd June	Dick Little Trial Contact - Neil Sinclair (07885-660939)	<i>Bagshot South</i>	<i>British Pre 1967</i>
14th July	27th Garden of England Run Contact - Tony Lloyd (01737-555413)	<i>Headcorn, Kent</i>	<i>Pre 1940</i>
21st July	3rd Bangers and Steam Contact - Neil Sinclair (07885-660939)	<i>Hamilton Arms, Stedham, Nr Midhurst, West Sussex</i>	<i>One, two, three or four wheels</i>
4th August	Try Out Trial Contact - Neil Sinclair (07885-660939)	<i>Stedham, Nr Midhurst, West Sussex</i>	<i>Pre 1967</i>
11th August	51st Graham Walker Run Contact - Ian McGill (01293-771446)	<i>Beaulieu, Hampshire</i>	<i>Pre 1940</i>
31st August	Greybeards Trial Contact - Neil Sinclair (07885-660939)	<i>Horsemonden</i>	<i>National</i>
1st September	Gingerbeards Trial Contact - Neil Sinclair (07885-660939)	<i>Horsmonden</i>	<i>National</i>
14th September	5th September Challenge Contact - Alec Thompson (01751-431478)	<i>North Yorkshire</i>	<i>Pre 1931</i>
15th September	6th Constable Run Contact - Ian McGill (01293-771446)	<i>Suffolk</i>	<i>Pre 1931</i>
15th December	Southern Experts Trial contact --Chris Mawer (01525-384962)	<i>tba</i>	<i>National</i>

Sunbeam Club Regalia

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Club Ties **£7.50 (includes p&p)**

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

Lapel Badges **£2.50 (inc p&p)**

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

Cloth Badges **£4.50 (inc p&p)**

A circular black embroidered yellow badge for blazers and jackets

Vehicle Badges **£8.50 (inc p&p)**

Triangular metal vehicle badge with Club logo for bike or car

Sticky Badges **£1 (inc p&p)**

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

Steve Whymark and his very Early Bicycles

Photographs by
Jenny Staple

