



Club News

Issue 860

February - March 2013



This year's winner of the Pinhard Trophy: Flat Tracker Tom Woolley

**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

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EDITORIAL

Sunbeam Club News

Issue 860

February - March 2013

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You might recall the rather sad photo on the front cover of the October Club News, featuring the ignominious spectacle of myself pushing Richard Mummery on my 1914 Triumph at the West Kent run in August. This machine was proving rather difficult to start, although on the day it eventually succumbed to the inexorable force of a set of starter rollers in the racing tent.

The good news is I've just collected my fully refurbished magneto from club stalwart Tony Holder. Tony has performed his wizardry, as detailed in the January Club night write-up, and it now produces a healthy blue spark. My long-suffering husband Rick is currently fitting it, hopefully in time for a test ride later.

I'm entered on my first Pioneer Run ® next month, which I'm really looking forward to, and also really grateful for all the hard work that the club puts in to run an event of this magnitude.

This year as we all know we have the 75th Anniversary Pioneer Run ® and to mark the occasion the Club has produced The Story of The Pioneer Run ®, which is reviewed in this edition.

Don't forget: do keep material for the Club News rolling in; photos are always welcome, especially with captions of who, where what and when!

A belated all the best for 2013 to everyone, Julie

Annual General Meeting - Saturday 2nd March 2013

Ian McGill

Members are reminded that 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.

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

Shropshire Mid Week: Help Needed

Bob & Bev Nix

Preparations are now well under way for this popular event but we still need a kind soul to volunteer for the provision of breakdown cover during the riding days 14th 15th & 16th May. If you feel able to offer your services it will be much appreciated & all fuel costs will be paid.

Please contact Bob / Bev Nix tel: 01664 454396 or e-mail: nixr@supanet.com if you would like to discuss.



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Sunbeam Motor Cycle Club Ltd

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Chairman's Report

Baz Staple

I am fortunate in my short tenure of office so far of having some very effective officers and helpers. I would particularly like to mention our hard working and devoted Secretary Ian, who not only runs the club on a day to day basis but also masterminds two of our flagship events, the Graham Walker Memorial Run and of course the Pioneer Run. However I would like to remind you of some of the changes that have been made in the last few years.

In 2009 we purchased a quite expensive club marquee and trailer with which to transport it. This has proved to have been a very useful tool and has been used to good effect in publicising the club at shows and events, up and down the country. I must acknowledge with thanks those people who have transported, erected and manned the marquee. It is quite an education, at shows in particular, that the club is seen as a one make affair, which surprises a lot of our established club members. We are, however, thanks to these regular and increasingly popular shows, gradually educating motorcyclists that we are not just for Sunbeams and have effectively increased our membership by these means.

Our website is another innovation from which we have a number of questions and queries of interest and is a further educating tool, as well as a means for the downloading of entry forms for all our events, both veteran and vintage and trials.

One of the outstanding features is our relatively new format of the club News with colour incorporated. Indeed we signed up a lapsed member at the NEC solely on the basis of the much improved magazine and I would like to thank both Dr John Hodson and Julie Diplock for their professional and dedicated work.

I must also thankfully acknowledge the good work done by our Treasurer, Roy, who in these very difficult financial times has been able to find institutions to give us a return on our deposit accounts. Most financial houses who are open to you or I do not extend their services to clubs, but Roy has kept our treasury buoyant, although has not been averse to agreeing to some costly purchases.

One of the big changes we have made was extending our previous cut off dates for some events from 1930 to 1939 – a natural watershed. This change understandably caused a lot of disquiet at the time but was passed on a majority vote by referendum. It is long enough now to be able to say that the predicted swamping of our events has not occurred, but has helped to a degree, to increase entries and membership to the club and has actually converted some people to value the veteran and vintage eras. Having said that this change has been a success I do not personally see that the club can or even should extend the 1939 cut off any further.

Just a word on our financial situation, I've heard it said we have too much money behind us, but you have to remember while this tends to increase, so does inflation and modern administrative equipment, required to run the club, becomes more technical and costly. Roy our treasurer can expand on these matters if this is required.

One final word, it is a fact that if you stand still, whether in industry or club matters, then failure and demise beckons, so onwards and upwards must be our intention.

Thank you all for being a member and supporting this club and all that means.

Secretary's Report

Ian McGill

As usual it is left to me to look to the future, (magic wand at the ready!)

Firstly I must offer a very big thank you to Baz and Jenny for their excellent work putting together the 'Pioneer Book'. Many, many hours have been put into this so as to make it a credit to the event and our club, thanks also to those who have contributed articles and photos.

The past year has gone by with a great deal of success with not only an increase in membership, but also with the excellent events that have been run by our meeting secretary's, one to mention is Ian Young who, not only is the 'voice of the Pioneer Run' at Brighton but also took on the running of the Rose of the Shires, no mean feat when you live in Bristol & the event is in Stoke Bruerne, Northamptonshire; an excellent day was had by all.

Thanks also go to Bob & Bev Nix who have bitten the bullet and taken on the Shropshire mid week event, this is a first for them and I would ask any members wishing to enter the event to give Bob & Bev every assistance they can by sending in their entry forms early.

Sad to say we may well lose the Constable Run in Suffolk if an organiser cannot be found, so if you fancy having a go at this, please ring either Baz or myself. All help will be given, but neither of us can take on the extra work and run it.

Our residential events still prove very popular and have a good following. The 50th Graham Walker Memorial Run had over 100 entries and found great support from Lord Montagu and the events office staff who supplied celebration mugs and a huge iced cake which was greatly appreciated by all riders and marshal's.

Finally I would ask ALL members to consider what they can do for the Club in the future, we need succession for members of the committee, most of us have worked for the club for a good many years and do not really want to die in harness, we do seriously need members to come forward, even if it is only in a shadowing position, ready to take over if required.

Trials Secretary's Report

Neil Sinclair

A very successful Southern Experts trial was run at Hook Woods trials centre in the expert hands of Chris Mawer. (*see report in this issue - ed*)

This attracted the cream of the crop of solo and sidecar riders from the South of England and was very well supported. This event was a credit to the club, Chris continues to manage this event well and the only problem on a hopefully distant horizon we have is who will succeed Chris in this role when he eventually decides that he has had enough. He is planning the 2013 trial already.

The next trial is the Gordon Jackson Trial (at the time of writing) on 10th February with Peter Donaldson at the helm with Paul Casling clerk of the course. Peter has already secured 10 observers and military land at Bagshot North has been obtained.

Looking forward the writer is looking to use Hungry Hill for the Dick Little event and is a new venture we are trying a "Club Try Out Trials" day on the 4th August at Billingshurst. The writer will confirm land availability shortly.

With the trials side of the club falling in membership numbers it will be necessary for me to scale back the Bangers And Steam event; the venue at Liphook will accept a club area in the parking field and offer us an entry discount. Once I know what attractions are available this year it may be easier for everyone to congregate at Liphook as opposed to trying to make a proper "Club Run". That way people can bring a picnic? Ideas / suggestions welcome!



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

Send your comments to :

The Editor (details inside front cover)

Dear Editor

In response to the item by Baz Staple on the subject of MOT suspension (August 2012) I would like to put one or two points. First I agree that we may live to regret the total suspension of the annual MOT test. It might have been better to suggest a concessionary rate in the standard fee. Much as OAPs enjoy in other spheres. After all it take very little time to check out a bike with gas light or no lights a bulb hooter cycle type brakes etc. compared to a complex super bike. I personally will go on having the peace of mind provided by having a professional cast his eye over my cherished mechanical jewel regardless of the cost.

I also feel that we would have been better asking for a change to the onerous, potentially costly and very silly SORN system. It would be better by far if once registered SORN the vehicle retained that status until a change is made to it i.e. taxed, sold, scrapped, exported. What benefit is there to any one to keep annually confirming that the barn find in the shed is still unusable and be at risk of a hefty fine if you happen to miss the due date. It's a bureaucratic nonsense.

I do take issue with Baz when he says "we may be segregated as a body that do nothing for the country's economy" This is ill thought out and flat out wrong. The vintage and classic vehicle industry makes millions of pounds worth of contributions to the GDP. All of our goods and services are subject to VAT at a fifth providing millions to the exchequer. A statement such as Baz makes is very damaging and undermines the hard work done by the FBHVC and many of the clubs in pointing out the importance of the industry and yes it is an industry with a total turnover which exceeds many others. I hope you will print this to help put the record straight.

Alan Dignan by e-mail

Editors Note re SORN: moves are afoot as part of the 'Red Tape' challenge to remove the burden of SORN annual renewal (FBHVC Newsletter No.1 February 2012).

Brian Boden

Neil Sinclair

It is with great sadness that I have to report the passing of former club member Brian Boden after a long battle with cancer.

Brian and his son Ralph were instrumental in the Club's golden era of "Star Group" success in the late 90's under Dick Little's stewardship. Brian and his wife Edna were regular observers at Sunbeam events. Brian was a keen member and treasurer of Southampton and District MCC and was often helping at our own Graham Walker run at Beaulieu. Brian and Ralph had a pair of Honda TLR trials bikes which were later updated to GasGas machines.

A motorcycle cavalcade accompanied Brian's funeral procession and it was standing room only at the funeral which was fitting as Brian was one of the best. Our thoughts are with Edna and Ralph; the club have made a donation to Brian's charity, Naomi House Children's Hospice, Southampton; where Brian was a volunteer.

Arthur Close

Joy and Desmond Brown

Arthur Close passed away 19th December 2012 aged 87. He had been a member of the Sunbeam Club for many years and we had the privilege of getting to know him at the 10th Welsh week in 1993 when he was the Back Marker. He always counted us out and checked us at various points along the routes taken during the week. He had a fascinating method of using matchsticks, used for lighting his pipe for counting the number of bikes. He always rode his trusty sixties Triumph.

He told us one night during our social time that that he had a collection of Dinky Toys but it was essential to have the original box for the item to have any value.

We met him with his twin, Sydney quite by chance in the Embankment Gardens Cafe. Both Sydney and Desmond were attending a reunion of Shell-Mex members at The Institute of Electrical Engineers, both having worked in different Departments of Shell-Mex & BP. It was the last time that we saw Arthur. We always had a soft spot for the gentleman as he treated everyone with such great courtesy.

The Story of the Pioneer Run® 1930 – 2013



The first ever book on the history of the Pioneer Run® has just been published by the Sunbeam Motor Cycle Club. In large A4 format of over 250 pages the copiously illustrated book covers the whole history from the embryonic 1914 'Old Crocks Trial', organised by the Streatham M.C.C. to the first true Pioneer Run starting from Croydon Aerodrome in 1930.

The first 1930 Run was such a success that spectators and their vehicles caused chaos on the Purley Way and held up normal traffic for hours!

An annual event ever since, (saving the War years, petrol rationing, foot and mouth cessations) it has grown and grown as people enjoy the whole plethora of finding, restoring, research and riding those ancient machines of any make. 1914 is the latest cut off date and so in 2013 the youngest will be 99 years old and many are 110 years old and even older.

The book's 23 chapters cover all aspects, from pre war beginnings to famous riders, historic machines and their mechanical aspects, not to mention the complicated controls.

Having organised the 'Pioneer' for all these years the Sunbeam MCC has a staggering archive of early photographs, programmes and other illustrations. Over 200 photographs, colour and black and white illustrate the book, which is printed on high quality gloss paper. This gargantuan task has been edited and compiled by Baz and Jenny Staple, with contributions by historians and specialists in their field. The pages graphically illustrate the progress of this now internationally famous event. There are fascinating and amusing exploits told by not only entrants but also by the wonderful band of volunteers and helpers, without which the Run literally couldn't take place.

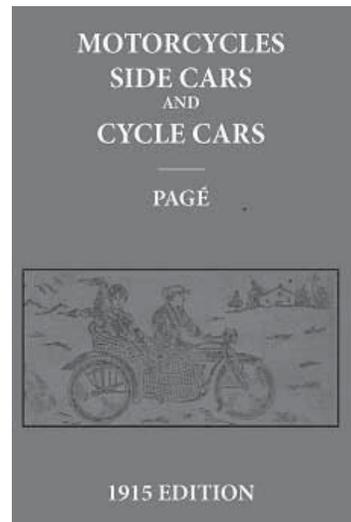
An exceptionally high entry of over 380 motor cycles and three wheelers will trundle along to Brighton from Epsom Downs for the 75th Run on Sunday, 24th March in 2013. Most will make it, some won't but all will try and there is always a year to rectify matters before

the next run.

A special feature of the 2013 Pioneer Run will be some seven of the original machines that actually participated in the first 1930 run, and will again be ridden and be first away at 8am.

As always, the Sunbeam M.C.C. are the organising body and they are proud to announce this historic book, which will surely become a collector's item. The book will be available for sale at the signing off point on Madeira Drive at this year's Pioneer Run, 24th March, price £23. Otherwise by post, plus £6.50 p&p for UK or plus £9.75 p&p for Europe. Worldwide postage on request. Order from Baz Staple, 18 Chieveley Drive, Tunbridge Wells, TN2 5HQ jennybaz.staple@gmail.com Sterling cheques to be made payable to Sunbeam M.C.C. Ltd.

Motorcycles, Sidecars and Cyclecars by Victor W Pagé Richard Bailey



Steve Brown has produced another fantastic facsimile of Veteran literature with this 1915 book written by Victor W Pagé. Although an American publication, many British and European machines are covered; including an interesting illustration of a 180-degree twin cylinder Triumph, is there one still in existence?

Picking up this handy sized volume is a pleasure, quality paper and solidly bound. Boasting over three hundred illustrations reproduced from engineering drawings and photographs of actual machines and component parts with some impressive fold out diagrams contained in the eight chapters. The first chapter covers Motorcycle Development and Design, dealing with such topics as the demand for more power, influence of road surface on traction and the effect of wind resistance and gradient. Chapter two includes the motorcycle Power Plant Group, The gasoline engine and auxiliary devices, Horse-power testing and the relationship of torque to horse power. Moving on to the third chapter,

Construction and Design of Engine parts, combustion chamber design, crankshaft forms and flywheels etc, we find a compression ratio of 3.6 gives a maximum explosive pressure of 321 psi! The fourth chapter deals with Lubrication, Carburetion and Ignition, with all you need to know about the use and abuse of muffler cut out valves. Next comes chapter five; Power Transmission System parts, covering belt, chain, bevel and worm drive set up, variable speed by slipping clutch. In chapter six we have Design and Construction of Frame Parts, coasting and braking hubs and how rider effort is multiplied. The next chapter covers constructional features of Cyclecars, tri-car and true forms, steering arrangements and control methods. The last chapter deals with Motorcycle Maintenance, operation and repair, says it all with a handy paragraph with advice to prospective purchasers of second hand motorcycles!

To sum up, to read and inwardly digest this book will leave you enriched with a vast amount of knowledge on the subject, with more than enough fascinating facts to keep the conversation flowing at any club night.

Facsimile copy of the original 1915 edition of Motorcycles, Sidecars and Cyclecars, by Victor Pagé, New York. Republished as a quality hardback book with

550 pages and 336 photographs, drawings and illustrations plus labeled fold-outs (Indian, Triumph, Four Stroke V Twin Engine, Troubleshooting Chart & Veteran Motorcycle Engine Diagram). Priced at £39.99 plus postage of £5.75 UK, £8.50 Europe, £16.00 Australia,

New Zealand, USA, and Canada. Available from Steve Brown, 01684 567231 www.classicmotorcyclemanuals.com

ISBN Number 978-1-908890-01-6, published January 2012.

Editor's Note: Read any good books lately that you'd care to review? Drop us a line!

Pinhard Trophy 2012 Winner Tom Woolley

Tony Lloyd



Tom Woolley in action.

This year's winner of the Pinhard Trophy is Flat Tracker Tom Woolley. Tom is Runner-Up in the 2012 FIM World Flat Track Cup.

Once again in the true spirit of the award our judges have strongly favoured an entrant who is committed to working for improvements in facilities for the sport and its participants as well as being extremely talented and a bright prospect for the future.

On being told of his success, Tom said "I discovered I had been awarded the Pinhard Trophy on Christmas Day, it was the best present ever. I feel honoured and

very lucky to even be considered, let alone to win such a prestigious award and join a list of previous winners of such distinction. My racing success is a result of help from a lot of people behind the scenes, none more than from the late Joe Hughes from Joe Hughes International, who along with son Morgan has made a lot of things happen for me, so I would like to dedicate this award to Joe. I would also like to thank Pidcock Honda for providing my machinery and Joker Machine in Los Angeles for all their help in America."

In the true tradition of the sport, Tom is very much a self-starter, travelling alone to America to compete in two rounds of the Championship and was the only Brit to appear on the Podium at every round.

Tom is a member of Burton & District Sporting MCC. When the club lost its training track in 2006, Tom was instrumental in getting Government funding for a new facility, even though he was only just in his teens. Tom now gets involved in coaching.

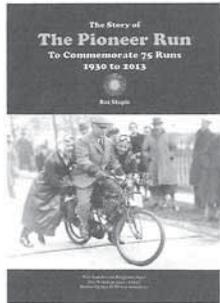
The Editor of one of our major periodicals congratulated the SMCC on Tom's success, "Excellent, he's a decent lad - quite unassuming and blindingly fast"

Previous winners are a list of motorcycling greats over the last 60 years who have excelled in all spheres of the sport including Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis, Alexz Wigg and a host of others who have gone on to be national and international household names. Last year's winner was Jack Sheppard from the Trials world.

Tom faced stiff competition for the Trophy and voting was extremely close. Entries come from all disciplines:- Trials, Road Racing, MotoX and even admin. It's good to see that more and more ladies are being put forward.

Presentation of the Trophy was at the ACU Awards Dinner on 26th January. The SMCC awards the Trophy in memory of Frederick William Pinhard who died in 1948 whilst serving as Secretary of the Club.

Judges were editors of leading motorcycle periodicals, the General Secretary of the ACU and officials from the SMCC.



The Story of the Pioneer Run®

Editor Baz Staple

The Sunbeam MCC has just published a book telling the 75 year story of the Pioneer Run®, from 1930 to 2013. The book will be available for sale at the signing off point on Madeira Drive at this year's Pioneer Run. Price £23. Otherwise by post plus £4.50 p&p for UK from Baz Staple, 18 Chieveley Drive, Tunbridge Wells TN2 5HQ Cheques to be made payable to Sunbeam MCC Ltd.

The complete Pioneer Run story has not been told before. The book consists of some 250 pages in A4 size on good quality paper, and has many rare photos in both black and white and colour.

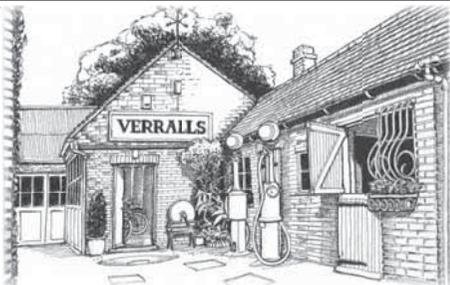
The story traces the many changes that have taken place over the years, from its early beginnings, the successes and problems encountered and overcome. There are also stories told of rider experiences from the past as well as appreciations by devotees of the Pioneer Run.

If you appreciate the Pioneer Run®, then you will value this book

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Website: www.verralls.com**

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

7th February Talk by John Kenton-Page of the Kent/Surrey/Sussex Air Ambulance

7th March A magic lantern slide show by Peter Sparkes, depicting veteran and vintage Machines in action around the early 1900's, including Scott Trial and Isle of Man TT.

Club Night Reports

Baz Staple

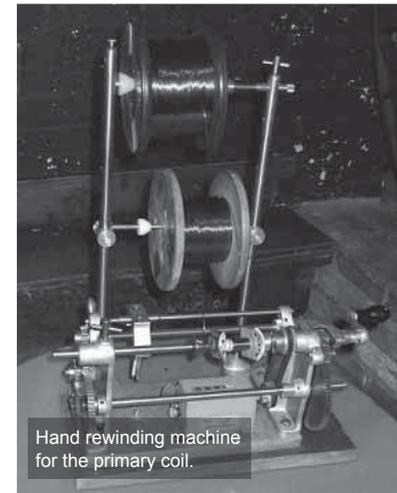
December Club Night

We thank Bill Pile for arranging the "easy" questions for our quiz night. It called for head scratching and guess work, but produced some intentionally amusing answers.

On an evening of particularly inclement weather a decent quantity of brave souls challenged the elements and six teams of four or five persons sat down to Bill's examination paper. Tim Penn's team came out with an A* and they were duly awarded a batch of exotic and rare Kit Kats!

January 2013 Club Night

Repair and Overhaul of magnetos by Steve Marks



Hand rewinding machine for the primary coil.

Not surprisingly a large crowd assembled to hear and see Steve's well presented description of how magnetos are properly overhauled. The Marks family were well represented with Julie setting up the Power Point system and on screen the various complicated stages of overhaul were clearly depicted with photo examples taken over several months by both Andy and Steve.

Steve has the advantage of an electronic technical background, but many well tried methods come from the experience and co-operation of Tony Holder.

Steve took us through the stripping down and cleaning of the armature core, the care necessary for rewinding primary and secondary coils and the fundamental but very important insulation between windings and the essential continuity testing at every

stage. After winding, the combined vacuum and lacquer impregnation under pressure and final baking, all so essential for a successful and long lasting component. To overhaul one magneto the time is literally counted in days, but the result is worth it.

It was explained that there are various shortcuts used by some advertised restorers and component manufacturers, but Steve declined to name and shame.

A team of some half a dozen helpers carried in various bits of heavy kit and we were shown a completed magneto, throwing a sharp blue spark (with the room's lights on), jumping a quarter inch gap at ridiculously low revs, testing slip rings for electronic leakage and an impressive demonstration on how and how not to magnetise magnets, plus lots more

equipment including one for us to try hands on winding.

A big thank you to all who helped and to the Marks family in particular for a thoroughly good evening, and to Steve himself who was only just recovering from man flu.

New Members

Peter Donaldson

Please give the following New Members to the Club a warm welcome:-

December 2012

| | |
|---------------------------------|----------------------------------|
| Frank Bayman (Northamptonshire) | Glen Del Medico (Surrey) |
| Paul Bigley (Middlesex) | Mervyn Evans (Middlesex) |
| Raymond Coker (Sussex) | Beverley Middleton (Oxfordshire) |
| Shaun Crofton (London) | Jamie Orchard (Cornwall) |
| Ernie Cummins (Sussex) | Clive Pettit (Essex) |

January 2013

| | |
|--------------------------------|----------------------------------|
| Clive Boothman (London) | Maurice Ogier (Guernsey) |
| John Coxon (Cheshire) | Rick Parkington (Kent) |
| Michael Coxon (Scotland) | Tim Payne (Oxfordshire) |
| Geoff Craft (Kent) | Nicholas Pellett (Hertfordshire) |
| Claudio Fermiano (Italy) | Geoff Sermon (Hampshire) |
| Malcolm Griffin (Warwickshire) | John Wells (Sussex) |
| Graham Moag (Northern Ireland) | Judy Westacott (Kent) |

2012 NEC Footman James Classic Bike Show

Words and Photos: Richard Jones

So there I was at the Footman James Classic Bike show at the NEC taking photographs of the machines on the Sunbeam MCC stand when a charming lady asked me where my crutches were. Sorry to say but she had me banged to rights – they had been left with my guardian for the day, Vanessa, whilst I briefly hobbled around with the camera. I should mention that I am recovering from a leg operation, caused by a “discussion” with a BMW R69S kick-start, which necessitates crutches, a support boot and, for this day only, someone appointed by Mrs Jones to make sure I didn’t overdo things.

Anyway after the charming lady and I discussed bikes generally and her collection specifically she asked if I could let her have some photos for the SMCC Club News.



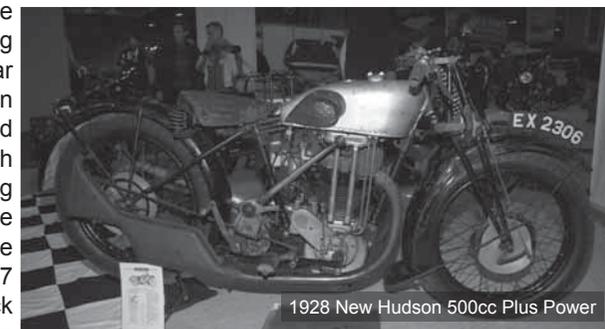
Tim Penn's 1928 500cc Raleigh S23 Sports.

What better place to start than the Sunbeam MCC stand which was graced by this 1928 Raleigh 500cc S23, with Sturmey Archer gear change. Perhaps better known for its bicycles, Nottingham based Raleigh began manufacturing motorcycles in 1899 and started with a Schwann engine clipped to the front wheel of a Raleigh bicycle. There followed 2hp, 3hp and eventually 500 cc 3½hp models but money was not being made

and production ceased in 1905. Then in May 1918 Raleigh returned to the fray by announcing a 654 cc side-valve flat twin followed by a single in 1921, the latter featuring a distinctive outside flywheel side-valve engine with a two-speed Sturmey Archer gearbox and belt final drive. There then followed a range of singles and V-twins from 248 cc to 798 cc publicised by endurance rides including, in 1926, around the UK coast trips by Hugh Gibson and Margaret Cottle who covered 3,429 miles in 12 days. The 1930's depression regrettably had its effect and production ceased in 1933.

New Hudson began life in 1903 but only really got into their stride in 1910 when the Birmingham-based New Hudson Cycle Company launched two complete machines with either 292cc or 500cc side-valve

JAP engines and an Armstrong three-speed hub. The following year saw a new model with their own 499 cc engine and rear-mounted magneto driven by inverted tooth chain. WW1 led to production being halted but post war saw resurgence with first 2-stroke and then 4-stroke models being launched from 247 cc to 550 cc. In 1926 Bert le Vack joined New Hudson and was soon lapping the 496cc single at Brooklands at over 100mph and later established a number of class records. However sales slipped and once again the depression played a hand resulting in the end of production in 1933.



1928 New Hudson 500cc Plus Power

This example is said to be a 496 cc Model 88 with the twin port ohv engine and 3-speed gearbox, presumably dating from 1928. What do you think?

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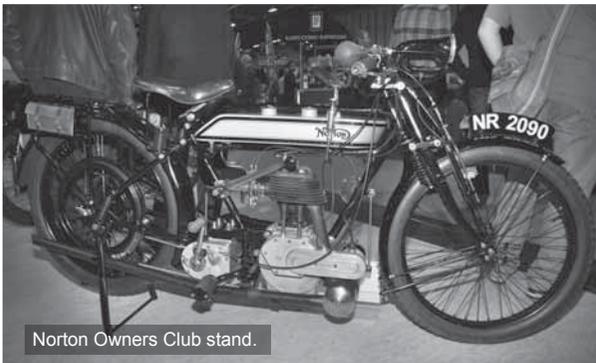


It's always good to learn something new which I did at the Vincent stand where this Model P was on display. I hadn't realised that Rudge produced engines for other manufacturers under the name "Python" and that Philip Vincent used them in his machines before he and the other Philip (Irving) designed their own 500 cc ohv unit. It's said that Vincent favoured the four valve 500 cc Rudge Python engine over the JAP engines that were placed in the diamond shaped frame he had designed and so there were two models – P(ython) and J(AP). It's perhaps fortunate that Rudge stopped producing the Python otherwise the Phils may never have got around to designing their own engines and then where would we be?

This machine probably dates from 1931 – the year Vincent produced this machine – although there were no details on the stand.

The Norton Owners Club had a very well stocked stand which included this 1923 Norton 16H. This engine type first appeared in 1911 and boasted 490 cc capacity; the Sturmey Archer gearbox was added in 1915 and from 1922 front hub brakes became a feature. In that WW1 halted motorcycle development it's thought likely this 1923 model is not dissimilar to the models from 1915. This example was first acquired by Mr Cecil St Leger Jervis of Hoton, Leicestershire, who kept it registered for road use until about 1937 after which it appears to have been used for grass track racing – C E "Titch" Allen remembers wiping down the bike with an oily rag between races. It was discovered in a shed, very much the worse for wear, in 1960 by Arthur Tyler, the 1930's TT racer, and his son finally completed the restoration in 2000. It was acquired by the current owner in 2011 who has since completed about 250 miles during 2012 attending various events. He reports that it is a quick machine and pulls well up to 55 mph when the rider is reminded of the lack of an effective front brake.

Finally it would be churlish of me to exclude BMW from my meandering just because one of them has grievously injured me. This is a 1927 R42 494 cc machine which was bought by the present owner in 1998 and subsequently restored to its current high standard. The R42 features the air-cooled Boxer engine producing just under 12 hp, a 3-speed gearbox and shaft final drive; a fairly typical BMW layout which served the company well for many years to come. Production started in 1926 and ended two years later at which time 6,500 had been manufactured.



Well I hope this hasn't been too awful and there aren't too many errors; if the pictures have whetted your appetite there are more of not only the show but also other events,



including the 2012 Pioneer Run, at http://www.flickr.com/photos/cerrig_photography/sets/.

Editor's Note: As you can see, although primarily a car show there are plenty of machines of interest to members at The Footman James Show. Dates for this year are 15th – 17th November, we hope to have a Club stand there, do drop me a line if you would like to be involved.

Lost In...
Small party classic motorcycle tours.

2013 Programme

- Germany, 3rd - 7th May - £280
- The Cotswolds, 27th - 30th May - £255
- Before the War, 5th - 8th July - £245
- The Ardennes, 19th - 23rd July - £325
- Up North, 6th - 10th September - £330
- Luxembourg, 27th Oct' - 1st Nov' - £340

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Fuel News: From the FBHVC Newsletter 6-12

Matthew Vincent

The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled. There has been recent publicity suggesting that there will be no introduction of the E10 petrol until 2014 or 2015. This may prove to be the case, and it would be situation which naturally the Federation would welcome. However, once the law permits the sale of this product, it must be recognised that it may appear in the market place. There may be retailers who wish to sell this fuel sooner rather than later. The Federation has been keen to ensure that when E10 petrol does appear at the pumps, it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice over whether or not to purchase the product.

The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol. Oil industry sources indicate that the Super Premium product, which must by law provide an octane quality of 97, but which may in fact exceed 99 octane, is blended to meet these quality levels without the addition of ethanol. In many cases no ethanol is blended into this product after it is transported from the refinery, although this is not always the case, making it very difficult to be precise about ethanol contents. Oil company producers do not always have close control over distribution terminals which is where ethanol is blended into petrol before sale at garage forecourts. However, on balance, purchasing a Super Premium blend of unleaded petrol provides the opportunity to minimise ethanol content.

Notifying DVLA of year of Manufacture: From the FBHVC Newsletter 6-12

Nigel Harrison

The subject of exemption from the MoT has been covered elsewhere in the newsletter. The following concerns the details relevant to the DVLA.

Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided by DVLA, after discussions with the Federation, that for these specific cases requests will only be considered when accompanied by either an extract from the manufacturer/factory record or an extract from the appropriate Glass's Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. This is a change to what was mentioned in the last edition of the Newsletter, due to the nature of some of the notifications already received by DVLA. However, dating certificates will continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

The appropriate specialist club will need to make the necessary checks to confirm that the physical vehicle is the same as on the V5C. This could well involve an inspection but in any case an overall photograph of the vehicle, detailed legible photograph of the chassis/frame number, and a copy of the vehicle details on the V5C would need to be seen. It could be anticipated that the chassis/frame number as recorded by DVLA might be missing certain prefixes or suffixes, as recorded on the physical vehicle, or there are minor long standing transcription errors. E.g. ' / ' rather than '1', 'B' rather than '8' etc. DVLA could well be already aware of these minor differences via the last MoT examiner. However, the core number should match or be contained in the number range of the legacy documentation.

In practical terms, I would anticipate that the named V765 scheme signatories for the specialist clubs as on the DVLA V765/1 List of Clubs, available from <http://www.dft.gov.uk/dvla/forms> or DVLA, will be able to assist owners in the location of the manufacturer/factory records if they still exist. Where this avenue draws a blank, I would anticipate that V765 scheme signatories will have their own copies of the appropriate Glass's Check Book, be it the Car Check Book, the Commercial Vehicle Check Book (which includes car based commercials), or the Motor Cycle Check Book (which includes scooters, mopeds and three-wheelers).

If difficulties arise, the Federation is here to advise.

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.

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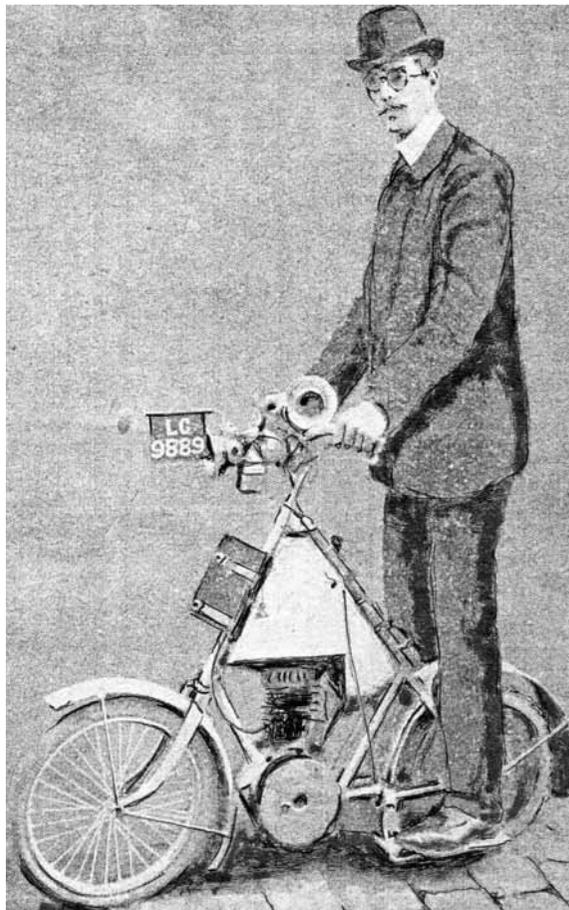
Classic Motor Cycle

National Motorcycle Museum.

Carole Nash Insurance.

Another Rare Breed - Mad Max

Dave Masters



Back in issue number 853 we asked readers to name that rare beast: a motor cycle made in Sussex. Peter Donaldson and others came up with a name or two, and now we have found another. When I say we, I mean those of us who live in the land of Ixion. Bexhill on Sea is not known for its industrial base, in fact it's not known for much thanks to the 'local council'. But lo, it came to pass in 1907 a certain Mr Claude Johnson (not to be confused with the Claude Johnson of Rolls-Royce fame), proprietor of the Bexhill Kursaal, launched upon the unsuspecting world – The Max Motor Cycle.

Through the pages of the 'Bexhill Observer' he announced its imminent production and even produced a photograph of it, sorry the picture is not good, but it shows Mr Johnson standing on his machine – yes standing! There was no seat. It looks a bit like a Raleigh Chopper with an engine and this is what he said about it.

"The motor cycle is a light runabout for short distance work, it has folding footplates either side of the rear wheel so low to the ground they act as a side stand. The Max motor cycle will start at

2mph (a push or scoot start), will maintain a maximum speed of 15mph and climb a 1 in 6 hill at 10mph."

No brake is visible to the front and forks are rigid bicycle pattern. The 'truly' diamond shaped frame is taller than is long and houses a conventionally placed engine, transmission is not clear. It has a front gas light which illuminates the number plate, LC9889. No rear springs, large nearside flywheel on what could be a two-stroke engine or side valve with valves to the rear. Wheels are small, probably around 14" in diameter with 'special' Palmer Cord tyres. He boasted of a low weight and low centre of gravity – side slip avoided.

'Suitable for urban trades people and a detachable seat can be fitted if the purchaser considers this an advantage'!! The very long steering head (24"?) has a battery box to the front for coil ignition.

Did it ever go into production? No idea, perhaps someone out there in Sunbeam land can tell us. As a point of interest, in the photograph Mr Johnson is wearing a suit and white shirt with a bowler hat, on his feet are 'winkle pickers' just like those we wore in the 60's. Nothing new under the sun, but I don't particularly expect 'stand up' bikes to come back.

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.

Do mention the SMCC when contacting advertisers.

WANTED

Private individual wishes to purchase a solo Pioneer certificated machine to ride. Anything considered, complete, non-runner or stalled project. *Tel Laurie 01582 842337 (BEDS)*

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

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

Good home offered to a live veteran Sunbeam.

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

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)

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

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

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*

Veteran Triumph frame or frame parts wanted. Ideally I am looking for a 1914 frame or frame parts in any condition to start a 1914 TT bike project. Even a rusty wreck could be re-tubed so anything considered! *Paul 07776 140245 or paulg@go-faster.com*

Veteran V Twin Royal Enfield or similar machine with a clutch and a pioneer cert to use in the pioneer run. *Please ring 01257 271005 or email andrew185@btinternet.com (LANCS)*

Wanted - sidecar fittings for Sunbeam 1924 Model 7, especially the front top frame clamp, plus saddle. Also, magneto chain cover and gearbox sprocket for 1932 Lion.

Contact Mike on 07919 666818 or email mikecllc@hotmail.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*

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.

1928 Model 8, Sunbeam, 350cc, OHV in excellent condition with magdyno and lights. Runs nicely and ready to enjoy. £9,250.

Please tel for details Peter Cox 01547 530546 bioventure@btinternet.com (Shropshire)

B.S.A. pre WWII and WWI spares including 1915 and 1916 frames, engines of same period. Also early 1920's V-Twin gearboxes, V-Twin barrels and other items for Flat Tankers, also B.S.A. Sloper Fly wheels, Engine parts and Clutch's. Last but not least Sloper 4-Speed gearboxes. Most of these items have been stored away for many a year.

If interested give me a call on 01480 469612 Ian Monk (GLOS)

1914 Model D AJS 770cc V-twin. With Pioneer Certificate, acetylene lights and Bonnicksen speedo. £25,000 *Details: 07917 873186 01242 513915 gill.windeatt@sky.com*

1938 Sunbeam A 26, believed to be quite rare. £12,000

01536 511532 spares@jampot.com

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*

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*

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.*

Off the Saddle

Peter Donaldson

It always gives me a funny feeling to see a printed photo of myself, which of course happened when I first saw the copy of the last Club News and there was me on the front cover, on the Yamaha a year previous in the Witley Long Distance Trial. Half way through the first section and turning into a sharp climb up a slippery bank, with about another 95 miles to go, that's the sort of event that I like best!

Mike Holloway carried on riding each round of the National Sammy Miller Classic Trials Series of events on his rigid AJS and was in the lead with over a 20 point margin. It was the last weekend and the last two rounds being run, the first on Saturday and the second on the Sunday. If he finished just one of these rounds the rigid rear class series award was his. He did a very thorough overhaul, with loads of TLC, of his best machine and drove up into the Midlands in his camper van. Unloaded the bike and it started as usual with no problem; great, ready to trounce everyone. He put his riding kit on, signed on and ready to go; fantastic, beaming all over his face, he was going to get that Championship premier class award this year come what may. His turn to be on his way, this is a long distance event, kicked the 'bike,

nothing, it didn't even cough or splutter; Dead as a Dodo. Panic stations, well not really, he had brought along his old rigid AJS which he had hardly used during the year having lent it to me at the end of last year for two trials. Swearing (and Mike can!) he filled it with petrol, got it accepted, gave it a brutal kick and of course it started. He rode it both days winning the Class award on the first and coming in second on the second day. He won the Series and with a wide margin. Very well done Mike, and hopefully he'll be back in there next year to defend a well-deserved Championship win. In the meantime he is lending one of his AJS rigid machines to Paul Casling for the Talmag Trial in January. Paul wrote that very interesting article in the last Club News about his new DOT. But the Talmag Trial does not allow sewing machines, it must be a proper four-stroke, with only 50 places for under 250cc engines and the rest of its large entry goes to proper big, mainly British, machines. This international classic event is run towards the end of January and I know there will be several of our lads riding and that devoted bunch of our members, Bill and Chris Pile with John Russell marshalling a section as they do each year. I'll let you know how it all goes in the next Club News.

After a long layoff from my Gas Gas I entered a Centre Practise Trial at Canada Heights at Swanley in November. There were two routes laid out, an easier route and a more difficult route. I went round the easier route taking a section at a time and not leaving it until I had cleaned the section in one attempt from start to finish. Great, that was fun. I then moved on to the more difficult route doing the same thing. On the fourth one, a fairly tight section, I got to the point of cleaning right through, it ended up going across a bit of a muddy dip and up out over a fallen tree between two upright trees, I gunned it up the slope, over the fallen tree trunk, the back of the bike slid on the trunk and hit the tree on the right pretty viciously as the front wheel past the section ends card clean, there was a massive bang. I pulled up and looked back; there were red bits of plastic everywhere on the ground. As I hit the tree the rear mudguard, which would normally bend was like me, grown old and brittle and it just shattered. So that finished my playing and I rode the machine, denuded at the rear, to the trailer. Finding a nice red new rear mudguard, without purchasing a whole machine plastic cover from the headstock backwards at a significant three figure sum, proved impossible and I got it back today with a second hand white guard off a Yamaha adapted and fitted. That looks better than I had feared. But the collision had also broken the hydraulic fluid pipe to the rear disc brake and that had to be renewed as well. But the machine is now bright, clean and ready for the Trial this coming weekend.

The first weekend in December I went down to Hook Wood in Surrey to help with the Southern Experts Trial that we were running in conjunction with the Hook Wood Trials Club. I have no doubt there will be a report of the highly successful event elsewhere in this Club News. This was the first time in many a year that we have run a Class for Sidecars alongside the solos, and this calls for completely separate sections in an event of this severity. There were three laps of 12 sections. In an ideal world using punch cards for marking, one would have two people officiating on a section, one being the official observer and the other punching the card carried by the rider at the end, often part of the section is observed by the puncher where full vision of the whole section is not possible. That called therefore for 48 officials, as I said in the ideal world. I was asked to observe on the sidecar route and we had when the Trial started five observers for the 12 sections and a couple had punchers along with them. Sidecars, rather than the solos, tend to go round as a bunch and the instruction we got was to man the first five sections and when everyone was through on the first lap then walk on, overtaking the sidecars tackling subsequent sections until you arrived at an unmanned section then man that section. My thought was "Bloody Hell, what a shambles". But I was utterly wrong, it worked. I was on my own and ended up starting on section three, moving on to section nine, then round back to three for the second lap and nine again and then on

the third lap section two and section ten. The sidecar passenger hopped out at the end of the section and brought the card back to me to punch. They must have found odd bods to cover odd sections as it went but it all worked and no complaints. Mind you I was pretty shattered by the end and appreciated that freshly cooked massive egg and bacon bap with a mug of tea I was given at the finish.

I have also ridden in the last two trail rides of the season, the first at Crowborough and the second at Biggin Hill. On the first we rode the famous old National Trial section at Red Mill. It starts with the first half climbing uphill with rocks, big, small and some sloping rock slabs with gullies thrown in, the second part continues the climb and is a slippery clay rooted path and the lot is a good half mile long. I have done that climb a number of times over recent years and find it pretty exhausting. We came down it first to see the effects of the heavy rain we had all week and horror of horrors, the four-wheel brigade had got in there winching, spinning and digging, it was awful. I had pulled a muscle slightly a few days previously in a muddy walk with a walking group I have joined, and seeing the mess, I and several of the others, did not go up it. If it had had been two separate climbs I would have tackled them, but I am just not fit enough for a climb in that state as long as it is. When you see the transformation of such a byway by four-wheel drive vehicles weighing in at around two tons with hydraulic lifting bodywork to give them added ground clearance, powerful engines with four-wheel drive on large studded tyres plus winches to haul themselves through, you can appreciate why some parts of the public do not like powered vehicles on these un-metalled tracks, and we get lumped in although our foot print on lightweight motorcycles can normally be less than heavy rain or horses. Thank heavens though that sensible County Councils such as Kent can, and do, recognise this and ban four-wheel drive vehicles either totally, or for the winter half of the year, from some byways but allow motorcycles access. But the group I ride with have decided not to ride cross country from January to the end of March as we are mostly pensioners and riding in sub-zero temperatures with frost, ice and snow over on and off-road going for around 80 miles can be fairly unpleasant and can tend toward dangerous. That said though in the ten years I have been Trail riding none of us in the group have had any accidents in those conditions, but it is unpleasant and I am certainly not going to go out in those conditions on my own, well not on a motorbike but with the walking group, yes I will be trudging cross country! Anybody feel like a walk?

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SPECIAL FARES FOR
SUNBEAM MEMBERS



Jack Thompson Trial

Photos by John Powell

A couple of well known and experienced Sunbeam trials campaigners at the Jack Thompson Trial run by the Sidcup & District Motorcycle Club held at the beginning of December at Canada Heights.

Former sidecar man Mike Holloway made a brief return to three wheels for the day while Colin Hedges was aboard his familiar 350 Matchless.



71st Southern Experts Trial – 2nd December 2012

Chris Mawer



Bradley Cox
Photo by Dick Law

The SMCC premier Trial is held annually in December and this time it was at Hook Woods in Surrey. The tradition has always been that it is held at a different ACU Centre in another part of the country, last year it was held on Dartmoor, so this year it was on home ground in Surrey

Jim Connor, the owner of Hook Woods, made the land available and with his sons was Solo Clerk of the Course and laid out some suitably hard sections for a national trial. This trial is now unique as it runs a sidecar class concurrent with the solos and we asked Andy Cheeseman to come up from Exeter to arrange the sections for some 20 sidecars.

The Sunday turned out to be a cold day but with plenty of sunshine and it was estimated that a crowd in excess of 1000

people turned up to watch the twelve varied sections in each discipline.

At the 9:30 am start time we had an entry of 60 solos and 20 sidecars and they commenced three laps of the course leaving at half-minute intervals. Most of the best riders in the South had entered including three past winners, Alexz Wigg, Sam Haslam (who won on Dartmoor) and Joe Baker all the way from Lynton in Devon who won when it was last held at Hook Woods.

This trial is run using punch cards; each rider carries their own card and after completing the section the observer has a punch and uses it to record the performance on the card. Each competitor is only issued with a card for one lap and so returns to the starter's desk at the end of each lap for their next card. This system gives an experienced results team time to calculate each rider's performance during the trial.

The many reports we received at the start from excited spectators indicated a close contest but by the end it was apparent that Alexz Wigg had won again, for the fourth time. Sam Haslam was second, only one mark ahead of Ben Morphett of Herne Bay, Kent. The sidecar class was won by last year's winners the Kimber team, son driving, father passenger, from Gillingham in Kent.

The results team are so efficient that as riders finished the trial they were handed their printed results, something much appreciated by the press. Hats off to Teresa Talbot from Bristol, who provides this service for us each year. Her husband Mark also helps as starter and time-keeper.

So with many flashing cameras our Honorary Member Brian Bonny presented the impressive cups to the Solo and Sidecar winners. Brian had a busy day as he doubled as ACU and Club Steward.

So ended another successful Southern Experts, where we were pleased to see the Chairman and his lady, and we were helped by SMCC member Tony Lloyd. We can now look forward to the 2013 Trial, due on the 15th December near Daventry with the Three Shires Club in the South Midland Centre.

CLUB EVENTS CALENDAR 2013

Visit our website www.sunbeam-mcc.co.uk to download Entry Forms.

| | | | |
|--|--|---|---------------------------------------|
| 10th February | Gordon Jackson Trial | Bagshot, Hants | Star Group |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 2nd March | Annual General Meeting | Peacock Lodge, New Chapel, Surrey | Closed to Club |
| Contact - Ian McGill (01293-771446) | acsociable1@sky.com | | |
| 24th March | 75th Pioneer Run | Epsom-Brighton | Pre 1915 |
| Contact - Ian McGill (01293-771446) | acsociable1@sky.com | | |
| 12th May | Ixion Cavalcade | Bexhill, East Sussex | Pre 1940 |
| Contact - Dave Masters (01424-211873) | davemastersis@hotmail.co.uk | | |
| 13th-17th May | Shropshire Mid-Week | Church Stretton | Pre 1940 |
| Contact - Bob Nix (01664-454396) | nixr@supanet.com | | |
| 26th May | 21st Conyboro Run | Chiddingly, Sussex | Pre 1940 |
| Contact - Ian McGill (01293-771446) | acsociable1@sky.com | | |
| 9th June | 19th Rose of the Shires Run | Stoke Bruerne Northants | Pre 1931 |
| Contact - Ian Young (01453-810929) | | | |
| 15th – 22nd June | 30th Welsh Week | Aberystwyth | Closed to Club Pre 1931 |
| Contact - Colin Bentham (01761-241516) | | | |
| 23rd June | Dick Little Trial | Bagshot South | British Pre 1967 |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 14th July | 27th Garden of England Run | Headcorn, Kent | Pre 1940 |
| Contact - Tony Lloyd (01737-555413) | aj.lloyd@virginmedia.com | | |
| 21st July | 3rd Bangers and Steam | Hamilton Arms, Stedham, Nr Midhurst, West Sussex | One, two, three or four wheels |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 4th August | Try Out Trial | Billingshurst, West Sussex | Pre 1967 |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 11th August | 51st Graham Walker Run | Beaulieu, Hampshire | Pre 1940 |
| Contact - Ian McGill (01293-771446) | acsociable1@sky.com | | |
| 31st August | Gingerbeards Trial | Horsmonden | National |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 1st September | Greybeards Trial | Horsmonden | National |
| Contact - Neil Sinclair (07885-660939) | neil.sinclair@cotswoldfield.co.uk | | |
| 14th September | 5th September Challenge | North Yorkshire | Pre 1931 |
| Contact - Alec Thompson (01751-431478) | alec81.thompson@mypostoffice.co.uk | | |
| 15th September | 6th Constable Run | Suffolk | Pre 1931 |
| Contact - Ian McGill (01293-771446) | acsociable1@sky.com | | |
| 15th December | Southern Experts Trial | Daventry, Northants | National |
| Contact --Chris Mawer (01525-384962) | christopher.mawer@tiscali.co.uk | | |

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

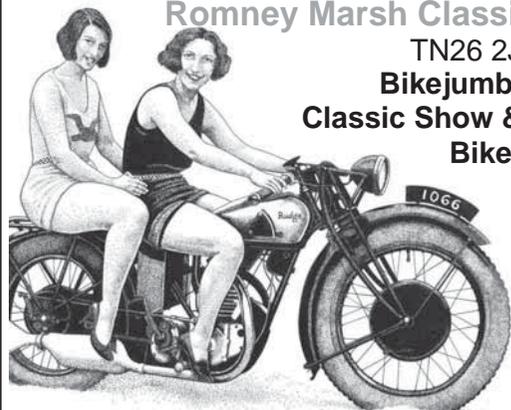
Romney Marsh Classic Events at Hamstreet, Kent

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

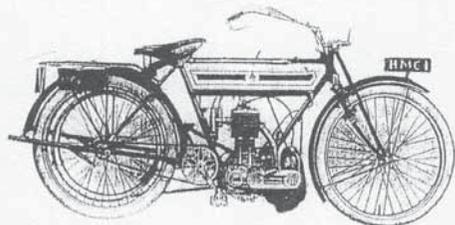
South of England Showground, Ardingly, West Sussex RH17 6TL

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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 Marks' superb 1920 Henderson Model K certainly attracted the most attention on the Club Stand.



Baz Staple and an enthusiast discuss the 1916 Rudge Multi belonging to new member Maurice Ogier.