Number 818 *"Always Ahead"* February 2006

SUNBEAM
Club News

Published bi-monthly Free to Sunbeam MCC members



Happy New Year
- Tiny, Marjorie and Baz at the Chairman's Lunch

http://www.sunbeam-mcc.demon.co.uk

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

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All makes catered for. Veteran (pre-1915), Vintage (1915-1930) and Sporting Trials (pre-1965 and modern)

EDITORIAL

Sunbeam Club News
Issue 818
February 2006

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Happy New Year,

Back into the fray once more. The Chairman's Lunch went down well again in the cozy atmosphere of the Cricketers. It is under new management, but the food is just as good as ever, although some did wait a bit longer than they were expecting. The AGM is but a short time away, the Pioneer Run only a week after that.

The last Club News was quite a bit late, due to technical difficulties. We have already had a few captions sent in. We asked John Marchant to judge the winner of the competition. In view of the extremely late December issue, we waited a bit before starting this one.

This one has quite a bit to report, and some bits have had to be held until the April issue due to lack of space even with a 32-page edition

We ought to mention that the End to End Run is coming on nicely with most things sorted for accommodation and dates.

Keep on riding

Ian and Jane Akers

New Members

Please give a warm Sunbeam welcome to the following new members:

Mr A J Bridge-Butler	Oxfordshire
Scott Brown	Warwickshire
Barry Care	Northamptonshire
Ray Hall	South Wales
Victor Hammond	Gloucestershire
Martin Hatfield	Berkshire
Steve Marsh	Sussex
Mr P Pring	Sussex
Mark Peacock	Kent
Wyndam Rees	Pembrokeshire
David Scott	Bedfordshire
John Shirley	London

Copy deadline for the next issue of the Club News is March 7th 2006

Pioneer Run

19th March 2006

HELP WANTED

Help is requested from club members to assist in selling Programmes to the spectators at the start on Epsom Downs.

Please contact
Peter Donaldson (01322) 332087

New Conyboro Run

11th. June 2006

The 14th New Conyboro Run is an event for motorcycles, sidecar outfits or tricycles manufactured prior to 31st December 1939, post vintage machines being required to have girder forks.

The New Conyboro Run is an historic Run that has taken place in one guise or another for some, fifty years and is now centered in the beautiful countryside of East Sussex between the South Downs and Ashdown Forest. The event will again be held in the field adjacent to the unique "Six Bells" public house, full of motorcycling memorabilia, in the village of Chiddingly, East Sussex, suitable for veteran and low powered motorbicycles and one of approximately fifty miles suitable for sporting and higher powered machines.

The event opens at 9.00am from which time hot drinks and biscuits will be served and riders are able to Sign on and collect tickets for pre booked lunches, route sheets, programme and rider numbers. First machines are away at 11.00am after final instructions.

All finishers will receive a commemorative award. After lunch there is an award ceremony with cups for the various classes of machine, at which tea and cakes will be served. There is ample parking for trailers etc in the event field.

Entry forms will be sent to those who attended last year, hopefully during February, and for those who did not but wish to join us this year for a very enjoyable day please contact me at the number or address below.

For those wishing to make a weekend of it, you are welcome to camp in the field or if you require a B&B etc I will do my best to supply phone no's.

Secretary of Meeting:
Frank Mace, Pinehurst Lodge, Swife Lane, Broad Oak, Heathfield,
East Sussex. TN21 8UR.
Tel.: 01435 882757, or 07800 902 789, or **Email:** `frankmace@whsmithnet.co.uk`



Send your comments to:

Jane & Ian Akers, 27 Ramillies Road, Blackfen, Kent DA15 9JA

Publication does not imply endorsement of content by the Sunbeam MCC Ltd.

Do you have an interesting snippet or amusing photo that you would like to share with the Club? Send it to the editors at the above address.

Hi Ian

Here is a couple of pictures of Paul Chatham. The picture at the ACU awards has a copyright and must be credited to Trials and Motocross News, there is no charge for it as long as it is accompanied with, 'picture courtesy of Trials and Motocross News'.

I have also attached a press release with some comments from Paul. Paul and I are still on a high following this award, Paul has picked up some support from Honda UK to ride a Honda CRF250 in 2006 and he has been asked to help promote the Scottish Motorcycle show press launch.

Thanks again we feel very privileged to have an irreplaceable piece of British Motorcycle History on display in our House.

Please do not hesitate to contact me if you need any more information.

All the best

Campbell Chatham

Dear Jane and Ian,

Is it so unusual to have an affection for an old motorcycle?

Standing at the Cenotaph on Remembrance Day, head bowed, we recited those immortal words:

"They shall not grow old, as we that are left grow old;
Age shall not weary them, or the years condemn them;
At the going down of the Sun, and in the morning
We will remember them."

Can I be forgiven as my mind wandered to an old veteran Sunbeam that has also seen two World Wars like this:

"They do grow old, as we that ride them grow old;
Age does weary them, and some parts are condemned;
At the going down to Brighton, on the Pioneer Run
We will remember them."

Len Perry

20th Garden of England Run 16th July

The Garden of England Run reaches a milestone this year when it will be run for the Twentieth time. Everyone seems to have enjoyed the last year's event and we are going to run it in much the same format. There seems to be a rumour that we are restricting the run to retired members only and holding it on a Monday. This is definitely untrue; it will be open to all including non-members and run on Sunday. Please make sure you have the correct date as above in your diary.

Regs will be sent out to all on the mailing list in April. New entries from members and non-members are always welcome so if you are not already on the mailing list phone or e-mail Tony Lloyd. (make sure you head e-mails "Garden of England")

Routes and venue have been stabilised for several years now and seem to be popular; so mixture as before.

As ever routes will be attended by marshals at difficult spots.

We have a fairly good team now but any offers of help in route-marking, site set-up, marshalling or recovery will be welcomed with open arms.

Let's hope for our usual good weather.

Tony Lloyd

Tel: 01737 555413

Email: Aj.lloyd@blueyonder.co.uk

Club Nights

Please see page 31 for map and OS grid reference

November Club Night

Douglas exponent Malcolm Meinertzhagen gave us a talk on his beloved marque bringing items of literature and a fair quantity of mechanical parts to illustrate the particular nature of the engine. He had a novel way of putting across the innovative nature of Douglas, showing us a number of patent applications made over the years. Their financial woes were outlined which were common to many manufacturers of the veteran and vintage period, and of course later on as well. Malcolm did not dwell much on the post vintage period since his speciality is the former times.

Thank you Malcolm for giving us the benefit and insight into an intriguing marque. Jenny and I could not be present on this occasion - I am however indebted to Bill Pile for this summary.

December Club Night (mentioned in Peter D's "Off the Saddle" on page 26)

Future Club Nights

2nd March Patsy Quick reports on her post Dakar experience.

6th April Talk and slide show by Barry Jones of the Bluebell Railway
subject - Past, Present and Future

4th May Ride out to an hostelry *leave 7.30pm*

1st June arrangements not finalized

Baz Staple

Sunbeam Club Regalia

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

Fleece Jackets **£18 (+p&p £2)**

These high warmth, lightweight, fleece jackets have elasticated cuffs; a full-length zip-fastener and two pockets in black and an 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 **Sizes: M,L,XL,XXL**

Rugby Shirts **£18 (+p&p £1.50)**

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.

Sizes: M,L,XL,XXL

Polo Shirts **£12.50 (+p&p £1.50)**

Quality lightweight black polo shirt with embroidered Club logo, short sleeves. Great casual wear **Sizes: M,L,XL,XXL**

Sweatshirts **£15 (+p&p £2)**

Warm,black, high quality "Fruit of the Loom" sweatshirt with embroidered Club logo. For those extra cold days ou can wear this under your fleece jacket or over one of the rugby shirts. "Snug as a bug in a rug." **Sizes: M,L,XL,XXL**

Trials T-Shirts **£8 (+p&p £1.50)**

Leightweight, black, long-sleeved T-shirt with embroidered Club logo. Stylish and smart a la "trials rider" **Sizes: M,L,XL,XXL**

T-Shirts **£6 (+p&p £1.50)**

High quality, short-sleeved T-shirt with embroidered Club logo.

Sizes: M,L,XL,XXL

Baseball Caps **£5 (includes p&p)**

People lose 30% of their body heat through their heads, so lag your noggin this winter. High quality "Beechfield" caps, with embroidered Club logo and a strong metal fastener / adjuster.

Sizes: adjustable

Club Ties **£5 (includes p&p)**

Dark blue "Roberto of London" polyester neck tie, with two gold lines and Club logo. As modelled by our Chairman and President on many occasions

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Lapel Badges **£2.50 (inc p&p)**

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

Cloth Badges **£3 (inc p&p)**

A circular black embroidered badge for blazers and jackets

Vehicle Badges **£7.50 (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

The Pinhard Prize

The huge cup that comprises the annually awarded Pinhard Prize together with a replica for lifelong retention by the recipient is awarded by Britain's prestigious Sunbeam Motorcycle Club in memory of Frederick William Pinhard who died in June 1948 while serving as secretary of the club.

Paul Chatham was recommended to the trophy award organisers by The Scottish Auto-Cycle Union and will receive the Trophy and the plaudits of a 300 strong audience at the English ACU's Annual Prize Presentation to Motorcycle Champions at the Park Inn Hotel in Silver Street, Northampton on January 28th 2006.

The Sunbeam Club wish Paul Chatham well in his future competition riding and remind all ACU officials and parents of under 21 sporting motorcyclists plus their Clubs and sponsors as well as journalists and event organisers that the recommendations for next years award should be made during August and September 2006 to the Pinhard Prize Manager for the Sunbeam Club Ltd.,
Allan Robinson MBE at
21, Stringhams Copse, Ripley, Surrey, GU23 6JE
(01483 225491)
who will send the requisite forms on request.

Previous entrants may, if still under 21, resubmit entries.



Paul Chatham receives the Pinhard Trophy at the ACU Annual Dinner
(picture courtesy of Trials & Motocross News)





Paul at rest and in action

Paul Chatham, Winner of the 2005 Pinhard Prize

'I am surprised, delighted and humbled to have won this incredible trophy'.

I would like to thank Charles Mackenzie, the SACU Enduro Chairman, for his support and guidance with my career so far. I would also like to thank the SACU for nominating me for such a prestigious award.

Paul has been involved with motorcycles all his life through his father Campbell Chatham, a Scottish Expert Enduro Champion himself in 1983. Paul started riding when he was five, on Christmas day 1992. Paul finished second in his first Motocross in 2001. Paul went on to win his class in his first Enduro in 2003.

2004 was the year in which Paul became the youngest ever Scottish Clubman Enduro Champion. Paul also rode in selected British Championship Enduros and his potential was realised at the John Banks National Enduro in November 2004 when he won the Clubman Class overall.

In 2005 Paul won the Motul Brecklands British Clubman Championship round overall and led the E1 Clubman Class for the first half of the season. Paul narrowly avoided a serious eye injury during The Crychan Motul British Championship round in Wales losing 25 minutes. Paul dropped to second E1 British Clubman and third overall Clubman although he is proud to be one of only a few riders who have finished every round of the British Championship in his first full season.

Closer to home Paul has finished as high as third overall in the Scottish Championship rounds and he has won overall at the last Hare and Hound race of the Melville Motor Club Off Road Championship.

I would like to thank my Mum, Dad, my brother Neil and sister Rachel for their support. I would also like to thank my Uncle Steven Piner as he has accompanied me to every race. I would not have been so successful without his military precession, timing and experience. Paul would also like to thank Chris Hay and Euan Syme for their technical support and information throughout the year.

Paul Chatham was supported in 2005 with the following products through dealers Mickey Oates Glasgow and Bikesport Newcastle. KTM Arai Helmets Shell Oils Fox clothing Alpinestar boots DP brakes Michelin Tyres NGK Spark plugs Scott Goggles

References

Charles MacKenzie SACU Enduro Chairman 0131 443 4275
Trevor Hay Melville Motor Club Chairman (Retired) 0131 6233200
Euan Syme Ex British ISDE Team Manager 07790 231363

Christmas Caption Competition - replies



from Alex Taylor:
"May you rest in peace"

anonymously received:
"Oh NO, Please tell me that he's using a clean spanner to fix my bike."

from Tony Lloyd:
"Waghorn San; Honourable Chairman of Honda respectfully requests you accept highly efficient Imperial Japanese copy of 1929 Sunbeam 500cc for testing and evaluation"

another anonymous effort:
"Please forgive honorable intrusion, but must point out that superior Japanese motorcycle would not have stopped."

from Arthur:
"Hmm, smells more like Diesel oil in there."

from Peter Donaldson:
What a wonderful picture which captures the whole world of the motorcycling enthusiast. Waggers, Brian S and John M are honoured to be recorded in the poses of uninhibited lovers of all that is ancient in our hobby, nay perhaps our being as enthusiasts. In pictures such as this, where the picture shows more than a thousand words, it is amazing how much can be told from a number plate:
VB to be sure stands for 'Veritable Beauty .
And our 3 loyal and wonderful members are each to be seen in a pose which is unique to each as they pay homage to the 'Veritable Beauty'.
The Caption is of course "Three Wise Men paying Homage".

from Ian Akers:
"My goodness, you're right - I'll have to paint L and R on them I suppose"

And the winner is.....*Tony Lloyd.* **Well done!**

The Pinhard Prize

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Paul Chatham receives the Pinhard Trophy at the ACU Annual Dinner
(picture courtesy of Trials & Motocross News)





Paul at rest and in action

Important Notice from the ACU
To all Event Organisers

Dear Club Secretary,

Those of you who were at the South Eastern Centre Annual General Meeting last Wednesday will have heard about the new 'fixed penalty' notice being introduced from 1st February 2006.

So it is clear to all, I was asked to inform all South Eastern Centre clubs - hopefully clearly and unambiguously - so here goes.

At every event held under a Permit issued by the South Eastern Centre, a form (titled "Event Return") has to be completed with the numbers of competitors who have started the competition, listed in various categories.

If there is an ACU Steward at the event, the form is agreed and signed by that Steward and the Secretary of Meeting.

The form must be sent to Ken Piles, the Permits Secretary, whose address is printed on the form, WITHIN 7 DAYS after the date of the event. Failure to do so will incur a penalty of £10 per day thereafter.

Ken Piles calculates the insurance and other fees and sends an invoice to the Club

(normally the Secretary of Meeting, but he will send to the Club Secretary or Treasurer on request).

A cheque for payment must be sent to Ken Piles WITHIN 7 DAYS after receiving the invoice. Failure to do so will incur a penalty of £10 per day thereafter.

All penalty payments will be donated in full to the ACU Benevolent Fund at the earliest opportunity.

If there are any problems - the dog has eaten the form; the Treasurer has run off with the cheque book; etc. - you must let Ken know straight away. His phone number is 01732 847127.

Please tell people in your club who need to know about these time limits and penalties.

Yours sincerely,

Peter Burrell

SE Centre Secretary

Please don't forget to pay your subscription fees.

The Pinhard Prize

UK's Best Under 21 Sporting Motorcyclist

The huge cup that comprises the annually awarded Pinhard Prize together with a replica for lifelong retention by the recipient is awarded by Britain's prestigious Sunbeam Motorcycle Club in memory of Frederick William Pinhard who died in June 1948 while serving as secretary of the club.

Previous winners then under 21 include John Surtees, Mike Hailwood, Jeff Smith, Brian Martin, Roy Peplow, Dan Shorey, Scott Ellis and a host of others who have gone on to be National and International Champions in the myriad of disciplines which comprise motorcycle sport..

Every year since 1950 the Pinhard Trophy has been awarded to the best under 21 sporting motorcyclist in ACU jurisdiction. A £50 cheque accompanies the 2 gallon cup and the lifetime retention replica cup and today the Sunbeam Pinhard prize organiser Allan Robinson announces that the winner is Scottish ACU 2004 Enduro Champion Paul Chatham (born 17/9/1987.).

Paul has received training by Stefan Everts in Spain and will be contesting the International Enduro scene in 2006.

Paul Chatham was recommended to the trophy award organisers by The Scottish Auto-Cycle Union and will receive the Trophy and the plaudits of a 300 strong audience at the English ACU's Annual Prize Presentation to Motorcycle Champions at the Park Inn Hotel in Silver Street, Northampton on January 28th 2006.

The Sunbeam Club wish Paul Chatham well in his future competition riding and remind all ACU officials and parents of under 21 sporting motorcyclists plus their Clubs and sponsors as well as journalists and event organisers that the recommendations for next years award should be made during August and September 2006 to the Pinhard Prize Manager for the Sunbeam Club Ltd Allan Robinson MBE at 21, Stringhams Copse, Ripley, Surrey, GU23 6JE (01483 225491) who will send the requisite forms on request.

Previous entrants may, if still under 21, resubmit entries.

Paul's current machine is the KTM125EXC which was bought by the help from his parents, Micky Dates Motorcycles of Glasgow and Bikesport of Newcastle. Paul is a member of the Melville Club.

Allan Robinson
Pinhard Prize Officer

THE 2005 SOUTHERN EXPERTS TRIAL

Drawing top flight Trials competitors from a rider base covering nine Centres, the 2005 Southern Experts Trial was run at Cranford Firs, near Kettering, Northamptonshire in the South Midlands Centre on Sunday 18th December 2005.

As has been traditional since the early 1930s the event is presented by the Sunbeam MCC in conjunction with a local club, which this year was Nene Valley MCC. Nene Valley supplied land, the course and much of the workforce. Sunbeam MCC supplied the secretarial services, financial underwriting and manned 2 of the sections with Neville Lewis and Gordon Davis.

The result this year was a first class organised solo Trial with a testing course by Roy Watson, of the Nene Valley Club, on a magnificent piece of land for such an event. Praise came from riders, stewards and the Press. There were 38 entrants with 27 starters. Intended to be a sorter of the best riders in Southern England and Wales, only 3 competitors lost under 100 marks on the 3 lap, 15 sections per lap, course. Yet every section was cleaned at some point except numbers 7 and 10 where the best performances were a 1 mark loss on each.

Machines varied in capacity from 125cc to 350cc, and the winner with a loss of 53 marks was Alexz Wigg on a 125cc Gas Gas with Sam Haslam runner up on 65 and third place to Ross Danby on 97. Five hours was allowed to complete the course and 5 riders lost marks for exceeding that time, amazingly all top 3 placed riders were amongst them. Fourth place man Rob. Warner, on a loss of 100 marks, actually won the Southern Experts Trial in 1989.

Probably the highlight of the Trial was the amazing recovery that Alexz made from machine problems on the first lap where he lost 27 of his 43 marks on observation. Out came the tools and on the next lap he got round for an incredible 4 marks lost.

Top British lady rider, Becky Cook from the Isle of Wight, had a steady day, was another of that 5 losing marks on time and finished in 17th position. Tension was running high as she rushed in toward the finish, she and we knew she was on borrowed time, and we witnessed something I would have considered impossible, she hammered across the field towards the finishing line, taking a short cut through the parked cars and vans, was faced with the roping put up to keep car parking away from the start/finish area, it was about knee height from the ground. I swear she didn't vary the revs of the motor or make any violent movements, but the 'bike just took off from flat ground, flew over the rope and landed our side, she braked and skidded to a halt in front of the timekeeper, her cheeks flushed and the badge "ACU Trials Academy" proudly on her riding jacket. For 2006 it is planned to run the Southern Experts Trial the Sunday before Christmas in West Wiltshire.

Peter Donaldson

Advice given to RAF pilots during WWII: (but applicable to motorcyclists)
"When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slow and gently as possible."

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ROTARY CLUB OF HOVE PRESS RELEASE

2006 Rotary Classic Run - Raising Funds for Motorcycle Ambulances

Entries for the 2006 British Engineerium Classic Motorcycle Run on 23rd April are already pouring in. Now in its ninth year, the event has become one of the leading events in the national Classic Motorcycling calendar. The Run around Sussex is organised by the Rotary Club of Hove and has broken attendance records year on year. It also has a very important charitable role and has raised over £30,000 to date.

Hove Rotarians are now supporting the highly successful and award-winning UK based motorcycle charity Riders for Health. From funds raised by last year's Classic Motorcycle Run, they have donated £1,500, enough to buy a "go anywhere" machine for use in providing African rural healthcare.

Riders for Health has devised a very simple and ingenious formula for delivering vital healthcare to millions who live in remote and inaccessible areas. It provides fleets of ultra-rugged motorbikes, fitted with side-cars which serve as ambulances. The bikes will also drive a pump to provide a small community with an irrigation system. African engineers train local people to maintain and repair the machines. The life-saving Uhuru motorcycle ambulance combination will be on show at the event at the British Engineerium in Hove .

So far Riders for Health has enabled nearly 11 million people to receive regular treatment and support in Africa. The charity was set up by husband and wife Rotarians Barry and Andrea Coleman. Its impressive target is to provide enough reliable transport for the complete delivery of health services throughout Africa by 2015!

Hove Rotarians would like to thank the 300+ loyal riders who made last year's Run such a success and hope that they and many newcomers will join them for another great day out on 23rd April. Once again there will be a very scenic run through the glorious Sussex countryside. As always, it will be fully signposted and marshalled. There will also be a shorter, less-demanding route for older and lower-powered machines. There are seven cup award categories to compete for.

The entry fee includes coffee on arrival, the route card, souvenir badge, souvenir programme and hot lunch. There will be a selection of real ales and light refreshments on sale. The Engineerium's beautiful grounds are ideal for family picnics. Everyone can take a free tour of the historic Steam Museum and there will be live jazz from the Millstones Big Band.
All the details and the entry form are on `www.engrun.supanet.com`.
Please send any enquiries to `collington.ian@virgin.net`
or ring Mike Peters before 9:30pm on 01273 502042

Thought for the day: ***"Weather forecasts are horoscopes with numbers."***

Federation News

PUBLIC LIABILITY INSURANCE SCHEME

Some important and excellent news to start 2006:

As club main contacts will already know, FBHVC has negotiated with international insurance brokers, Willis Limited, a new scheme for liability insurance for FBHVC subscriber clubs. Willis may not be a particular familiar name in historic vehicle circles, but it is the parent company of Richardson Hosken, long standing brokers for the Bentley Drivers Club and the Rolls-Royce Enthusiasts Club, amongst others.

The scheme is underwritten by AIG Europe (UK) Limited and has been created in response to concerns expressed by many subscriber clubs that the cost of public liability insurance was becoming prohibitively expensive: some clubs were being quoted rates exceeding £5 per member.

Those wishing to check the background and credentials of Willis and AIG may do so by visiting www.willis.com and www.aigeurope.co.uk respectively.

In outline, the benefits of the new FBHVC scheme are:

Modest minimum premiums for £5,000,000 public liability cover as low as £95 plus IPT for the very smallest clubs, rising to £570 plus IPT for a club of 600 members with larger clubs being rated individually; Availability of product liability cover (the minimum premium for this section is £500); • Employers' liability cover at just £50 for up to five paid employees, plus £10 per paid employee thereafter; Modest minimum premiums for other 'add on' sections; Building and office contents cover available; Further options include: health and safety; key protection; libel and slander; professional indemnity; directors and officers liability; travel; money; personal accident; Simple proposal form.

All policies will run to 31 January each year, so first premiums will be pro-rata to that date. Clubs under 600 members will pay their basic public liability premium to FBHVC, but larger clubs and all clubs taking out additional sections of cover will deal with Willis Limited direct.

Access to the scheme, which is expected to be open for business from 1 February, is limited to FBHVC subscriber clubs. Those interested in obtaining a proposal form for a quotation should contact the FBHVC secretary stating the expiry date of their current cover - priority in the first month or so will be given to clubs with the most urgent need.

Please note that under Financial Services Authority regulations, FBHVC is unable to make any recommendations about insurance. It is up to individual member clubs to ensure that the insurance cover they take out is suitable for their activity. FBHVC will not be receiving any commission from either Willis Limited or AIG Europe (UK) Limited.

FBHVC wishes to thank Eric Jones of the Austin Seven Clubs' Association for his immensely valuable groundwork without which this scheme would not have come in to being.

DRIVE IT DAY, 23 April

FBHVC urges all owners of licensed historic vehicles to use them on 23 April - every year. This will be a truly national annual event and one that all enthusiasts can take part in wherever they live. It's absolutely free of entry forms, fees and red tape. Do make sure your members know about it!

It's not necessary for owners to go to a show or to take part in an event, FBHVC just wants owners to get their vehicles out so they can be seen by the public. If the vehicle is suitable, it could be used instead of modem transport for daily activity. Owners could use them to go to work take a trip to the seaside, enjoy a day out in the country, visit a stately home or just go shopping.

For those with unlicensed, older, larger or slower vehicles for which such use would be impossible, impractical or inappropriate, owners could at least get them out and park them on the drive where they can be seen.

FBHVC exists to uphold the freedom to use old vehicles. Drive It Day is part of an ongoing campaign to raise public awareness of the historic vehicle movement. "After all," Tony Beadle (the committee member who came up with the idea) asks, "what's the point in fighting for a freedom if we don't make the best possible use of it?

"I thought 23rd April would be a singularly appropriate day to choose to celebrate the glorious variety of mechanised road transport heritage that we have in this country because on that day in 1900, 64 cars set out from London on the first day of the famous Thousand Mile Trial - an incredible undertaking by those early motor cars and their pioneering drivers, and one which deserves annual celebration."

UK LEGISLATION *David Hurley*

MoTs for fire appliances

No further news on this on-going topic; an approach to the minister is being considered.

Consultation on possible extension of the Kent Act

A contact in Westminster has told us that the Home Office is still intending to consult on whether or not the provisions of the Kent Act should be extended nationally, but nothing had been published by mid January.

Occasional Sales Bill

This bill has now run out of time, but Greg Knight MP of the All Party Parliamentary Historic Vehicles Group had put down an amendment to take autojumbles out of the scope of the bill.

Violent Crime Prevention Bill

We are delighted to report that the Home Office Minister, Hazel Blears, accepted that the proposed ban on making, buying or selling de-activated or replica weapons (reported in the last issue) was excessive.

As a result of pressure from several quarters, FBHVC included, the text of the bill has been amended so that deactivated weapons are no longer affected. As the bill stands, government will still be able to introduce regulations banning the making, buying, selling or displaying of imitation weapons, and we await a future consultation on that issue.

Threat to vehicular use of unsurfaced roads

The Natural Environment and Rural Communities Bill that, at the time of writing, is still passing through the House of Lords covers a wide range of topics. Of particular concern to motorists who enjoy using their vehicles on unclassified roads is a section relating to Rights of Way. This part of the Bill would allow National Park authorities to make traffic regulation orders and other orders regulating traffic on byways, footpaths, bridleways and unsurfaced roads in National Parks.

It would also limit vehicular rights on unclassified roads in the countryside that are not already recognised as Byways Open to All Traffic (BOAT). It does this by blocking any incomplete claims to have unclassified roads recorded as BOATs on English and Welsh local authorities' definitive maps as public rights of way for mechanically propelled vehicles, so in other words, if a road is not recorded as a BOAT on the day the legislation comes into force, it never will be.

A great deal of fur has been flying recently with organisations representing motoring interests accusing government of reneging on agreements to give motorists a fair deal by continuing to consider applications for BOAT status provided the applications are submitted before the legislation is due to take effect and counter accusations that motoring groups have snarled the system up by submitting huge numbers of improperly researched applications.

FBHVC has asked the All Party Parliamentary Historic Vehicle Group to press for amendments that would provide that element of balance. FBHVC has emphasised its view that enforcement of, existing legislation and regulation would be better than adding to the statute book further measures that will restrict the activities of the law-abiding while having no deterrent effect on the antisocial and thoughtless individuals who cause the problem in the first instance as there is no more likelihood of the new legislation being enforced than there is of the old.

It should, however, be said that the government does have a problem trying to balance the needs and aspirations of all involved. This was highlighted by MP Bob Spink in October last year when he proposed an unrelated Bill that, if enacted, would allow the authorities to seize vehicles that had been used in an anti social way. He reported that constituents complained of 'the daily lives of residents being disrupted by the noise of these off-road motorcycles, while the safety of those persons who use the land legitimately for recreational purposes, dog walking etc. is also at risk because of the selfish and intolerable attitude taken by this illegal, anti-social behaviour' but acknowledged that the interests of the 'many decent off-roaders ... [who] ... suffer from the bad name that the activity gets because of a few off-roaders who could not care less' should not be ignored.

(EU legislation overleaf..)

It may be interesting to note that information is available from the FBHVC website, and that the BMF also have called for a re-dressing of the balance of power..
- Editor.

EU LEGISLATION

(Extracted from FIVA regular update ided by its lobbying service, EPPA)

Germany moves toward vehicle bans

The German Upper House of Parliament has approved a draft law which will progressively require all cars and lorries to be labelled according to their emissions of fine particles (PM10) from next year.

The action will enable municipalities to ban more polluting diesel vehicles from city centres during times of high pollution. Under the law all petrol-engine vehicles - which produce very little PM10 - and diesel vehicles meeting the latest, Euro 4, emission standards, will carry a green label. Diesel vehicles complying with Euro 2 or 3 emission standards will carry a white label. Diesel vehicles complying only with the oldest Euro 1 standard will not carry a label at all.

Local authorities will then be allowed temporarily to ban vehicles without a label, or also those with a white label - a measure which is becoming more attractive to regulators as it has became clear that several cities are now suffering peaks of PM 10 pollution that breach of EU air quality rules.

Exemptions to EU ban on metals in cars amended

Exemptions to a general EU ban on the use of six heavy metals in vehicles have been updated by a Council decision which amends a list of exemptions passed under the EU's end-of-life vehicles directive in 2002 - from which historic vehicles are exempted. The most controversial among the changes is an extension by three years, until 1 July 2008 for continued use of nickel cadmium (NiCad) batteries in electric vehicles. The decision also extends by one year to 1 July 2006 the right to use lead in valve seats and in vulcanising agents and stabilisers in certain applications. It also introduces an entirely new exemption, running to 1 July 2007, for cadmium in certain optical components. However, it will also bring to an end, by 1 July 2008, the previously open ended exemption for the use of lead in bearing shells and bushes. It also further tightens a strict limit on lead content of copper used in brake linings which will become effective from 1 July 2007.

Note: This only applies to new vehicles - material and practice for the repair of existing vehicles (such as white metalling) are not affected, but the report highlights the trend of EU thinking.

DVLA *Sandy Hamilton*

I had hoped that the April 2004 consultation on inspection procedures was in the past but the September 2005 publication of responses to it seems to have caused confusion amongst some enthusiasts and certain of the specialist press. The following comments are intended to lay to rest the fears and anxieties that some of the scaremongering stories have generated amongst those inclined to believe in conspiracy theories.

The original consultation was a ten year review of procedures first introduced in 1994 following earlier or consolidating legislation. This had included establishment of Single Vehicle Approval (SVA) testing for imported and amateur/kitbuilt vehicles. Replies were to be submitted by July 2004 and, following digestion of the 431 individual responses, DVLA published their analysis in September 2005. It was at this point that some parties began to huff and puff and to circulate stories that any modification (even changing seats or brakes) would render a vehicle liable to an SVA test, removal of

historic status (if applicable) and re-registration with a 'Q' mark - or worse - removal from the road.

Cutting through the hysteria it seems that those most concerned had missed the introduction of the new procedures in 1994 or, if they had been aware, had not fully understood the nature of the 2004 review consultation.

Having spoken to the relevant departments at DVLA I am assured that no recommendations are being acted upon that would give rise to some of the wilder theories about extension of SVA testing, withdrawal of registration marks, or restrictions on use, or the ability to undertake vehicle modifications. DVLA has no desire to be informed when you have changed to alloy wheels, added spotlights, new seats, disc brakes etc. *The only changes that you are obliged to inform are those that are annotated on Section 7 of the V5C document and that affect identification (personal and vehicle) and have potential VED revenue implications.*

A caution is that unregistered vehicles built from a variety of spare parts ('rebuilt classics') may need to obtain certification as to the age of components and to obtain confirmation from a recognised club prior to being allocated an appropriate age-related mark. In those cases a radical departure from the original specification may require a DVLA inspection to establish how much of the original design is retained. The principal category potentially affected would appear to be extreme customisation where, for example, 'chopping and channelling', changes to design of suspension and steering so radically affect the appearance that the vehicle no longer resembles the original outline or style. For avoidance of doubt the above is a summary of existing requirements since 1994 and is not new. Very if any few of 'our' vehicles are likely to be affected by this process and any vehicle in possession of a valid logbook (V5/V5C) does not require to follow it.

Rest assured that FBHVC will continue to monitor these consultations to ensure that any action that may follow does not adversely affect our movement. In the meantime continue to attach furry dice to your vehicles without fear that cameras will record your crime and impose a penalty for non-reporting!

Finally, I continue to hear that complaints or 'observations', written and verbal, are frequently expressed to DVLA in a most rude and intemperate manner. On many occasions the language used would redden the cheeks of even the most worldly-wise traveller. Whether this is a reflection of current society (I think not) or acting before putting brain in gear it does not help an individual when their case is stated in such abusive terms and reflects badly on our movement. Is it any wonder that DVLA now filters any information requests through their press office rather than allow personal contact? Please remember, a forceful argument will have more chance of success if it is politely expressed.

MOT Test Procedures

We continue to receive comments that the computerised MOT test procedures have given rise to new restrictions or removal of data, such as obsolete makes/models. In most cases DVLA is blamed for these problems. While their database is not perfect, upon examination we have found that the problems are caused by lack of relevant technical information on the VOSA database or a test examiner's unfamiliarity with the newly installed system, e.g. ability to cancel/re-input incorrect data. We will repeat our advice to double-check the vehicle description and numbers to ensure that what the tester records is on the V5C. If not correct, make sure the changes are done before your test.

Much adverse comment has come from the so-called 'abolition' of the free re-test. That animal never really existed but grew from a practice that, at best, was customer-service related but more likely was 'tester-effort' biased. VOSA has recognised there is a genuine requirement for rectification of modest faults without incurring a full fee and is taking steps to put this in place. It is up to each Testing Station to decide the level of fee, up to a maximum, in this category.

We repeat our advice that owners should undertake a pre-MoT inspection of their vehicles rather than continue the habit of many of using the MoT test to tell you what servicing work is needed. This could become an expensive habit if not corrected!

Renewal of Car Tax (VED)

Finally, a piece of welcome and up-to-date news. It is now possible to renew your VED disc through the Electronic Vehicle Licencing (EVL) facility that has just been announced following a successful pilot programme in several areas.

This can be done via the telephone at 0870 850 4444

or by logging on to `www.direct.gov.uk/taxdisc`

All keepers of vehicles less than three years old can use EVL while those subject to an MoT test will need to have a computerised MoT certificate. (It is anticipated that all MoT testing stations will be operational by the end of March 2006 so all licensed vehicles should be able to use EVL by 2007). There is no need to present paper insurance or MoT certificates as the process is handled electronically; the VED disc will be despatched by post and received within 3-4 days.

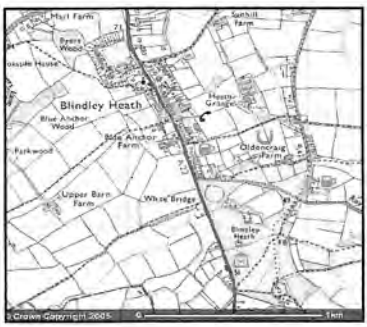
Access to a phone or computer will enable a keeper to apply for a VED wherever they may be, at home or abroad, 24 hours per day and seven days per week. SORN may also be declared electronically so the new EVL procedures should answer the vast majority of concerns we have heard from members who travel both frequently or extensively. As always, we welcome feedback from members who have had experience of EVL whether or not it is favourable.

Annual General Meeting.
Saturday, 11th March 2006

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 11th March 2006, at the Forman Institute, Eastbourne Road, Blindley Heath, Lingfield, Surrey, which is on the A22 road between M25 junction 6 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.

Ian McGill.



The Forman Club is at Blindley Heath, on the A22 (Eastbourne Road), between M25 Junction 6 and East Grinstead.

TQ:363 454

Eastbourne Rd, Blindley Heath, Lingfield, Surrey RH7 6JJ

Tel: 01342 832658



Peter Donaldson riding at the Arbuthnot Trial
(see page 25)

OFF THE SADDLE - *Peter Donaldson*

As you will have read elsewhere in the previous Club News, we lost another great Club Member, Charles Godfrey, who died in November. Since I strayed into the Vintage World I have ridden with Charles on a number of occasions. I will remember Charles as a quiet gentleman and for his great friendliness, his terrific enthusiasm, his eagerness to help and the outstanding concours condition always of his machinery. He will be greatly missed.

As mentioned in the last Club News the 'Off The Saddle' meanderings got missed in the October edition and was printed in the December one. So I have news from "off the saddle" covering 4 months.

The first item is that I joined some 30 other Sunbeam members in the 'Association of Pioneer Motorcycles' (APMC). What's that some may ask?, well I'll get round to a fuller description as a separate item in the next Club News. But on my part I reached 50 years of having held a motorcycle license and an approach from Jill McBeath (nee Jill Savage works Greeves and Cotton Trials and Scrambles rider of my early Novice riding days) who is now secretary of the APMC and also from enthusiastic Vet and Vin. rider and a member of our dating committee Geoff Morris, both long term Sunbeam members. The first Association event I attended I took Ian McGill, our Club Secretary, with me for support, and he subsequently joined the ranks as well. We went for a tea party mid September down in Sussex. We were invited to view a private collection of some 30 motorcycles in great condition which would make anyone of our age drool, all except one were post war British machines including a model from each year of BSA Gold Star production except one, covering racers, motocross, road, ISDT and Trials models. Some well known competition machines such as Hugh Viney's AJS winner of 3 Scottish 6 Day Trials, Gordon Farley's ISDT Triumph, Jack Stokers ISDT Royal Enfield, I could go on and on. And the tea, that was as it should be, salmon and cucumber sandwiches without crusts, home made sponge cake etc. Lovely afternoon both weather and content, finished with a quiz about those days of motorcycling 50 years ago, and yes I won a prize, the booby prize, I kid you not.

The following weekend I stayed the night down in West Wiltshire and rode the fantastic Arbuthnot Trial for pre unit British 'bikes which I have ridden each year for rather a long time. It was a great event, some 70 miles on the 1958 Matchless of tracks, quiet roads and beautiful views. The sections were back to the standard I had hoped after being OTT 2 years back, but the girder boys still felt they were not catered for properly. There are 2 routes and they are expected, if competing for an award, to ride the more difficult route and I would agree they should be on the easier Colonial route. However, the day was overshadowed by our club member Eddie Renham being involved in a nasty accident which was none of his making. It was towards the end of the Trial and the going was very dry, rutted and dusty chalk up on the drovers tracks along the top of the Wiltshire Downs. I was travelling on my own pulling alternate top and third at around 15 mph on very rutted bumpy going and towards me came 3 modern Trail 'Bikes at a much higher speed, the leader as he approached me on the track little over the width of a Landrover, pulled a wheelie and shot past, I thought something along the lines of "silly gentleman that tends towards being dangerous".

About 3 miles behind me were the next competitors, our member Eddie Renham and 2 friends who are not in the Sunbeam Club. They were approached at high speed by these 3 Trail 'bikes, they passed the 2 friends and the leader appears not to have seen Eddie until too late with all the dust, he anchored and skidded straight into Eddie and over they went with Eddie under 2 bikes and the other rider. This was the scene that fellow Club member Dave Blanchard and son Steve happened on. Eddie's 2 friends were unaware of the accident behind them and had carried on for a couple of miles before returning. Dave and Steve did a sterling job contacting the emergency services and out came a police helicopter and an ambulance. They then phoned into the secretary of the meeting just at the moment I finished the ride and was talking to him about my own problem which was nothing compared with Eddie who spent the next 3 weeks in Salisbury Hospital with a lump of flesh out of his left leg and having an old accident plate removed from his right leg and a new pin inserted into the bone. He has made remarkable progress and was walking reasonably by Christmas. I saw his 'bike when it was brought in, the handlebar was broken in half and the forks and front wheel bent very badly. Eddie, our thoughts were with you and hear that you are now walking with just a slight limp and raring to get back on a 'bike again. Dave and Steve had nothing but admiration for the way you made jokes about your position as you lay on that track obviously in a great deal of pain and discomfort.

My own incident happened at about a third of the way round. I had just cleaned a section in an old chalk pit in a valley, first time in all the times that I had ridden that section that I had cleaned it. You leave the section and climb up and up the side of the Down to the top, if it comes out there is a picture of me coming onto the top of the Down (it did - see p23, Ed.), then off onto a rutted somewhat slippy drovers track. Feeling very happy and pleased with myself, I got cross threaded and went down heavily. 'Bikes weren't far behind and the riders lifted my 'bike off me, one was a first aider and he checked as best he could nothing was broken and they helped me up slowly, stuffed a whole bottle of Lucozade into me and got me back on my 'bike, no I didn't want an ambulance, as I was enjoying myself too much. One bloke was detailed to stay with me and off they went and me somewhat shaken followed slowly and carefully behind. We shortly afterwards reached a much appreciated lunch break. I went on and finished the Trial, loaded up and drove home to Kent. But that was the end of my riding for over 2 months. For 3 weeks I had to sleep with a pillow between my knees as I'd bruised both on inside and it was a long time before I could bend my left leg to put my sock on properly as I'd badly pulled the calf muscles. Still have some problems there with bending my knee up high and crouching is still out. So I missed the Witley Long Distance Trial which was the final event in a trio of long distance Trials in the Home Counties in 2005 and had ridden the other 2. Also missed 2 Star Group Events, plus the Eastern Thumpers and some scheduled trail rides.

(Continued over...)

Please don't forget to pay your subscription fees.

I made a Trail Ride of some 80 miles out from the Dorking area in late November in beautiful weather and then rode the Matchless again in the Jack Thompson British Bike Trial the first weekend in December. Always a good event with the one fault I moan about year after year, and that is poor in section route marking. We always have a good Sunbeam presence at this Trial. In the Class A Red Route Roger Sutton finished 6th ahead of Chris Brown, In Class B Red Route Joan Westbrook was just outside the awards and a few places behind was Graham Wylie, John Excell won the Girder Class and 2 places behind was George Smith, Class D Mick Holloway was just outside the awards and further down Brian Humphries was one position ahead of me and in the body of finishers in Class E, Red Route, Neville Lewis was one place ahead of Stuart Humphries.

First Thursday evening in December I went to the Christmas Club night at The Six Bells, thanks for the mince pies Jenny. It was well attended and Baz gave a 16mm film show with some motorcycle films including a 50s Pioneer Run, and an interesting film on design and production of British cars in the 1950s, plus to finish, a Laurel and Hardy production. Great relaxing fun.

I gave the December Star Group Trial at Dorking a miss as this is always a horror, and by reports so it turned out to be.

On the following Thursday I was out on the Yamaha Serrow on a Trail Ride starting at Canada Heights. As usual with that location I ride to the event from home and then home afterwards. The going was heavy and very cold with plenty of frost and frozen water. Did just short of the 100 miles in all getting home in the dark.

Then on 17th December went up to Kettering to help with the Southern Experts trial, reported elsewhere in this edition. (page 14)

All set in the New Year for what turned out to be a good Star Group Trial at Bagshot Heath but unfortunately I was down with a tummy bug.

The great end of the Year news was that our Graham Rodemark won the rigid rear class again in the Sammy Miller series of National Trials based on the old works Trials of British yesteryear. And again in second slot came our Mike Holloway. This Series runs throughout the year and had 7 rounds in locations as far apart as Northern England, Wales and the West Country. There is only one description of regular competitors in this series and that is devotion.

In the National ACU Trail 'Bike Championship our Dick Castleton rode most rounds and with some very good rides and a few mediocre results he ended up about half way down the final ratings. Well done to another devotee.

Last year our Centre won the Inter Centre Team Trial and has opted to run this years Saturday/Sunday event. This was scheduled for June, and then when I went to the Centre Trial Forum as the Sunbeam member last month, I learnt that the ACU Head Office had changed the date to ensure it did not clash with any international events to the week end 2/3 September. The weekend of the National Bluebeard and Greybeard Trials for over 40 year olds. The Bluebeard is run on the Saturday and we run the Greybeards on Sunday. I had a right grouse about that as though the riders will not be the same people some of the organisers of the team event and riders in the Greybeards are. Also we rely on help from other Clubs and the Centre was requesting assistance as well. It is not a sensible option to change our date either.

We have had a number of grumbles from regular Greybeards attendees so I brought it up again at the Centre AGM last week. Neither moan did any good other than highlighting the problem. Last Friday John Waghorn and I went over to Bill Brown's as Club Auditors and on the Saturday we had the final committee meeting before the AGM, which with Marjorie going into hospital and Tiny not being there I ended up chairing. We do not have any major problems as finances and membership are holding up well and we have a volunteer for both vacant positions, Roy Plummer for Treasurer and Chris Mawer, who ran the Southern Experts Trial for us in December, for Trials Secretary.

Peter

WANTED

Pre-1910 motorcycle

Good price paid for interesting machine.

Also wanted

Any s.v. Blackburne engine parts

Please ring Ray Hudson (01932) 220 680

The following snippet was supplied by Colin Missen, which he saw in an book on American motorcycles, thought would bring a few smiles to your faces...

[taken from "The American Motorcycle" a chronological history. Vol 1 1869-1914 by Stephen Wright. (c) 2001. Page 202. ISBN 0-9603676-2-4, Printed in Hong Kong, first published in USA in 2001 by Megden Publishing Co. megdenpub@aol.com]

Posted on the wall of an American Motorcycle Service Depot in Los Angeles

---

All persons knowing themselves to be indebted to this concern are requested to call and settle.

All those indebted to this concern and not knowing are requested to call and find out.

Those knowing themselves to be indebted to this concern and not wishing to call are requested to stay in one place long enough for us to reach them.

MILITARY WIT AND WISDOM

"A slipping gear could let your M203 grenade launcher fire when you least expect it.. That would make you quite unpopular in what's left of your unit."

- U.S. Army's magazine of preventive maintenance.

Trials Talk

General

There is mention that The Dick Little British Bike Trial should take the place of the Gordon Jackson Group Trial at the popular Woolmer Farm, frankly I don't!

Dick did a hell of a lot for all motorcyclists during his reign and gave me no end of encouragement when I joined the club. Likewise Gordon Jackson deserves to have his name "kept alive" with the trial being named after him.

However, entries are poor for Dick's Trial and obviously it works out very expensive to use army land (our land) for this event. Can I suggest moving the event to Horsmonden Kent where Valerie and I own 25 acres.

20 sections can easily be laid out and the ground wont cost the club a fortune. Camping and fires would be no problem and if the club wanted they could provide toilets.

Perhaps this could go to committee!

If anyone has other ideas perhaps they would like to put them forward.

The Greybeards Trial 2005

Another good trial was the verdict of most riders for this important event of the year. Thanks to the Haslemere Club the course plotting turned out to be a most enjoyable affair. The weather was perfect and a lunch time drink at the Hamilton Arms made me think this retirement lark was pretty good!

A nice touch on the Sunday, arranged by new Secretary of the Meeting, Neil Sinclair was that all the riders and officials, courtesy of the club, could help themselves to a bacon roll and a cup of tea or coffee from the very helpful landlords of The Hamilton.

As yours truly was the "name in the frame" I had anticipated the normal three days of hard work to lay out a trial. Thanks to John Sapsard and Peter Smith and two of their mates the first ten sections were already plotted out, they only needed a quick blat on the old Matchless and the marking was stapled up. Anyone that hasn't got involved with this sort of thing (organising a trial) just don't know what they're missing. The land for this trial is absolutely stunning and is not to be missed, either riding, observing or simply spectating.

Neville Lewis was good enough to attend on the Saturday to mark out the last six sections in Chithurst Wood. I dashed round early on Sunday morning to "have a look" at the severity of them and was met by Neville to show me the way round, I hope I never get shipwrecked with him, we would be on the same spot for months going round in circles! His Christmas present will be a compass!! Would never be short of a good laugh though and considering how little he rides, the section were excellent and included two full throttle climbs, just right for spectators and riders alike.

It was good to see that three riders actually completed the course with no marks lost at all but with Ralph Venables brilliant handicap system the winner of the Premier Award went to ultra enthusiast Jim Scott. If my memory serves me correctly, Jim won this event some years ago on a very nice BSA C15. Mention must be made of George Greenland who humped his 500 Ariel round for a loss of a total of 16 marks lost, inclusive of his handicap.Age wise I am catching him up and hope I shall still be able to ride in 5 years time! Peter Gaunt also had a good ride on his Royal Enfield Crusader, losing an actual

9 marks with one added on for his handicap. Peter is an excellent rider and the bike is nothing like you would see in the "old days", combining the two makes a formidable combination.

Results are

Premier

Jim Scott 8 ml. Oldest rider in the event of the tie

Runner up Trevor Harvey 8 ml

1st class awards

Tony Field 10 ml
Gordon Adsett 11 ml
John Kendall 12 ml
Sid Samways 15 ml
Bill Collins
Roy West
Bob Gollner 16 ml
Bob Shelley
Dave Harris 7 ml
Doug Theobold 18 ml

Oldest finisher was 75 year old John Marwood 117 ml

Twinshock

John Bliss 14 ml
Chris Dark 20 ml

British Bike

Peter Gaunt 10 ml
George Greenland 16 ml

Well done to all,

Michael Holloway

A VERY USEFUL GADGET - *John Walker*

I believe it is a legal requirement that the throttle twist-grip should return to the closed position when released.

For some time I have been wondering how to warm up the engine at a fast tick-over and leave my hands free. I have now found the answer - a small plastic or nylon spring clamp, the sort of thing you find on a market tool stall or at a craft or hobby exhibition. I'm sure those who visit Aberystwyth in June would find one in Charlie's store.

Mine is made by Rolson, 7cms.from the pivot to the tip of the jaws - the jaws themselves are curved so they fit snugly around the twist-grip and one of the handles rests against the brake lever thus holding the twist-grip in the desired position.

When not in use it takes up little space in a pocket or it can be clipped somewhere on the bike.

01379 6&2196

JJT-08

Diary Dates for 2005/6

DATE	EVENT DETAILS		
11th March 2006	**Annual General Meeting**		
TQ:363 454	*Forman Institute, Blindley Heath*	(Closed to Club)	
	Contact: Ian McGill, 01293-771446		
19th March 2006	**68th Pioneer Run**		724
TQ:224 584	*Epsom to Brighton*	(Pre-1915)	
TQ:314 038	Contact: Ian McGill, 01293-771446		
9th April 2006	**Gordon Jackson Trial**		725
SU:845 315	*Liphook, Hants*	(Star Group)	
	Contact: Brian Boden, 01962-867782		
8th-13th May 2006	**John O'Groats to Land's End**		726
ND:378 733	*End to End*	(Closed to Club)	
SW:344 250	Contact: Jane Akers, 020 8304 1481		
28th May 2006	**12th Rose of the Shires**		727
SP:741 499	*Stoke Bruerne, Northants*	(Pre-1931)	
	Contact: Allan Robinson, 01483-225491		
11th June 2006	**14th New Conyboro Run**		728
TQ:543 142	*Chiddingly, Sussex*	(Pre-39 Girder fork)	
	Contact: Frank Mace, 01435-882757		
18th-24th June 2006	**Welsh Week**		729
SN:593 818	*Aberystwyth, Wales*	(Closed to Club)	
	Contact: Don Mitchell, 01162-777669		
25th June 2006	**Dick Little British Bike Trial**		730
SU:915 615	*Bagshot Heath, Surrey*	(Local Centres)	
	Contact: Peter Donaldson, 01322-332087		
16th July 2006	**20th Garden of England Run**		731
TQ:848 248	*Headcorn Airfield, Kent*	(Pre-1931)	
	Contact: Tony Lloyd, 01737-555413		
13th August 2006	**44th Graham Walker Run**		732
SU:387 028	*Beaulieu, Hants*	(Pre-1931)	
	Contact: Ian McGill, 01273-771446		
19th-20th August 2006	**Tester's Run**		733
SJ:911 035	*Wolverhampton-Wales & return*	(Pre-1940)	
SH:866 132	Contact: Trevor Davies, 01952-691231		

Continues..

Diary Dates for 2005/6 (cont'd)

DATE	EVENT DETAILS	
3rd September 2006 SU:862 241	**Greybeards Trial** *Stedham, Sussex* Contact: Chris Mawer, 01525-384962	734 (Special restricted)
29th September 2006- *1st October 2006* SP:082 593	**Warwickshire Weekend** *King's Coughton, Alcester* Contact: Jenny Staple, 01892-535671	735 (Closed to Club)
17th December 2006	**Southern Experts Trial** *West Wiltshire* Contact: Chris Mawer, 01525-384962	736 (National restricted)

Club Night Dates for 2006

Club Nights are held on the first Thursday of the month at the Six Bells PH, Chiddingly, Sussex.
TQ:543 142

Noggin and Natter starts 8pm, Organised Runs start 7:30pm

See Page 6 for latest details



JAN 5th **FEB** 2nd **MAR** 2nd
APR 6th **MAY** 4th **JUN** 1st
JUL 6th **AUG** 3rd **SEP** 7th
OCT 5th **NOV** 2nd **DEC** 7th

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MAIL SPARES

We sell British motorcycles 1900 to 1980

We need to buy these machines – single items to large collections. Any condition.

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

Phone for a confidential discussion.



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FRANK MACE

Looking Backwards

A look at some early picture postcards





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A lovely Sunbeam in civvie trim, with it's owner...
and the same owner in WWI uniform
on the same bike in WD trim.