Number 824 *"Always Ahead"* February 2007

SUNBEAM
Club News

Published bi-monthly Free to Sunbeam MCC members



Farewell to Arms

President and Chairman, Lt. Col. A.J. "Tiny" Ayers

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

THE SUNBEAM MOTOR CYCLE CLUB LTD

Founded 1924

President
59 Beechwood Road, Sanderstead,
Surrey CR2 0AE

Lt Col A J Ayers
Tel: 020 8657 4671

Chairman
59 Beechwood Road, Sanderstead,
Surrey CR2 0AE

Lt Col A J Ayers
Tel: 020 8657 4671

Secretary
13 Victoria Road, Horley,
Surrey RH6 9BN

Ian McGill
Tel: 01293 771446
acsociable@tiscali.co.uk

Trials Secretary
The Cedars,
Little Billington, Beds.LU7 9BS

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

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

Roy Plummer
Tel: 01424 772598

Membership Secretary
28 Lesney Park Road, Erith,
Kent DA8 3DG

Peter Donaldson
Tel: 01322 332087

Pinhard Prize Officer
21 Stringhams Copse, Ripley,
Surrey GU23 6JE

Allan Robinson
Tel: 01483 225491
helixttra@talk21.com

Pioneer Registrar
46 High Road, Wilmington,
Kent DA2 7BN

John Waghorn
Tel: 01322 224605

Committee Member
71 Canonbie Road, Honor Oak,
London SE23 3AQ

Bill Brown
Tel: 020 8699 8215 (day)
Tel: 020 8699 7187 (eve)

Club Archivist
18 Chieveley Drive, Tunbridge Wells,
Kent TN2 5HQ

Baz Staple
Tel: 01892 535671
jennybaz.staple@gmail.com

Editors
27 Ramillies Road, Blackfen,
Sidcup, Kent DA15 9JA

Jane & Ian Akers
Tel/Fax: 020 8304 1481
clubnews@sunbeam-mcc.demon.co.uk

Vice Presidents
Lord Montagu of Beaulieu, P Donaldson, I D McGill

Sunbeam Motor Cycle Club Ltd **Registered in England No. 3011502**

Registered Office: The Dyer Partnership Ltd, 17 Westminster Court, Hipley Street, Old Woking, Surrey GU22 9LG

Web: www.sunbeam-mcc.demon.co.uk **Email:** clubnews@sunbeam-mcc.demon.co.uk

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

EDITORIAL

Sunbeam Club News
Issue 824
February 2007

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Dear Sunbeamers,

It is never easy to write to tell you that a club member has passed away but it is very hard when that person was as a close friend as Tiny Ayers was to me. As many of you are aware, I first met Tiny when I was very young, having been taken to Verralls and to the Pioneer Run by my dad.

Tiny would often remind me of the time that a young girl came up to him on the seafront at Brighton and in his words "looked up to him with big eyes and asked if she could please have a badge." He would then tell me that he reached into his pocket, took out a badge , handed it to the girl, who smiled and then went away happy. Normally at this point I would point out that the badge had been a good investment as that young girl became a club member and then rode his Sunbeam in the Pioneer Run! He would then mutter something and the subject of conversation would change.

It was also, of course, the start of a long friendship with both him and Marjorie.

It is very difficult to try and explain was a great loss Tiny is to not only the club and myself and this is something that I will not try to do as you are all aware of his devotion to the club.

Our deepest sympathy goes to Marjorie as they were indeed a match made in heaven.

I know that Tiny will be sitting there looking down on me and thinking to himself "stop being sentimental and get on with it". This is sometime that we should all do and continue work together to making him proud of the Sunbeam Motorcycle Club that he loved so much.

Jane

Featured in this Club News

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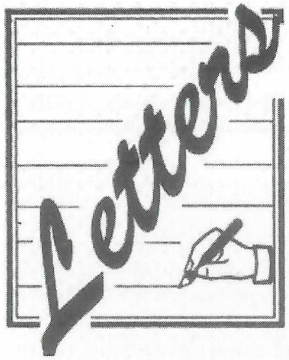
NEW MEMBERS:

The following people have recently joined our band.

Please give them our usual warm Sunbeam Club welcome:

Simon Ainscombe	Sussex
Trevor Brookes	Staffs.
Chris Ronalds	Sussex

Copy deadline for the next issue of the Club News is Mar 20th 2007



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.

We all knew Tiny as a great worker and stalwart of the Club he loved, and over many years he raised the standard of activities, particularly the Pioneer Run and of course when he got himself onto the committee many years ago he diverted the Club from near disaster and the brink of insolvency to financial safety using his compatriots and committee members to the best effect.

It's true to say that at times I did not always agree with him but had great respect for his knowledge, particularly of the old vehicle movement and how he could get to the nub of complicated issues.

His passing is the end of an era but we as Club members owe it to him and Marjorie to continue his great traditions and go forward.

His funeral on the 30th January after a period of failing health was both a sad affair and a celebration of his varied and successful life, superbly choreographed by Marjorie with both sadness and good humoured memories.

We shall all miss him.

Baz Staple

REQUEST TO ALL CLUB MEMBERS

If you haven't already renewed your membership, please do so before the AGM or you will be ineligible to vote, propose or second any motion.

If you no longer wish to be a member, please call me and I can save the time and effort chasing you up.

Peter Donaldson, Membership Secretary.

Remembering Tiny.

When invited to write a few lines about Tiny I was already reproaching myself for the cheeky and inappropriate letter I had sent to him only days before, encouraging him to resume 'chasing the nurses' etc and to return to 'leading the troops'. However, I console myself that maybe he didn't read it or if he did he saw the funny side of it and forgave me.

Now more sober and respectful images come to mind.

Tiny was a great friend and a stalwart supporter.

A generous friend, too.

Just how generous I was to learn upon arriving for the 1991 Welsh Week, for not only was I to be allowed to ride my modern machine on the course, I was entered in the programme as riding his 1913 Sunbeam ! And ride I did (Club News-Aug '91).

It was my privilege to work with Tiny on the Committee at a time when he pulled the Club up from the brink of insolvency and reducing membership to one of great activity, enthusiasm and improved standards of organisation.

He looked ahead and whilst encouraging thrift in all areas, he himself generated new income, notably by persuading some of his many contacts to sponsor the Pioneer Run. Thus he enabled the Club to expand and to prosper.

The Pioneer Run, which had previously been allowed to decline into mediocrity, now had Tiny in charge breathing new life into its dying frame and bestowing military precision to its organisation. Thus it was restored to its rightful place as our 'flagship' event and the premier event in the world for veteran motorcycles.

Tiny brought new confidence to the Club: problems (and there were not a few of those) were things that were to be overcome; likewise, petty objections were resolved; difficult customers were won over or at least pacified and volunteers-volunteers in the civilian sense of that word-appeared and remained with us

And whilst it seems unlikely that our Chairman ever subscribed fully to policies of Succession Planning, gaps in the organisation teams were seldom left unfilled for long. A new spirit pervaded.

It became quite noticeable that Annual General Meetings became not only very well attended, but returned to being celebrations of things achieved and announcements of things to come.

The 'masthead' "Always Ahead" reappeared on the cover of the Club News

Tiny recognised the importance of the Club News as a link with members of all interests and was

unfailing in his support of it. Thus his encouragement and support contributed substantially to its greatly improved quality and to its success amongst members, a larger number of whom now make contributions to it than ever before. Were the various editors still with us, it is most unlikely that any one of the six would have anything but praise for the support they received from their chairman.

Whilst still at work and later in retirement, Tiny devoted an enormous amount of time and energy to Club business: he was an example to us all.

Let's salute his memory: and honour it by striving to stay "Always Ahead".

John Russell

Annual General Meeting.

Saturday, 10th March 2007

The AGM of the Sunbeam MCC Ltd will be held at 2.00pm on Saturday 10th March 2007, at the Forman Club, Eastbourne Road, Blindley Heath, Lingfield, Surrey, which is on the A22 road between M25 junction 6 and East Grinstead.

Ian D. McGill. Hon: Secretary.

FOR SALE

Philipson Pulley to fit Triumph, Premier etc.
For sale on behalf of a deceased member.

This is an almost new Australian reproduction and is offered at half price - only £225.

I can bring it to the Pioneer Run if anyone interested.

Contact Paul Rogers, 01943-879575 (W. Yorks)

CLUB NIGHTS

Club Nights are held on the *FIRST THURSDAY* of the month at:

Six Bells Public House, Chiddingly, Sussex BN8 6HE

Nights in: start at 8:00pm; *Runs out:* start at 7:30pm

This is about 2 miles from the A22 at Whitesmith

CLUB PROPERTY

I have been asked in Committee to update our list of Club Property, and have written to those known to hold such items.

If however any member has club items (equipment, trophies, etc.) and has not had a letter, would they please contact me with details.

Many thanks,

Bill Brown
(Details inside front page)

ROSE OF THE SHIRES RUN

Sunday 10th June 2007

The 13th Rose of the Shires Run is an event for pre- 1931 motorcycles, sidecar outfits or three-wheelers.

It is centred on the picturesque village of Stoke Bruene in Northamptonshire with its historic Canal Museum and canalside pubs. There is ample parking provided for trailers in the car park of the parish church and the run begins and ends on the canalside alongside the museum. Over the past twelve years the event has always followed the format of a social ride with a route chosen to pass through some of the prettiest parts of rural Northamptonshire.

There is a morning refreshment stop in Chinkwell Lane at the rear of Althorp House, this lane was an old Sprint Course and the route also takes in the Newnham Hill climb which was made famous in 1908 by Alfred Scott from Yorkshire, who won 3 gold medals on his little two stoke machine. His success was to the horror of the other early Midlands based motorcycle manufacturers who did not take kindly to such a drubbing on what they considered to be their own hill!

There is a leisurely lunchtime stop at a country pub and you can book up for your food with the entry forms. Both the morning and afternoon routes are approximately 30 miles each. All finishers receive a commemorative award and when all riders are safely back to Stoke Bruene there is a short awards ceremony with cups for various classes of machine, etc.

Entry forms will be sent to all those who have attended in recent years, but for anyone else who would like to join in with this friendliest of runs please contact me at the number or address below.

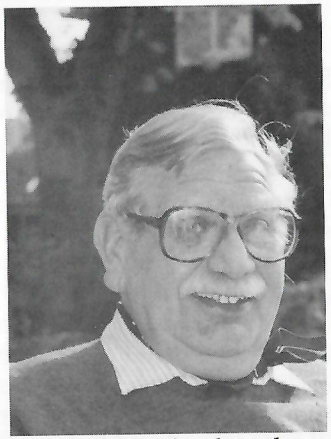
Secretary of Meeting:

Barry Care,
Rooty Hill Cottage,
8 Chater Street,
Moulton,
Northampton,
NN3 7UD

Tel: 01604 646818
email: barrycare@tiscali.co.uk

Barry Care

ANTHONY JOHN AYERS "TINY"
1924 - 2007



Born in 1924, Tiny started his working life as a design draughtsman working on what was sophisticated electrical equipment for the end of the war effort. He lived in Kensington and travelled to work at Greenwich each day, his favourite mode of transport being his Norton motorcycle.

Come the end of the war, Tiny learned that there was a need for officers in the Army, especially those with technical qualifications. After applying and being selected, he was sent off for some real army training.

Having gained his commission, he was posted to Palestine until after the Partition took place, and was involved in the major evacuation of troops and materiel from the region. His next posting was in Malta, running the Fortress squadron workshops and refrigeration plant.

Fate stepped in when he went home for Christmas 1948, as he met Marjorie, proposed marriage and was accepted on New Year's Eve. Later in 1949 they were married, and she joined him on their honeymoon island of Malta.

After a few months it was back to Blighty to the School of Military Survey near Newbury, which fixed his future army career in the Survey Branch.

Then, being "in survey" involved working for several years in the Ordnance Survey, at that time still "officered" by the Royal Engineers. Whilst with the OS, he was sent on secondment to Uganda on Colonial Surveys for 2 years.

Living in tents, miles from civilisation, he was doing primary triangulation. Marjorie was at his side, also living under canvas.

Once safely back from Africa, Tiny began to indulge his interest in old motorcycles to add to his vintage car passion. Inevitably he made many friends among the enthusiasts, among the closest was Brian Verrall.

A posting to Cyprus put his hobbies on hold, but upon his return and now installed at the house in Sanderstead, it was back to bikes when duties allowed.

His last overseas posting was in Washington DC, commanding a small group of British Servicemen of various ranks, all technically qualified to assist the US Military on "hush hush" stuff, an interesting occupation before the end of the Cold War and a wonderful opportunity to see "The States".

A final job with the Ministry of Defence before leaving the army and joining Brian Verrall at Tooting.

His association with the Sunbeam MCC, the London Douglas MCC and the Veteran Car Club and Vintage Sports Car Club, the Association of Pioneer Motor Cyclists amongst others are well known, and this is how many will know of him.

Tiny was Chairman of the Club for many years; recently being elected to President for his unfailing drive and commitment to the Club; all of which would have been impossible without his beloved Marjorie supporting him quietly and competently in the wings, as she has done since they were wed.

Tiny will always be an inspiration to us to try our best.

Chairman's Lunch 2007.

The usual trek to Pirbright for lunch happened again on 6th January, and some 26 members meet at the Cricketers Arms, who yet again provided their super fare to our friends that come from far and wide, Des & Joy Brown from way down west and our trials secretary Chris Mawer from up near Bedford, the others all from the home counties.
This is an excellent meeting for us to catch up with friends that we have not seen for quite some time and wish them a happy New Year. I have no doubt that the torrential rain was the reason for not quite the usual numbers attending.
Mark it on your 2008 calendar for the first Saturday after the new year, see you there? I hope so.

Ian McGill

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

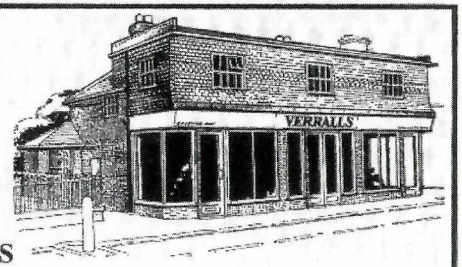
Phone for a confidential discussion.



Ron Farthing
The Firs, Othery, Somerset TA7 0QS
Telephone: 01823 698305 Fax: 01823 698854

VERRALLS
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Specialists in
VETERAN – VINTAGE – CLASSIC and THOROUGHBRED MOTORCYCLES



WANTED

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

We always have on display a range of machines at our showrooms below:
CAFFYNS ROW, HIGH STREET, HANDCROSS,
Near HAYWARDS HEATH, WEST SUSSEX, RH17 6BJ
Telephone: 01444 400 678 Fax: 01444 401 111
Website: www.verralls.com

Marshals and or Observers For Sunbeam Events.

We are sadly lacking enthusiastic members who, whilst not riding in their own special events could possibly attend at Sunbeam Trials and act as Observers, (training will be given) or Veteran & Vintage road safety runs as marshal's.

We especially need help after the riders have left Epsom Downs on Pioneer Run day, this would be to help clear up the site, disassemble the start area and clear equipment from the car park. None of this is particularly onerous but it HAS TO BE DONE and is always left to the same few people, so PLEASE if you can help, attend the Pioneer Run start area at approx. 0830hrs on Sunday 18th March 2007 and lend a hand.
Should you wish to help as a Trials Observer, please call Peter Donaldson: 01322-332087 who would be happy to give you more details.

Ian McGill. Hon: Sec:

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ALL THE WAY ROUND *Peter Donaldson*

DO YOU FANCY COMING?

In May this year I intend to ride right round Britain on my own, or with a group. So far 4 other Club Members have shown interest in coming along with me. Are you interested? If we get 6 riders it is intended to have it as an official Club Run.

OBJECT:- to ride a motorcycle round the coast route of England, Wales and Scotland visiting the Southern most point (Lizard Point)) and the Northern Most Point (Dunnets Head). To visit and stay at both Lands End and john O'Groats. To incorporate in the route visits to the highest Points in each of the 3 Countries and also in each of the 3 Countries to traverse the highest metalled pass.

DATES:- to fall neatly between the Shropshire Mid Week Break and Welsh Week. Therefore to start on Tuesday 22nd May and finish Sunday 3rd Tune. (That's 13 days of which 11 would be riding and 2 resting).

ROUTE:- to start and finish at the south side of the Thames Dartford Crossing. To progress using mainly A and B roads (no Motorways) and, other than the specific identified points to visit, to progress in a forward direction for the circumnavigation. Therefore there is no intention to take even A roads that go out to headlands or to towns where it is necessary to retrace the road to get back to the intended route. It is also NOT intended to slog it out through badly congested towns but to make way round them if possible. Route sheets showing simple written directions and based on map information, would be supplied. Total distance will be circa 3000 miles.

MACHINERY:- my thought is that the machinery used would be post Second World War British `bikes and I intend to be riding a 1967 350cc Triumph Tiger 90 which I bought 6 years ago with this trip in mind. There is no laid down ruling on what to ride but the idea is not to exceed anywhere the speed of 60mph and to think on the lines of averaging about 40mph when riding, which with 250 - 300 per day would put you in the saddle for around 7 hours each riding day. In the End to End last May Baz and I rode together and decided with our 1920s machines not to exceed 50 mph anywhere (and very rarely actually did that speed) and the daily average we had to meet was 150 to 200 miles, and this put us in the saddle for roughly the same period with the more difficult to ride and less agile machinery, plus some awful traffic clogged towns. So machinery choice is yours, year or British or foreign, if you feel it can suit the scene then fine, but please no large modern Jap projectiles, this is not a run for "Point and Squirt" machinery. When you consider that a soul came along, to the End to End with a 1926 173cc Two Stroke and completed the 900 odd mile journey with no undue hassle, the rest of us being on big, Four Stroke singles, then anything is possible!

OUTLINE ANTICIPATED DAILY PROGRAMME:

Day 1:- Early start from Dartford and progress down Thames and Medway Towns, the coastal route to Margate and then round the South Coast to the New Forest to stay in a very reasonable guest house near Beaulieu which we have used several times in the past when running a Sunbeam Club Stall at Motorcycle World. Nice restaurants within walking distance.

Day 2:- On along the South Coast right to Lands End, visiting, Lizard Point en route, to stay in the Lands End Hotel.

Day 3:- Up the Northern Peninsular Coastline, round Bristol and across the ,M4 Bridge, into South Wales and along the coast to the South Westerly Point of Wales to stay night..

Day 4:- Up Welsh Coast swinging into Snowdonia then southwards to Dinnas Mawddwy, making the final approach over Bwlch Yr Groes. Splitting party to stay in the Red Lion and one other of the Inns in this beautifully situated Village. Evening meal for all at The Red Lion which I have found very good when stopping there in the two Testers Runs I have ridden.

Day 5:- Up over and back onto the coast route again giving, the Isle of Anglesey a miss. Into Liverpool and through the Mersey Tunnel and out through Bootle and on up the Lancashire Coast to stay at the Garden House Hotel in Kendal. We used this comfortable small hotel with first class food in the End to End.

Day 6:- Skates on today as we have a couple of visits to make in the Lake District before crossing the Scottish Border and getting ourselves to Fort William for a 2 night stop.

Day 7:- Rest day though if you wish to cross highest pass in Scotland you will need to do approx.. 150 mile round trip through the beautiful Highlands from Fort William. Alternatively Loch Ness Monster Spotting is not too far away, or take your climbing equipment and up Ben Nevis! Your choice.

Day 8:- Up the West Coast of Scotland and across the top visiting Dunnets Head before getting, to John O'Groats. Hopefully the John O'Groats Hotel is open again, if not we were made comfortable at the Seaview Hotel before we started the End to End in May.

Day 9:- Down East Coast of Scotland to Dundee for the night.

Day 10:- Down coast road into England to stay 2 nights at Whitby.

Day 11:- Free day to lay on the sand or have a look at the nearby Yorkshire Dales. Up to you!

Day 12:- Continue down the East Coast through Lincolnshire and into Norfolk. Round the top coast of Norfolk to stay overnight near Great Yarmouth.

Day 13:- Follow coast roads down Suffolk and Essex and over the Dartford Bridge to finish. And off home after perhaps high tea at the Barnehurst Golf Club near Dartford, where I normally while away many an hour.

(continues..)

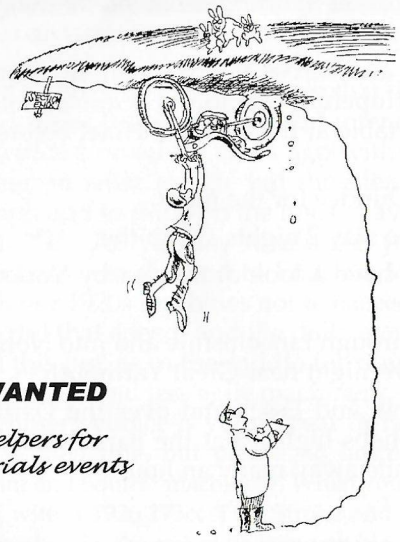
Backup:- Hoping one of the riders has a van they will not object to doing the trip, plus a friendly driver. I feel one van for a group of upto say 8 riders would be enough, and the other riders put money in the pot for the fuel bill. At this point this is open and depends on who goes.

Cost:- A very difficult question but even thinking daily fuel bill £18 for `bike and perhaps £12 each for van, is £30 x 11 =£330. Plus average £80 for food and accommodation for 12 nights is 12 x £80 =£960. Then remember the odd day on the road and a bit of spare say £110 would amount to £1400! (Sharing a room could save £300). That really is back of envelope costing and could vary, up or down depending on situations and on you.

None of this programme is at this point written in stone and any persons wishing to take part can, at this early stage, put forward alterations. (Though I point out that the Management's decisions are final!) Would people like to stay locally to start point the night before? After such an arduous trip would they prefer a night at the end before departing?
Any suggestions on different overnight stopping places?
Is the timetable and objectives perhaps too adventurous, or not adventurous enough?

Peter Donaldson

Please don't forget to renew your membership promptly



PERSONAL

The Trials section members, GSOH, outgoing personality, would really like to meet the V&V section members who may be able to spare some time and assist them in good "clean" fun.

Not looking for marriage, just casual fun and games upto four times per year.

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

Call Chris Mawer, 07710 211913

New Conyboro Run

20th May 2007

The 15th 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 which in one guise or another will be sixty years old this year. Originally known as the Sunbeam Veteran and Vintage Rally, it was an idea conceived by the hard working Club Secretary, Fred Pinhard in 1947. At that time, the vintage era was loosely interprested as upto 1939 and cars were catered for as well as bikes. The Run has been held at a variety of venues over the years including California in England, so called by the Americans during the war, when it was chosen as the commemorative event for the Club's 30th Anniversary. It is now centered at the village of Chiddingly, close to the historic town of Lewes in East Sussex sandwiched in the beautiful countryside between the South Downs and Ashdown Forest, not far from where the knights used to rest before crossing the Channel on their long journey to the crusades.

The event will again be held in the field adjacent to the unique Six Bells public house, full of motorcycling memorabilia from which a choice of ploughman's lunches can be pre-ordered.

There is a choice of two routes, one of approximately thirty miles mainly on the flat suitable for veteran and low powered motorbicycles and one of approximately fifty miles cuitable 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, programmes and rider numbers.

The 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, but 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 of you wishing to make a weekend of it, you are welcome to camp in the field, or if you require B&B etc, I will do my best to supply phone numbers. Please note that my mobile number has changed to that shewn below:

Secretary of Meeting:
Frank Mace, Pinehurst Lodge, Swife Lane, Broad Oak, Heathfield, East Sussex TN21 8UR

Tel: **01435 882757 or 07971 414595, or** *Email:* **frankmace@whsmithnet.co.uk**

THE 2006 SOUTHERN EXPERTS TRIAL

RUN ON 17th DECEMBER 2006 THE SOUTHERN EXPERTS TRIAL. WAS A GREAT SUCCESS, BOTH AS AN EVENT, AND ALSO AS CLUBS OF TWO CENTRES WORKING TOGETHER.

The Trial was run in the Southern Centre on an excellent piece of National Trust land at Alfred's Tower, Stourton, near Mere in Wiltshire.

As is normal, the Sunbeam Club promotes this event, financially underwrites it and provides the secretarial side. The Sunbeam Club find another Club in the Southern part of the Country with whom to run the Event in conjunction. That Club to provide the land, the Course and and the bulk of the labour. Thus it is possible year on year to move the Southern Experts Trial around within Southern England and Wales giving the Event not only a different location on different types of terrain but also a different organisational feel. This year that Club was the Southern Centre Blackmore Vale MCC and what a brilliant job they did. Thanks go to Clerk of the Course Chris Wood and Course plotter Geoff Guy who did the hard work, Geoff himself won the Southern Experts Trial in 1974. Geoff was closely assisted by a great bunch of lads from the Blackmore Vale Club including Geoff's own two very capable Trials riding young sons. There were 15 long, and multi hazard sections, each tackled 3 times, and each section had two options, the harder route for the out and out Experts (National and International standard) plus the Youth A riders, and a slightly eased route for the Clubman Experts (riders of Centre Expert Standard). The latter class was a new one to the Southern Experts Trial and introduced experimentally this year by Chris Mawer, Secretary of the Meeting and the Sunbeam Trials Secretary, and it proved a popular option.

Chris., Mike Holloway and I went down to Stourton on the Saturday, to find the course in the last throes of being set up. Mike and I walked the Course and were impressed by the standard that was being set. Some last minute chat on the organisation side for the next day and all was ready. Sunday morning, and with 6 sections manned by Sunbeam Club representatives, Colin Bentham, Gordon Davis, Mike Holloway, Neville Lewis, Mark Mills and Alan Stone. The rest were manned by the host Club. A slight hiccup was a late start of 15 minutes but then the show was on the road. The entry of 31 Experts, 6 Youth A and 47 Clubman Experts included 5 previous winners, and this year's winner was one of them, Sam Connor on 13 marks lost. Sam had previously won the Event in 1998, the same year as he received the Pinhard Prize, an annual award promoted by the Sunbeam Club for the best under 21 year old in Motorcycle Sport in Britain. The latest Pinhard Prize winner Alexz Wigg won the 2005 Southern Experts, but this year had a hefty 20 mark time penalty against him, following some machine problems, and came in 4th on 40 marks lost behind some excellent riding by Sam Haslam on 20 m.l. and Joe Baker on 25 m.l. Becky Cook from the Isle of Wight, that great lady rider who has been making quite a name for herself during 2006 both in the UK and on the Continent, came in exactly half way down the Expert finishing order on 109 m.l.

The Youth A Class was won by Ross Danby on 48 m.l. The Clubmans Experts was won by John Cowley on 82 m.l. with runner up in that class David Clinkard on 84 m.l. (David won the 1980 Southern Experts Trial).

Being nearly the shortest day of the year, and much of the Course in thick woodland, it was always recognised that there was a time constraint in which riders needed to complete the course before darkness. Therefore riders were given 5 hours from start to finish and then attract a 1 mark penalty per minute late. To give the riders the best chance the field was scheduled to start at 10 am with 3 riders being started each half minute and sent off to tackle sections at 3 different points on the Course, thus everyone was on the course within half an hour from the first leavers. It was evident that riders hung around on the first lap as it was noted by our Gordon Davis, the observer on Section 15, that it was an hour and a half later before he saw the first rider who by then had only tackled 5 of the 45 sections he needed to ride within the 5 hour time allowance. Mention of excessive hanging about was made in the Centre Stewards Report. 75% of the Expert and Youth A riders lost marks on time.

The over run on time and the aforementioned unfortunate late start meant that much of the field finished in the gathering gloom of nightfall. This and the fact that having started off in 3 different directions the riders returned in large numbers from 3 different directions within a short period of time, which made the timekeepers job difficult. This did lead to a Protest from Sam Connor who felt he was unjustifiably docked more marks for lateness than runner up Sam Haslam who had started just behind him and yet arrived back quite a time lag behind him. Though in fact this would not have changed the positioning, Sam wanted it shown correctly and a meeting of the officials and stewards agreed that his protest was justified. The organisers received from the riders and Stewards praise for a well thought out Course of the right standard for the Event, and for a great Trial. And for Sam Connor to lose a mere 7 marks on observation was nothing short of brilliant riding. It was said to see him ride section 8, a logged man made stair case, with his front wheel airborne the whole way up the hillside, was pure magic.

Though it was a great event we had a disappointing, though long and comprehensive report, in Trials and Motorcross News, whose reporter saw it fit to be be over critical on the subject of the Time in which he made several minor factual errors including stating that a number of riders did not ride the last lap as they felt they had insufficient time to do so. In fact only one rider gave up at the end of lap 2 and that may have been for any number of reasons, and all who started lap 3 completed it and eventually no one was disqualified on a time basis. But the report gave the impression to those that were not there that the organisers timing was almost an unmitigated disaster, and failing to point out the Stewards observations on excessive time wasting by riders nor the problems that faced the time keeper at the end. One them that has come from that though has been the purchase by the Club of a large clock for future events. The other petty point he laboured was that the score team had not supplied him with full results directly following the event.

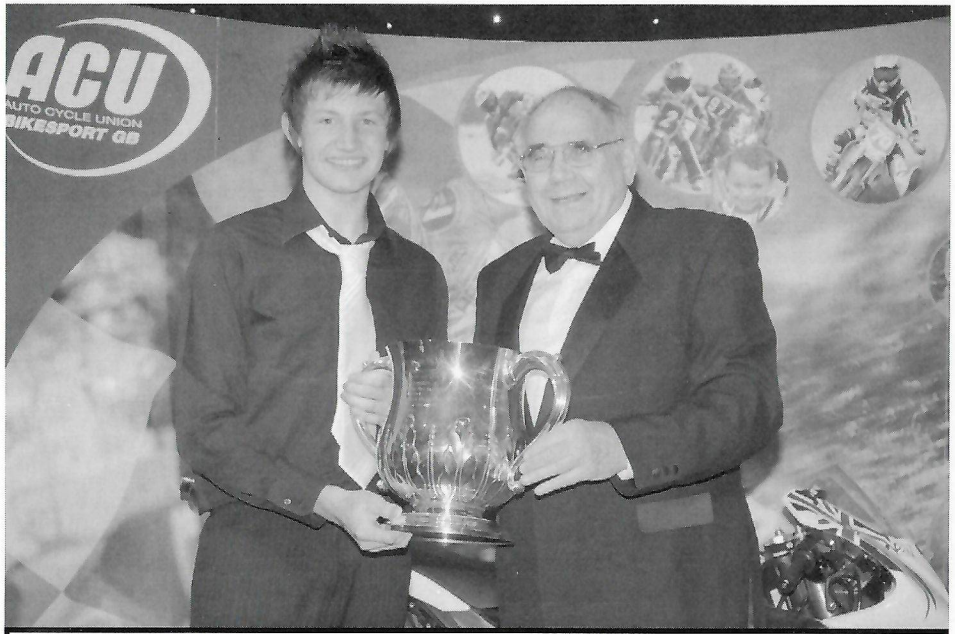
(continued overleaf)

This had not been possible as two thirds of the field had not completed a full lap at the point they passed the Trial Start area and we got 56% of all the lap cards from riders at the very end of the Trial in the gathering darkness. At that point we sifted out all Expert and Youth A Cards and got all their results up onto the score board working toward the end by torch light. Chris and I completed the results the next day and phoned them through in the afternoon, time still before the papers deadline, but it was reported they were not available. Chris wrote to the editor.

Thanks need recording to the Results Team, the observers from both Clubs, the officials who made it all happen and the Ringwood Club who had a Trial on the same day in the Southern Centre, and despite their loss of some Competitors gave the Southern Experts Trial their blessing. The 2007 Southern Expert Trial is scheduled to be run on December 16th at Dover promoted by the Sunbeam Club and hosted by the Sittingbourne and Barham Club.

Peter Donaldson

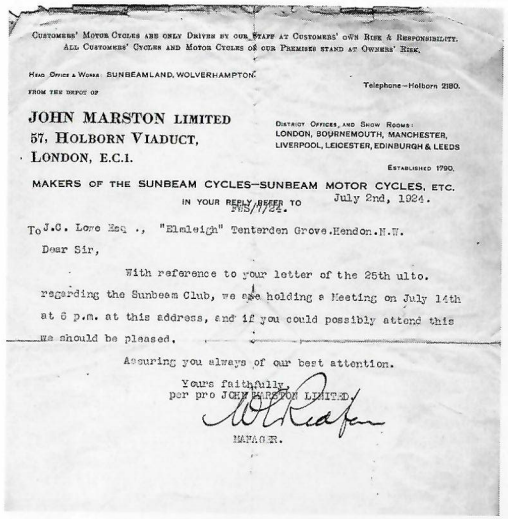
THE PINHARD PRIZE



Alexz Wigg, Pinhard Prize Winner, receives his trophy from Jim Parker at the ACU Annual Awards and Dinner.
He also won the FIM Youth Trial Cup 125cc. Well done Alexz and we all hope that your success continues to grow with your experience.

Allan Robinson

FROM THE ARCHIVES



CUSTOMERS' MOTOR CYCLES ARE ONLY DRIVEN BY OUR STAFF AT CUSTOMERS' OWN RISK & RESPONSIBILITY.
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IN YOUR REPLY REFER TO 5053/1/24. July 2nd, 1924.

To J.C. Lowe Esq., "Elmleigh" Tenterden Grove.Hendon.N.W.

Dear Sir,

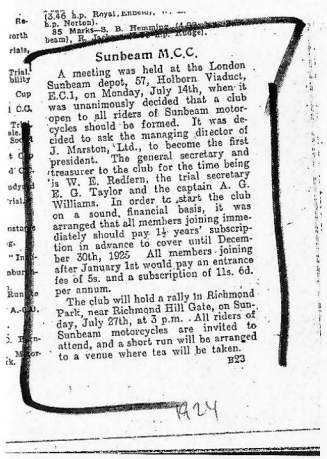
With reference to your letter of the 26th ulto. regarding the Sunbeam Club, we are holding a Meeting on July 14th at 6 p.m. at this address, and if you could possibly attend this we should be pleased.

Assuring you always of our best attention.

Yours faithfully,
per pro JOHN MARSTON LIMITED,
MANAGER.

Members may be interested in the letter dated 2nd July 1924 sent out by John Marston Ltd., the makers of Sunbeam Motor cycles and signed by the Manager W E Redfern to all known owners of Sunbeam motorcycles. This letter, as shown, was sent to J.C. 'Bob' Lowe who used to enter long distance trials using a Sunbeam. The result of the invitation to the meeting was the formation of the Sunbeam Motor Cycle Club (see press cutting from the 1924 Motor Cycling).

Bob Lowe was a regular trials rider who later ordered a new 1927 Model 90, specifying it should deviate from their standard by having high level exhaust pipes, beaded edge tyres, 2 ghost silencers, twist grip, rear chain guard, 2 tool bags, magdyno, and Bonniksen speedometer, all for £133.00. The next year, 1928, Bob did the London/Edinburgh.Bob & his wife Doris were officials of the A.C.U. but sadly Bob died fairly young, but Doris kept the bike, and I was fortunate enough to be asked if I would exercise it from time to time and in fact used it on the first Sunbeam Welsh Week, united with a sidecar borrowed from Eric Thompson. The sidecar bore the name 'Loda' since when he first bought it in a sorry state a person who shall remain nameless said "What do you want that load a rubbish for?" - all part of Eric's great sense of humour. The photo shows the 90, with Loda attached with Jenny & I on board (just leaving the Red Kite) with Sid Mason and Ray & Beti Newton on solos behind.



Sunbeam M.C.C.

A meeting was held at the London Sunbeam depot, 57, Holborn Viaduct, E.C.1, on Monday, July 14th, when it was unanimously decided that a club open to all riders of Sunbeam motorcycles should be formed. It was decided to ask the managing director of J. Marston, Ltd., to become the first president. The general secretary and treasurer to the club for the time being is W. E. Redfern, the trial secretary E. G. Taylor and the captain A. G. Williams. In order to start the club on a sound, financial basis, it was arranged that all members joining immediately should pay 1½ years' subscription in advance to cover until December 30th, 1925. All members joining after January 1st would pay an entrance fee of 5s. and a subscription of 11s. 6d. per annum.

The club will hold a rally in Richmond Park, near Richmond Hill Gate, on Sunday, July 27th, at 3 p.m. All riders of Sunbeam motorcycles are invited to attend, and a short run will be arranged to a venue where tea will be taken.

B23

1924

It may be interesting to know that the Model 90 is now owned by one of our Club members, and should you see this machine, do not question its originality as it remains as supplied by Marston in December 1926.



Baz Staple

A GOLD FOR CHRIS.

Our Club member, Chris Brown, won a Gold Medal in this years Exeter Trial.

The Exeter Trial is one of the earliest motorised Reliability Trials in the Country, and was first run from London to Exeter 104 nears ago. It is open to both cars and motorcycles. This year there were about 100 motorcycles and 300 cars from the 1920s through to modern vehicles. Chris, a 65 near old retired telephone engineer, has ridden in the event before and this year had an outstanding ride. Chris aboard his 1958 350cc Royal Enfield Bullet, which is a cross between a Trials and road model with permanent lights, large petrol tank, nobbled Trials tyres, upswept exhaust, loaded with his spares and overnight kit, including his pipe and baccy, set off from home at 3.30-ish on Friday afternoon 5th January from the Surrey /Sussex border along with a friend from the Sidcup Club, Ian Watkins, mounted on an AJS.

They rode down to Poppham Airfield on the A303 road towards Andover. This was one of the 3 start points for the Trial.

They were on their way at 6.30pm on the first 100 miles of the Event with pure roadwork to arrive at Haynes Motor Museum before midnight where the riders from the 3 start points converge. At midnight they were onto the 2nd leg down into Devon tackling, off the normal roads, 10 sections on loose surfaces of stone and/or mud, plus some cross country tracks all in the dark, Chris with his one 35 watt headlight. (I've done a bit of cross country riding in the dark by headlight, more powerful than Chris's, on my Serrow and it is a different experience entirely, and trickier than daylight riding cross country because of the shadow element making obstacles such as ruts look larger than reality and leaving you wondering what nasties may lie in the shadow area). They arrived at the Exeter Service Station in the early hours of the morning for a well earned nosh up.

Off again at 7.30 with dawn beginning to break along the South Devon edges, tackling a further 10 sections including the old favourites of Fingle Hill, Tillerton Hill and Simms Hill and eventually mid afternoon arriving on the outskirts of Torquay where a complete Hotel had been taken over by the trial organisers at Babbacombe. By this time other than the 3 refreshment stops and restarts the 2 heroes had been on their machines for some 24 hours, and this only 2 weeks after Christmas. That evening there was a massive dinner and a few drinks before falling into bed. Sunday morning, up, breakfast and the ride back from deepest Devon to the Surrey / Sussex borders again arriving home having covered a total distance in the region of 650 miles and with a Gold Medal for a faultless performance on both time and observation in the Trial. Ian unfortunately, had his points close up in a section and spoilt his ride. Bloody well done, Chris - that's what I call a real bit of riding.

There are two more of these traditional Trials in the series each year. In April is the Lands End Trial, and in October is the Edinburgh Trial, and yes - of course - they will be doing them.

Peter Donaldson

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Escapade 2005 - Scotland (part 1)

I had long held a desire to see something of the Scottish Six Days Trial that takes place in the first week in May in the general area of Fort William, 130 miles or so north of Glasgow on the west coast of Scotland. Accordingly, our early planning was directed to this period with the participants as usual: Frank on his 1924 racing Sunbeam; Spike on a 1926 Model 18 Norton; Ted on a 1934 Rudge Ulster, a last minute



replacement for his 1928 one which only made 4 miles from home on the way to load up at Frank's, before deciding that it wasn't going to Scotland and came to a permanent halt! Myself, permitted by age and infirmity, on a 1939 Speed Twin.

Now where to stay and how to get there. Some six years ago, a good friend of ours, a Scot called Chris Odling, moved back home to a place at Easdale on the Isle of Seil, some 15 miles south of Oban. We thought it would be a nice gesture if we stayed somewhere near him so that (a) he/they could come out on the run with us if they wished; both he and his partner Ruth have Model 90 Sunbeams, and (b) if any of us were unfortunate enough to have serious mechanical problems, Chris's extremely well equipped professional workshop was at hand.

Anyway, he found us a cottage just down the road from their place, which was duly booked, and we turned our attention to getting there. Frank's big Renault van would take all four bikes plus all the gear, but it was a bit tight and uncomfortable for the four riders. Accordingly, Ted and I decided to fly to Edinburgh and hire a car at the airport, and booked flights so that we would arrive a Seil at about the time Frank and Spike expected to get there - about 4pm on Saturday.

The Airbus flight was uneventful, the hire car was a Kia 1600 hatchback with about 5000 miles on the clock. A very pleasant traffic-free run over to Oban, with a stop for Ice cream by the loch, where we got some basic shopping for the week.

After sorting out the cottage and unloading the bikes (we had an open fronted garage at the back as part of the deal); a wash and brush up and over to the local (about 100 yards) for supper. Tried to get Haggis soup, but were told to get lost and not take the mick!

DAY ONE - SUNDAY

Started well weatherwise and Chris and Ruth decided to join us for their day's run on their 1926 BSA 500sv which we were a little sceptical about, but needn't have worried as most of the route up the glen was a single track with more than a scattering of gravel! Guess what, it started to coffee stop (nice little pub on the side of a hill, came in cafetieres which confued Ted) and continued for the rest of the day.

We devaited down a long, narrow winding lane which ended in a gravel drive and the swish looking Swan Hotel. Not only did they refuse us lunch, but they wouldn't even let us in the door (don't really blame them) so we retraced our steps and did very well at a pub in the next village. A wet but very scenic ride along the side of a long valley took us back to Seil, by which time the weather had cleared and we were treated to a beautiful evening. A quick check over the bikes (it was the first time the Speed Twin had been wet in nearly 2000 miles) and across to the pub again for our evening meal - 80 miles today.

DAY TWO - MONDAY

A planned visit to watch a section of the SSDT up at Kinlochleven, which was south of Fort William. The section was called the Pipeline after the pipes carrying water down from the mountains to the power station in the town. Basically it was a quarter mile climb up a rocky gully split into three sections. they were not really rocks, but enormous boulders, all slippery from the water cascading down from the waterfall at the top. It



was a steep climb and being warm it was not doing a lot for my high blood pressure, but I finally made it and was very glad I did so. The first riders were due through at 8am, but a serious delay occurred and they didn't start appearing until lunch time. We were only able to see the first 100 of some 270 entrants ascents as we had to back at the evening meal with our friends, which Ruth had

prepared. We had taken the car, so after a quick look around the town, including the mountain climbing school which featured different rock faces, including on of ice and it was back to Seil for the evening festivities. Interesting to note that the winner of this tough Six Day event was a southerner, Sam Connor, who rides in the same Trials Club as my son Chris.

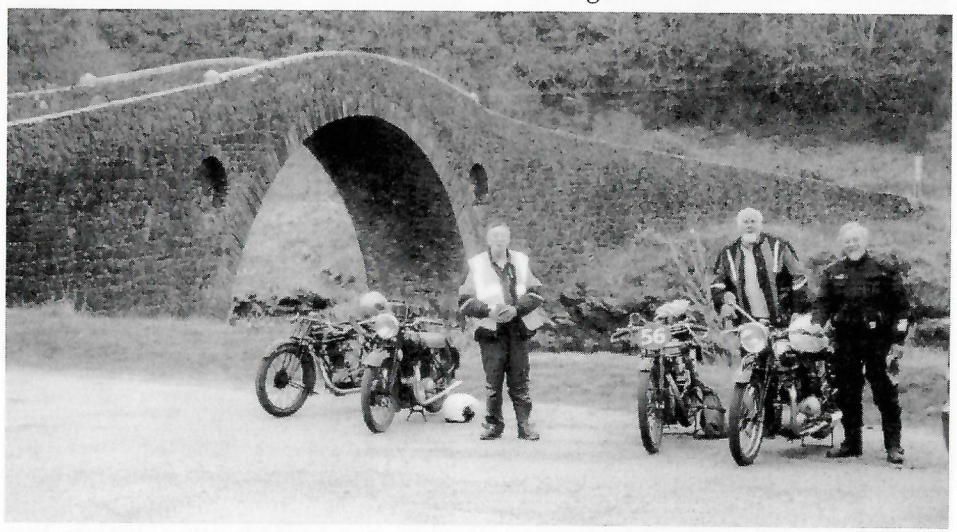
DAY THREE - TUESDAY

A day to go south visiting Crinan, Lochgilphead, Inverary and Oban on main roads. Chris decided to take a day off and joined us riding his racing Model 90 Sunbeam. We had coffee and cakes at a heritage museum commemorating early landings by religious groups from Ireland.

tors on week long trips and had associations with Fred Dibnah.

Then down to Lochgilphead for lunch near another boatyard (you're never too far from one up here and remember Chris is a former ship's engineer).

We then picked up the A85 to Oban and back over the hills onto the Isle of Seil. To get onto Seil there is an old stone bridge wide enough for one car at a time which has a very steep apex and is in fact the only bridge over the Atlantic which gives it its name. Immediately on the island side there is a pub and this of course was too much a temptation to resist so it became a daily stop off on the way back to the digs. Today we had our evening meal here and reflected on



Then on to Crinan (via a visit to a boatyard), a small hamlet where the canal to Lochgilphead starts. This was constructed under the supervision of Thomas Telford some two hundred years ago. there were two Clyde puffers moored there, one of which was seaworthy and took visi-

what a wonderful day we had being blessed with plenty of sunshine. 134 miles today.

In Part 2, we visit Mull on the lookout for Sea Eagles and have a very close encounter with some langoustines...

Bill Pile

BY CHANCE WE MEET

"Two Tuna melts and Fries please" was the order Chris Mawer, Sunbeam Trials Secretary and myself placed at the salubrious, pre liquidation Little Chef at South Godstone at the heady occasion of a "Trials and Enduro Licensing seminar" held at Blindley Heath before Christmas last year. I was expecting the usual ACU blurb on setting up courses, how to give a "youth" rider advice without breaching the a) children's act, b) the European Welfare Regulations or c) Euro Ncap's latest crash test dummy regs!

A dark and miserable night (unable to drink as I had to drive home to Southampton that night) was soon brought to life by the surprise appearance of Dave and Eddie Renham, both Sunbeam members who were a key ingredient of the Sunbeam Trials glory days of the 70's 80's and 90's. Eddie still rides vintage trials and the Pioneer Run (along with a not insignificant devotion to the Surrey Schoolboys Trials Club - Eddie was part responsible for getting me on my first bike - a Yamaha TY175 about 25 years ago. Son Dave or "spindle" as he was known due to the thin athletic build of his legs, was perhaps the best "expert" Sunbeam ever had - Dave was the Sunbeam king - pin of the 80's and 90's. In fact some would say controversy followed Dave and his 200 Fantic wherever he went!.....

Next through the revolving doors of the Little Chef steps Ray Leggett, Centre Steward and ACU guru last seen by Dave Renham the opposite side of the desk at an ACU Court of Enquiry over Dave's shorts that he once wore as a clerk of the course at one of the infamous "Dave Renham Trials" hosted by the Sunbeam Club in the late 80's

"Can I sit with you" asked Ray "We're expecting someone else" replied Dave hiding under the table!

Next in most of the Normandy and Witley Clubs - how on earth did Little Chef get it that wrong serving up all day breakfasts at vastly inflated prices! The Polish waitress, who we all agreed was an excellent ambassador for EU expansion unfortunately was unable to be persuaded to make the short trip to Blindley Heath to join us on our evening of examination and exploration! - shame that..

Onto the "Seminar" itself and it soon became apparent that Chris Mawer's management skills had not deserted him, his reading glasses clearly had so Dave and myself managed to get the Sunbeam contingent through the test with a 100% score.

It was staggering to see so many faces from Clubs across the South Eastern Centre that I'd not seen for a good 15 years - many have worn as well as me, however several are somehow able to fit the same riding gear they were in 15 years ago! Another inch of my waistline and I'm in to the largest size trials jeans they make!

We also hear that despite rumours Gordon Thompson, en France, has recovered his fingers and will pen something for the mag soon!!

Neil Sinclair

Peking - Paris

Club member Johnny Johnson is a keen motorcyclist who likes to put miles behind him on the saddle. His latest exploit is , to quote him, "his trip of a life-time". He will fly out to China at the end of May to be a member of a six man team who are driving three 1931/32 Austin 7 Box Saloons from Peking (Beijing) to Paris to commemorate that first historic drive of 100 years ago made by Prince Scipione Borgeses in 1907.

Good luck Johnny, you lucky so and so. Let's hear how it went when you get back.

New TT Book

Haynes Publications will be bringing out a brand new book about 60 years of the TT with more pictures than text written by the well known motorcycling journalist / photographer and Sunbeam Club member, Don Morley.

The publication will be using pictures that Don has taken of the TT over the years, many of them having never been made public before .

LOST - The Series Continues..

Despite pleas in the last Club News, we are still short of over 70 membership renewals this year. I know most of those 70 will wish to renew, but please - do so sooner than later.

Programme Sellers urgently required at Epsom for Pioneer Run

Could you please help our small devoted team of programme sellers at the start of the Pioneer Run on 18th March at Epsom? This is a very necessary job as our flagship event, the Pioneer Run, costs a bomb to put on and that is far from recovered in entry fees. One of the major additional sources of income is from monies collected selling programmes.

The task is a short concerted selling period from 7:30am for roughly 2 hours, by which time the bi9kes will have gone and you will be able to enjoy a roll and cuppa from the Tea Hut at the Club's expense.

We could also always use more help at Brighton selling programmes. If you can help at either location, please call Peter Donaldson on 01322 332 087.

OFF THE SADDLE

TINY AYERS. Much will be said in this Club News about the loss of one of the most influential members that the Sunbeam Motorcycle Club has had in all its long history. I have seen that era through from the start. The idea of getting Tiny onto the Committee in the first place was put to me from a fellow Committee Member, Geoff Morris, who rang and asked if I would support him in the bid to get Tiny there. I did not know Tiny then but did know Geoff and his common sense. There was little support for the idea from the majority of the then current Committee who laboured on the fact that Tiny was involved in the Motorcycle Trade. But Geoff persisted with support from a few of us and Tiny came aboard. During his 30 odd year tenure the Club moved from stony broke to financially comfortable, the Pioneer Run grew from being held back to 200 entries a year to the 300 plus we see annually, the membership doubled and the number of events increased not only in numbers but also in "value" with a number of multi-day events introduced. The bias of the Club moved further to the Veteran and Vintage field with less Trials run. Not that Tiny was anti Trials, but the overall Trials World was diminishing in size and the direction we took under Tiny's leadership in the V and V field attracted people with those interests at the expense of probably the mighty Vintage Club which had become a business and lost sight of some of its Vintage origins. Personally I liked and respected Tiny very much, he had a wonderful magnetic character, was friendship itself and I will, with many others, sadly miss him. My thoughts also go out to Marjorie, who was his wonderful support, Bless You Marjorie.

The last Sunday in November saw four of us riding a muddy Eastern Thumpers Trial up near Clacton-on-Sea, in Essex. The first section must have been getting our vehicles into the car park where Joan in her van picked up a resounding 5! Bernard Rodemark had a brilliant ride and won the Tele-rigid class on 4 marks lost on his side valve 290cc BSA. Mike Holloway in the same class was not far behind on his 500cc Matchless. Joan and I were in the same class and she came miles ahead of me despite the initial 5 in the van! It was in my book a brilliant traditional mud Trial, and once main in my diary for the next year.

The following weekend I was out again in the annual Jack Thompson Trial at Canada Heights near Swanley. It was this year well O.T.T. and as usual had been looked forward to by our riders of classic Trials machinery. Sadly, it had been set out in the dry and we had had buckets of the wet stuff during the previous 2 days, yet no sections appeared to have been modified. There were 95 entries of which 14 did not start and of those that did 16 didn't finish. Poor Mike Holloway was one of the non starters, his magneto was drowned and there were no sparks. Leaving 10 of the starters Sunbeam members and 4 of those, including yours truly were in the retirees. We 4 just did not enjoy the Event and were disappointed. Of our members who did finish Dave Blanchard rode a blinder and won the girder class and George Smith was 3 places behind him. Chris Brown picked up a second class award in the 4 stroke

tele rigid class and Colin Davis was next home in that class. Neville Lewis was out on his 250cc Cotton in the 2 stroke class and Joan Westbrook came in with a second class award in the Class B. Thursday week and was back at Canada Heights again but this time as a start place for a Trail Ride. There were 8 of us riding of whom 3 are on the Sunbeam Club Books. Rode from home to the start and then did a goodly tour of the trails of North Kent and by the time I got home it was after dark and there was over another 100 miles up on the clock. A most enjoyable outing., and though a bit wet not as cold as often at this time of year.

Two days later I went off to the Southern Experts Trial which is reported elsewhere in this Club News. (*See pages 16-18*)

Second Sunday in january and 8 of us Sunbeamers rode in a very good Star Group Championship Trial put on by the Kingston Club at the regularly used Bagshot Heath. Sadly Eddie Renham, on a rare Star Group outing, failed to finish, the rest of us did and though none of us got leader board places, we all picked up points for the Club in the Championship. An enjoyable ride and nothing dangerous. The Trial winner was Sam Connor who won the Southern Experts Trial and runner up was his brother Tim. Though on this occasion Club Member Mark Kemp was riding under the Talmag Club banner with his blind passenger, Ian Alloway, they picked up the Best Sidecar award. Mention of Eddie Renham above, I owe him an apology. In the October Club News I reported him as retiring in the long distance Arbuthnot Trial back in September. Not true, he rode the Colonial Route and got round with a clean sheet, well done Eddie.

The following Wednesday went along as the Club's representative to the Southern Centre AGM followed by a Centre Board Meeting. The main Board members were all voted back. It is a shame that new blood does not try to get into the Centre management, but it has to be said that those we have there do an excellent job. As was expected there was a situation reported by the treasurer that for a number of plausable reasons such as cancelled events and less bums on seats along with a small drop in membership, the Centre had to spend more than their income last year. It was agreed to raise the rider levy by 50p per rider at events.

We heard that Barratt Pit is still in the hands of the solicitors re: a problem on a second access but once sorted and payment made by the buyer we are assured the Pit will return to business as usual for motorcycle competitions.

There was much talk on being financially in a position to assist in any purchase of future land for motorcycle Snort. Also that the Sidcup Club is in advanced negotiations to buy a further 18 acres adjacent to their Canada Heights. All good news for the future of our Sport.

Peter Donaldson



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)**

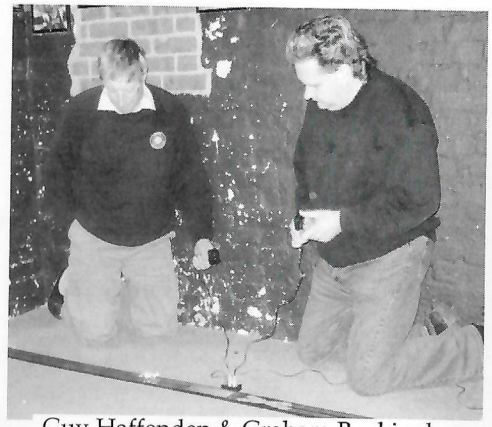
Circular, sticky-backed, plastic printed badge in black and gold for your car windows or motorcycle topbox

Club Nights

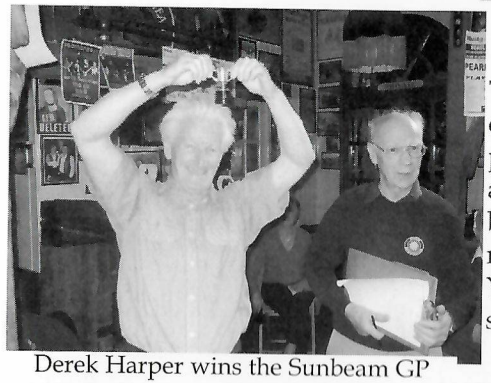
(see page 6 for location and time)

December Club Night

Having run out of fresh films to show for December, Derek Harper came to the rescue with a very fast scalextric type race circuit on which many pitted their skill in a knockout competition. In the final Graham Buckingham and Derek came head to head and the cool headed Schuhmacher in Derek carried off the cup kindly donated by Ken Boulter. Grateful thanks to both Derek and Ken.



Guy Haffenden & Graham Buckingham in the Sunbeam Heats



Derek Harper wins the Sunbeam GP

The festive season was recognised by a certain lady circulating with mince pies and chocolate rolls and a noticeable amount of Christmas cards were being handed out by various clubnighters. Greetings and a good New Year to all and thanks for the support shown during 2006.

January Club Night

This is generally a low turnout month since a natter night is all that is intended. Gratifyingly some 25 stalwarts congregated for a convivial chat. Keep coming lads and lasses.

Future Club Nights 2007

1st March - Hamish Hamilton, Chief Engineer Diesel Development at Ricardo - The Diesel history, development and future

5th April - Talk on Birds of Prey followed by practical demonstration in the summer

3rd May - local run to be arranged

Baz Staple

FRANK MACE

EVENTS CALENDAR 2007

1st March	***Club Night***	
10th March	**Annual General Meeting** Blindley Heath	Closed to Club *Contact:* Ian McGill 01293 771446
18th March No.737	**69th Pioneer Run** Epsom to Brighton	Pre-1915 *Contact:* Ian McGill 01293 771446
5th April	***Club Night***	
8th April No.738	**Gordon Jackson Trial** Liphook	Star Group & Pre-65 *Contact:* Brian Boden 01962 867782
3rd May	***Club Night***	
8th/11th May No.739	**Shropshire Midweek Break** Church Stretton	Closed to Club Pre-1931 *Contact:* Colin Missen 0116 288 4619
20th May No.740	**15th New Conyboro Run** Chiddingly	Pre-1939 Girder Forks *Contact:* Frank Mace 01435 882757
22nd May/3rd June	**Proposed All the Way Round** Dartford Crossing	Closed to Club *Contact:* Peter Donaldson 01322 332087
7th June	***Club Night***	
10th June No.741	**13th Rose of the Shires** Stoke Bruerne	Pre-1931 *Contact:* Barry Care 01604 646818
17th/24th June No.742	**Welsh Week** Aberystwyth	Closed to Club Pre-1931 *Contact:* Don Mitchell 0116 277 7669
24th June No.743	**Dick Little British Bike Trial** Bagshot Heath	Centre Restricted *Contact:* Peter Donaldson 01322 332087
5th July	***Club Night***	
15th July No.744	**21st Garden of England Run** Headcorn	Pre-1931 *Contact:* Tony Lloyd 01737 555413
2nd August	***Club Night***	
12th August No.745	**45th Graham Walker Run** Beaulieu	Pre-1931 *Contact:* Ian McGill 01293 771446
18th/19th August No.746	**Testers Run** Wolverhampton	Pre-1940 *Contact:* Trevor Davies 01952 691231
2nd September No.747	**Greybeards Trial** Stedham	Special Restricted *Contact:* Chris Mawer 01525 384962
6th September	***Club Night***	
16th September	**Ricks Picnic Run** Crowborough	Open *Contact:* Rick Howard 01892 653553
4th October	***Club Night***	
1st November	***Club Night***	
6th December	***Club Night***	
16th December No.748	**Southern Experts Trial** Dover	National Restricted *Contact:* Chris Mawer 01525 384962