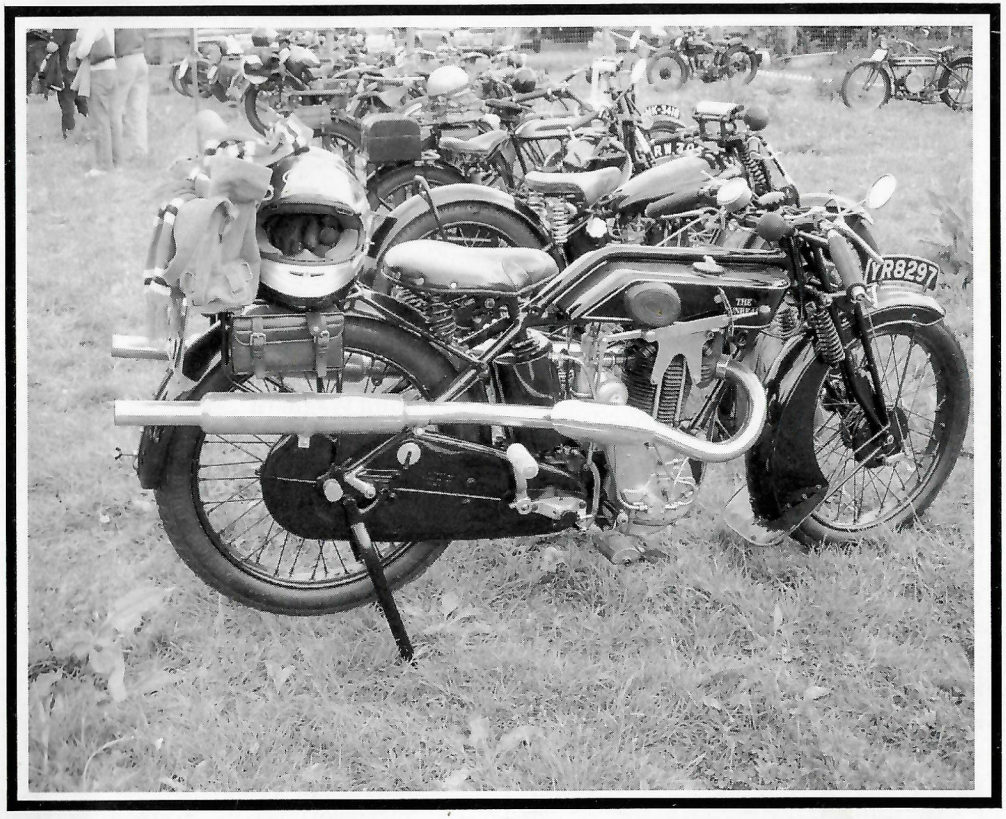
Number 826 "Always Ahead" June 2007

SUNBEAM
Club News

Published bi-monthly Free to Sunbeam MCC members



15th New Conyboro Run

The Six Bells paddock holds an impressive stable once more in the sunshine

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 826
June 2007

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Dear Sunbeamers,

Firstly, a big apology to Baz and Jenny for incorrectly attributing a number of the Pioneer Run photos to Ian McGill, when they were from Baz and Jenny - sorry about that.

Trying to catch up on some other copy which has been outstanding, we have Geoff Morris's missive on the Warwickshire, last year. The next issue will have the Shropshire Break expounded.

There is also a lot going on in the Federation, so this is also included.

Finally is to let you know that Peter Donaldson is doing a solo "round the coastline" run, starting and finishing at the Dartford Crossing. . He's a brave man, and we take our hats off to him for tackling such an enormous task. 3500 miles in under a fortnight - that's going some even in a modern car, let alone on an old motorcycle.

We wish you the very best of luck Peter, we'll see you when you get back.

Happy riding

Ian & Jane

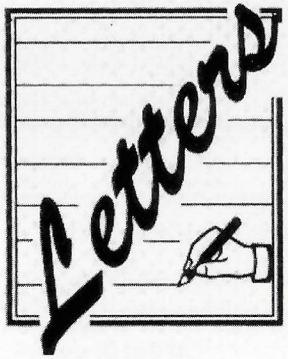
Featured in this Club News

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p12	*15th New Conyboro Run*
p16-18	*Scottish Escapade 2005 part 2*
p19-23	*Federation News*
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p28-29	*Off The Saddle*

NEW MEMBERS:

There is no list of new members available at time of going to press, since the membership secretary is riding around the UK mainland coastline.

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



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.

Congratulations to the APMC President

Dear all,

Many of you know of Baz Staple, but here is a bit about him that you may not have known...

Baz Staple is a long term and very active member of the Sunbeam Motorcycle Club. He was the Club Secretary for many nears, has been a Committee Member for even longer. He gave the Committee a couple of years break and we are very pleased to see him back main as from the last AGM. Baz has run a great number of our V&V events and was the person who moved the Sunbeam Club into the Federation of British Historic Vehicles Clubs on which Committee he served for a while.

Baz is also an active motorcyclist and completed his 40th Pioneer Run in March this year. He is to be found riding in most of our V&V Events and at 76 years old last year he rode and completed the 6 days riding of the Sunbeam End To End Run in May 2006 on his 1928 350cc Velocette.

He has been a great worker within the APMC (Association of Pioneer Motorcyclists) to which over 30 Sunbeam members belong. He has now been appointed President of that august body and he and Jenny, his wife who works so closely with him, deserve our congratulations.

Peter Donaldson



Small Ads are free to Club Members, and can repeat free for several issues. Just let the Editors know your requirements (address and contact numbers inside the Front Cover)

WANTED

1925 Triumph Model P gearbox & clutch, rear chain guard, primary chain cover, footrests
also
1927 Model N forks, saddle & KS1 magneto,
Any other parts considered to exchange 1928 Model N Deluxe forks and GTP Gearbox
Tel: Richard Higgins 01282 612315

STILL WANTED PLEASE.

Veteran Triumph single speed free engine model, condition not too important as long as rideable and reliable with pioneer certificate.
Any calls treated with total confidence.
Thanks
Tel Nigel Hussey 01458 448124

NEW BOOK

Reg Eyre Sunbeam Club Member, APMC Member, VMCC Cotswold Section Member and rider in the Pioneer Run has written a new book called "Riding Old Motorcycles"

It is available for £9.95 plus £2.00 p&p direct from Reg, address as follows:

Reg Eyre
"High Beech",
Elkstone, Cheltenham,
Gloucestershire GL53 9BA

Classic Insurance Woes.

Three years ago when telephoning Footman James to enquire why my policy was going to cost more, I was greeted by an overworked telephonist who sounded as though she was just about to pack her job in. She was neither helpful nor informative, and had a definite you can take it or leave it attitude.

This was when I decided to return to Carole Nash insurance, due in the main to their excellent telephone manner and also because they offered me exactly the same policy with the same company for a few pounds less. This was £97:00 which I gladly excepted.

The following year my Carole Nash classic policy was up for renewal and I naturally expected a small price increase, because that is the way of insurance companies these days.

But! I was not prepared for such a big a shock as I got. When my renewal came through it stated that my classic policy would now cost £175:48. My circumstances had not changed; I had the same bikes and had not had any accidents in any vehicle. The policy was for the same Equity Red Star so why the massive price increase?

On telephoning Carole Nash insurance I was greeted by a lady with a very pleasant and polite manner, just as usual. After explaining that last years quote was £97:00 and this years was £175:48 the lady agreed that it did seem a bit high especially as nothing had changed. She asked me to hang on whilst she made more enquiries to see if there had been an error. No! It was correct sir and that has been confirmed. I then told her I would not be renewing it at that price.

I started the usual phone around for better quotes and I managed to get exactly the same policy (Equity Red Star) with another broker for £111:00.

So my message to all the caring classic insurance providers out there is. Can you please get your heads together and give us riders a sensible and more importantly, a stable deal?

All my past policies have had breakdown cover, which I do not need! This is because like many others I am a car owner and RAC or AA cover is essential in these days of unfixable, (by the roadside) modern electronic systems. Also like the majority of classic bike riders I do not travel around in foreign countries, so I do not need cover for this either. My annual mileage on old bikes very rarely goes over 1000 per year these days. So why do I need unlimited mileage cover?

Many other classic bike enthusiasts quite often trailer their bikes to events. This makes for very low risks to any insurance provider. Yes! The insurance companies in my opinion are onto an easy winner and a safe bet with us old bike enthusiasts.

So come on all you (so called) caring companies, give us a tailor made deal (with choices) for the majority of enthusiasts. We don't need lots of extra compulsory cover that we will never use!

"SUNBEAM SEARCH" IS ON FOR THE BEST UNDER 21 MOTORCYCLE SPORTS PERSON IN UK IN THE YEAR 2007/2008

Every year the Sunbeam Motorcycle Club organise the **PINHARD TROPHY** award for the best under 21 years of age motorcycle sport rider in the UK.

Allan Robinson the motorcycle racing commentator, Classic racer and one of the UK's leading Toastmasters handles the clerical and logistical side of the award.

The huge 2 gallon Pinhard silver cup, perhaps the biggest cup in all of motorcycle sport and a cheque from The Sunbeam Club trustees of the legacy organised in the memory of Fred Pinhard 55 years ago has, annually, gone to young men and women many of whom have gone on from youth sport to become world champions. Fred Pinhard was an energetic and charismatic secretary of The Sunbeam Motorcycle Club.

The list of winners of the 2 gallon silver cup is long and prestigious and includes Mike Hailwood GM. M.B.E., John Surtees M.B.E., Jeff Smith M.B.E. four members of the Lampkin family of successive generations of off road sportsmen plus stars of every discipline of motorcycle sport. Some who won it 50 years ago are now old age pensioners! Not all became World Champions but most winners of Pinhard left a definitive mark on the sport.

Alexz Wigg was last years winner.

Once again the Sunbeam Search is on for the best under 21 motorcycle sport personality.

All motorcycle sporting disciplines are eligible from Road Racing, Hill Climbs and Sprints to Speedway, Grass Track, Trials, Super Moto and Moto Cross and even Classic and Vintage Motorcycle Sport which is attracting youngsters in ever increasing numbers in a vast range of activities. If within any two or three wheeled discipline all are included and eligible.

The nominee can be an organiser and a club worker as well as an active participant. All have to be under 21 years of age in the period August 1st 2007 to November1st 2007.

All Clubs and indeed, anyone, who would like to make an Under 21 nomination to put before the judges can obtain the essential criteria and application forms from

Allan Robinson M.B.E.
21 Stringhams Copse, RIPLEY, Surrey GU23 6JE
from June 1st 2007.
E-mail: helixttra@talk21.com
Phone and fax 01483 225491

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

21st GARDEN OF ENGLAND RUN

Sunday 15th July 2007

The Garden of England Run comes of age this year when it will be run for the 21st time.
Everyone seems to have enjoyed the last year's event and we are going to run it in much the same format. We have three classes for Veterans, Vintage (pre-31) and Veteran/Vintage Three-wheelers. It's open to all, including non-members.
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" so that we know its not spam). Entry forms will also be available on the club website.
Routes and venue have been stabilised for several years now and seem to be popular; so mixture as before, about 40 miles for the Short Course and 50 miles for the Long Course. Lunch stop, mid-way, will once again be at The Lord Raglan, Rabbit's Cross.
We have a good established team of regular supporters and helpers 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**

45th Graham Walker Memorial Run.

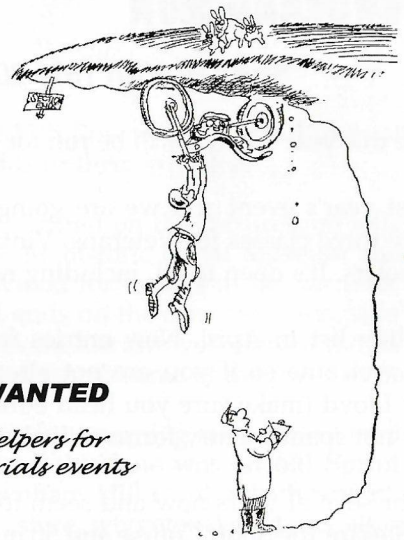
Sunday 12th August 2007.

Come and enjoy the pleasant surroundings at the National Motor Museum and also enjoy the road run through the New Forest, an excellent event especially for our more western area members.
Bring your 'new' veteran and try it out on tried and tested route laid out by the Southampton & Dist MCC, but expect a few changes this year, they also supply the excellent back up service.
If you have ridden over the past three years an entry form will drop through your letter box during late May, if not give me a ring on **01293-771446** or email **acsociable@tiscali.co.uk.**

We look forward to meeting you all again.

Ian McGill. Secretary of the Meeting.

PERSONAL



(c) Gordon Thompson

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

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

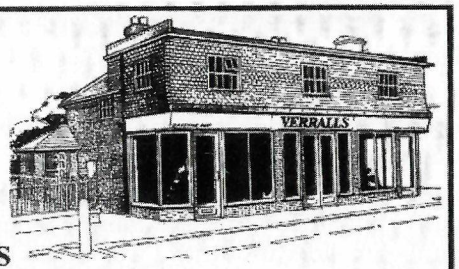
Phone for a confidential discussion.



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

VERRALLS
(Handcross) Ltd.

Specialists in
VETERAN – VINTAGE – CLASSIC
and
THOROUGHBRED MOTORCYCLES



WANTED

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

We always have on display a range of machines at our showrooms below:
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:

****

The New Conyboro Run

Held on Sunday 20th May 2007

For those of you that didn't make it down to the 15th New Conyboro Run, you missed a good 'un.

Jane and I booked a couple of lunches with Frank, just to go and see originally, but since Chris and Shirley Stiles had entered (and Chris was taking his Sunbeam sidecar outfit), I was asked if I would like to act as ballast, instead of Shirley. Well, I hadn't been in an outfit since about 1988, and that was racing one at Snetterton, so I accepted.

The day came, we duly arrived - me with waterproofs and skid lid - and helped unload the outfit from the back of Chris's trailer. After a chat and the pre-flight briefing, we were flagged out of the gate on our tour of the wonderful countryside.

You know, it's rather like being pushed about in a Silver Cross pram - very comfortable, rather relaxing and quite sedate. The leaf spring suspension just soaks up most of the potholes, leaving me the chance to look around and just confirm with a gentle bellow "Turn Right" over the exhaust note as required by the route sheet.

Although the riders were presented with route sheets, they weren't really necessary, as the route was excellently marked with the Left, Right, Straight On cards at the requisite spots. A few times we had to trickle slowly past horses, nodding at the riders; and came across a few people waving from their gardens.

The weather was fantastic - much to the chagrin of the Met Office, who'd forecast rain in the afternoon. The Sunbeam trundled along, albeit with a slight problem with the carburation (nothing to do with the, ahem, sylph-like figure in the sidecar)

With just a couple of times getting out to help shove the bike up a steepish slope as it appeared to be almost like petrol starvation, we were back at the Six Bells paddock to a welcome "Ploughmans" and a pint.

After the meal, which was more than sufficient in quality and quantity, there was time to wander around the paddock, take a few snapshots and await the prize-giving.

A lovely day out with good company in pretty surroundings. Just what the doctor ordered.

Ian Akers



Safety Hi-Vis Tabards & Advertising

The Club is aware that more could be done to advertise itself and its events more effectively.

One area where riders and passengers could help is when wearing hi-vis tabards not to wear ones advertising other clubs. There are a few Sunbeam tabards available, but the Club is looking into supplying/selling Sunbeam MCC tabards which is the obvious solution.

Too often we see other clubs being advertised, which to say the least, is confusing and inappropriate. Only last year we saw on at least 2 of our closed to club prestige events riders with "foreign" tabards. I'm sure this is done without realising the impact.

We believe we put on good, well organised events, and being a smaller club need to reap all the benefits possible, and it is disturbing when riders use tabards advertising other clubs. Until the new tabards are available can we ask all riders and passengers for their co-operation and awareness. Obviously visibility and safety remains the most important aspect.

VED HISTORIC VEHICLE EXEMPTION.

The Vehicle Excise Duty exemption for historic vehicles was frozen nearly ten years ago. FBHVC policy is to seek a return to a rolling basis and pursues this objective whenever the opportunity presents itself and the subject is almost a standing item on the agenda for meetings of the All Party parliamentary Historic Vehicle Group.

Others are taking advantage of the on-line petition site where there is a petition calling for the government to restore the rolling date, this has already attracted over 8,000 'signatures' at the time of writing. There is also a petition to 'sign' in connection with Road Pricing.

Go to - **http://petitions.pm.gov.uk/historiccartax**

We see no reason not to support this petition.

Above reproduced from FBHVC newsletter No: 2.

Ian McGill. Hon: Secretary.

There is more about this, and other Federation news on pages 19-23

CLUB NIGHTS

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

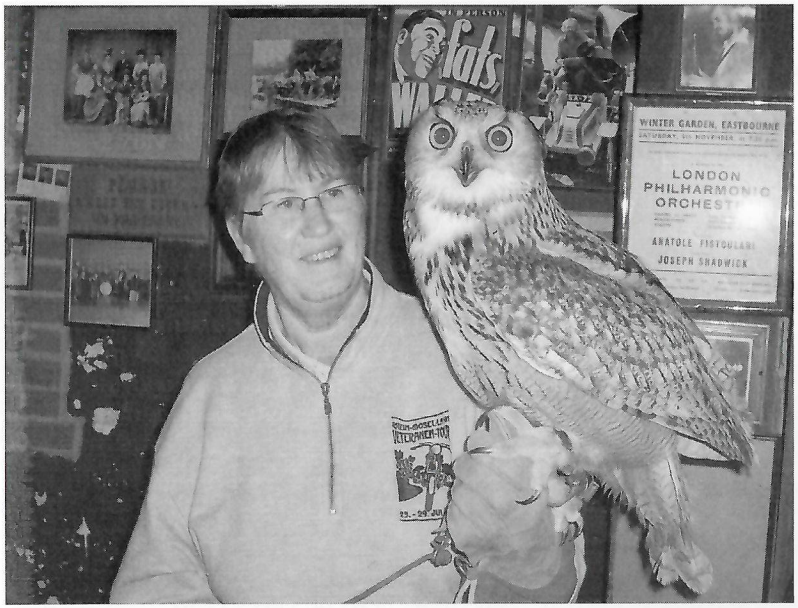
Six Bells Public House, Chiddingly, Sussex BN8 6HE

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

This is about 2 miles from the A22 at Whitesmith

April

The April Club Night was something different. Thanks to Derek Harper's contact we had Len Smith giving us a talk and view of two of his Birds of Prey - an American red tailed Buzzard and a Siberian Eagle owl with a 6 foot wing span, both in beautiful condition, well trained and tame. He gave us an intriguing insight into his specialised hobby. The ladies in our audience were particularly enthusiastic and towards the end of the evening queued up to have them on their arm being photographed and petting them. It all got a little out of hand in the end with the rest of the pub crowding in and getting involved.



Ann Plummer and a Siberian Eagle Owl at the Six Bells in April.

The Warwickshire Weekend

29th September - 2nd October 2006

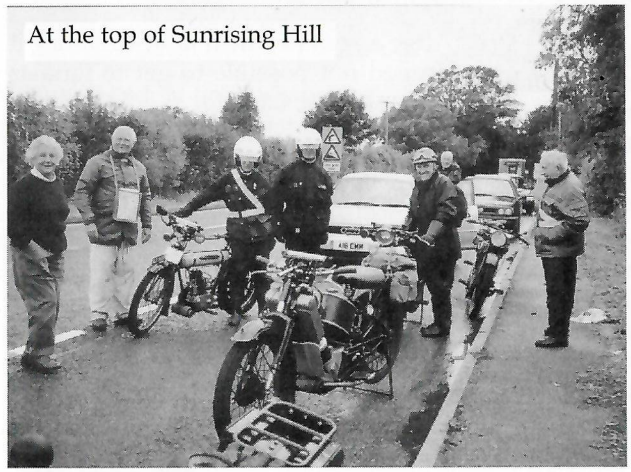
I've always fancied a house party weekend in a spacious country seat - coupled with something to do, enjoyable company, good atmosphere, and everything laid on. Well, Baz & Jenny's Warwickshire Weekend came pretty close to that ideal for Chris and I.

The weekend starts with dinner on the Friday evening and twenty of us sat down on one long table in a separate dining room. Some people we knew, some we didn't; but as with any of the motorcycling fraternity that was soon remedied. It wasn't long before the expected banter, witticicsms and anecdotes broke out which set the tone for the remaining Saturday and Sunday dinners. The meals were excellent and plentiful in the extreme.

Our first run started on the Saturday morning in brilliant sunshine and we all had brilliantly typed (and coloured!) route sheets which Baz and Jenny had handed out at pre-prandial drinks the previous evening.

At 9:30am some 10 assorted vintage machines started out, accompanied by several cars carrying either wives or those partaking on a social basis only. This all worked out well, as nobody was on their own; each car taking at least two people. Saturday's run was 88 miles, punctuated by well spaced breaks for coffee, lunch and tea, so it didn't seem that long a mileage. We threaded our way through some wonderfully named villages, such as Pillerton Hersey, Weston-sub-Edge and Bishops Tachbrook, not to mention roads such as Norton Curlieu Lane. It was a lovely run along quiet roads and upon our return it was good to have a soak to ease off any riding aches, as a prelude to another enjoyable dinner.

Sunday's run was to be 106 miles and we set off in dry, sunny conditions but with threatening rain clouds, it did start to precipitate soon after our coffee stop and it was certainly moist for the next couple of hours with rain on and off. The blustery conditions and leaves skittering around somehow made it surprisingly pleasant as it was very mild and we were all fully waterproofed. I really enjoyed the scenery, especially Chipping Campden which is a stunningly beautiful Cotswold village, and all the other hills and dales. For lunch we stopped at the Cherington Arms, where we had an excellent Ploughmans in a cozy dining area - good choice Baz and Jenny!



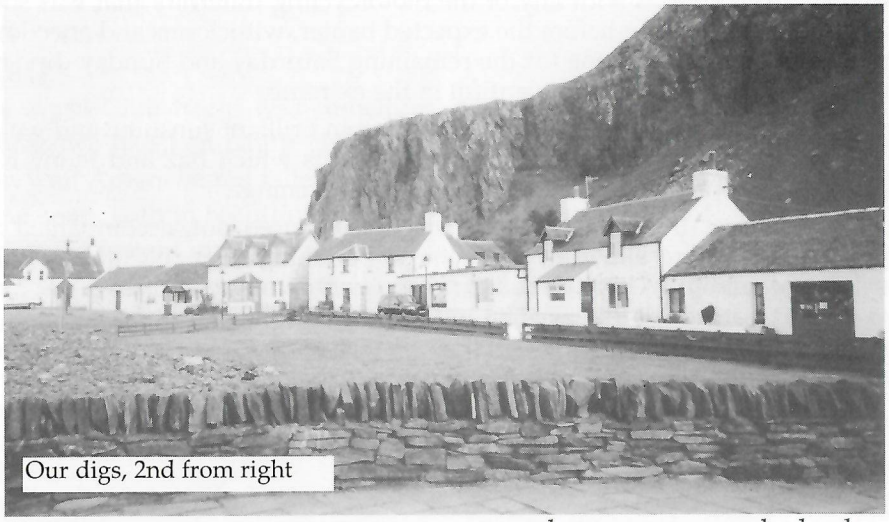
At the top of Sunrising Hill

Continues on p26

In February's Club News, Bill Pile regaled us with the first part of his Scottish Escapade. He concludes this narrative in the following instalment.

ESCAPADE 2005 - SCOTLAND (part 2)

We are on the Isle of Seil, on the North West Coast of Scotland, staying in an old mining cottage with beautiful views across the sea to the small picturesque islands that define the area. The '24 Sunbeam, '26 Norton, '28 Rudge and my '39 Speed Twin are all holding up well with no problems so far...



Our digs, 2nd from right

DAY 4

We had arranged to go over to Mull today and were not put off to hear that huge winds with gusts up to 75 mph had been experienced overnight. This involved a ferry trip of about 45 minutes across to the island which is sizeable - about the same area as Kent. The weather at Oban terminal was dry but overcast, temperatures in general about 5 degrees cooler than East Sussex.

There were two routes to choose from the Craigmure terminal on Mull, both A-Roads; the North to Tobermory, and the South to Iona. After this we used back roads through the mountains which wound, were narrow, had adverse camber, were badly potholed and covered in loose gravel. We looked for the local Sea Eagles, but they weren't coming out today.

After a spot of lunch at Tobermory it proved not possible to get to iona as we had to be back for the 5pm ferry. It was Ted's birthday, and we had a shindig planned as he was buying the beer (a half each) we couldn't be late.

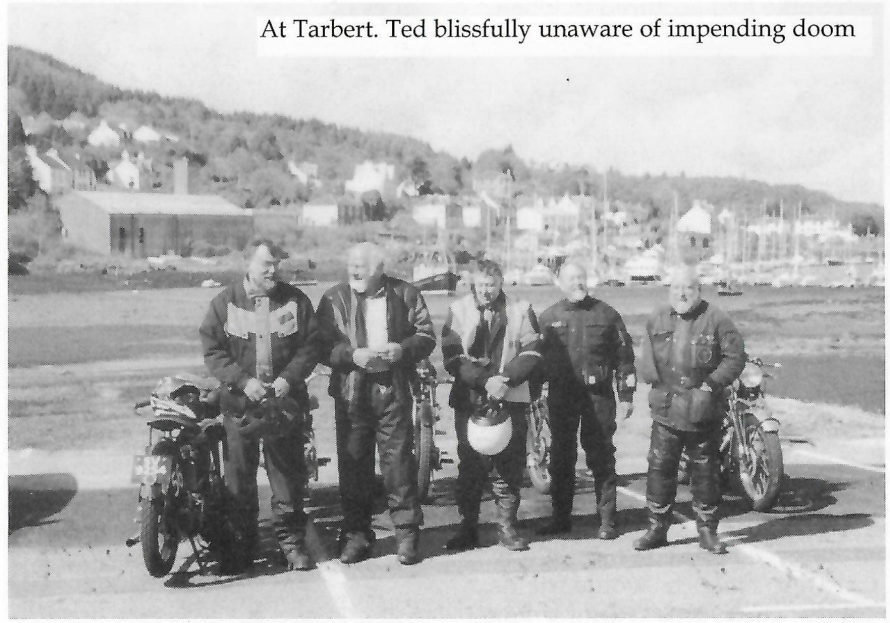
DAY 5

We had planned to ride to Fort William today, but deferred the decision until the weather was confirmed: Cold and wet with rain all morning. We worked on the bikes, except the Speed Twin didn't need any maintenance so I took the mick out of the others getting their hands dirty.

During the morning, Chris's friend Vic appeared from Kentallen - he has a 1950 Black Shadow. After lunch in the pub opposite we got away down south, with Vic and Chris on the Shadow, via Lochgilphead to the small fishing village of Tarbert on the edge of Loch Fyne.

gear broke so it was unfixable at the roadside; a call back to base resulted in Ruth coming out in Chris's van to collect it.

We three, with Chris and Vic, then rode back in cold, wet, miserable conditions encountering snow and hail along the way, finally assembling in the pub by 9pm having covered 133 miles.



At Tarbert. Ted blissfully unaware of impending doom

Having a cup of tea and an ice cream in the local cafe it turned out that Vic had been on a boat fishing with the waitress's father years before. Vic knew a coast road back round Knapdale so he led us round, stopping to admire the spectacular views across to Jura and Ireland

On a fast run back, the predictable happened and Ted's Rudge which surprisingly had been going rather well - expired at Arduaine. The rocker

DAY 6

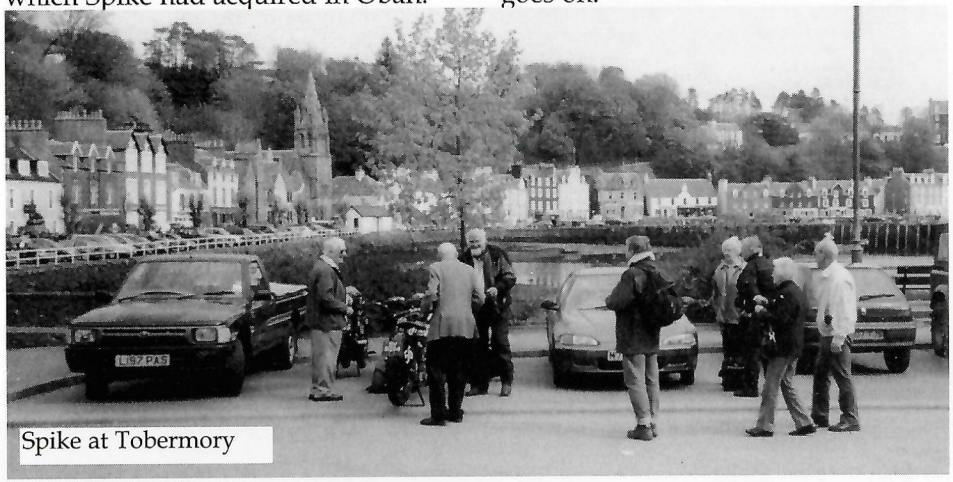
A short run in inclement conditions off the island and up to Oban. Over the bridge (very breezy) and a run round the coast road following teh shore of Loch Crera. Ted didn't come as his bike was broke and he is not really competent to ride a Model 90 Sunbeam, which Chris would willingly have lent him! Anyway, he amused himself frightening the locals.

Soon, back at base after covering 76 miles, in time for a short boat trip to the neighbouring island of Easdale for lunch at the pub and a walk round, the main transport on the island being by wheelbarrow!

We put in an order with the local fishermen for a crate of langoustines for that evening. These duly arrived and were cooked by our chef du maison, Spike Holman. Beheaded, de-tailed and bagged up as they were to be taken home along with a lobster which Spike had acquired in Oban.

tedious drive down the motorways. Our grateful thanks are due to them, for this senility doesn't have many advantages, but this experience was one to miss.

We usually try to knock out some ideas for the following year before we break up, but didn't this time as both Frank and I were proposing to move house, hopefully in '06. Don't ask me about the problems of moving the 14 bikes, tea chests of parts, the various vehicles, all the farm machinery, it goes on.



Spike at Tobermory

Ted and I took our langoustines as hand luggage on the BA flight down to Gatwick. Nobody would sit next to Ted as there was a funny smell emanating from him.

A farewell meal with Chris and Ruth in the evenin, after loading up the van, saw Frank and Spike ready for an early start. They did in fact leave at 6am with Ted and I having a leisurely drive back to Edinburgh Airport in the hire car.

We collected the bikes and gear on Sunday morning from Frank's place, he and Spike having arrived the evening before after a 600 plus mile

Perhaps something may be possible in '07, wait and see.

Bill Pile

FEDERATION NEWS

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DVLA

Sandy Hamilton

I am continuing to hear about cases where vehicles have been referred for inspection by DVLA following MoT tests where the examiner has reported the vehicle for either a lack of chassis or VIN plate or a discrepancy between the number on the vehicle and the number on record. I have also heard reports of inspections being required where motorcycles have not had a colour mentioned in their V5C details, regardless of whether this was on the original logbook or not.

Section 6.3 of the VOSA handbook instructs a vehicle examiner that a chassis or VIN plate is only required on vehicles first used on or after 1 August 1980. This reflects the requirements of Construction and Use legislation applicable to vehicles constructed up to that date. The appropriate action is for the relevant section on the test data screen to be entered as `Not Available' and the examiner should then move on to the next section of test data entry. There is nothing to stop a motorcycle examiner from entering an appropriate colour into the relevant section. An examiner is not required to do anything more than the above and it is quite inappropriate to report a historic vehicle to DVLA for inspection in these circumstances.

The above comments reflect the legal requirement. However, FBHVC strongly recommends that all owners should ensure that their vehicle records are correct and that their vehicle is identified with the appropriate chassis number or VIN plate. While drawing the line at insisting that owners of veteran or vintage machines should deface them by adding non-period ID plates it is good practice that owners should be aware of the location of relevant markings so that they may be pointed out to vehicle examiners not experienced with older vehicles.

DVLA normally has a pragmatic approach when advised of minor amendments to ID numbers especially for those vehicles that have been registered for a number of years or where the `error' can be attributed to mis-reading or transcription. I have heard though of cases where inexperienced DVLA vehicle examinershave started to panic owners by suggesting that DVLA may have to cancel a registration, apply a `Q' mark or have the vehicle undertake a SVA test, a process that it was never designed to meet. In the circumstances I have outlined this response is not necessary and owners should politely but firmly insist that it is incorrect and should ask for the case to be referred to a higher level either within the Local Office or at Swansea. I am always interested in hearing about such cases.

If you are seeking to register a pre-1980 vehicle for the first time (whether imported or one that has lost the original paperwork) DVLA require that at first registration the vehicle must be fitted with an appropriate chassis or VIN

While you may pass an MoT without one fitted, the subsequent examination at the Local Licensing Office will pick this up and delay the registration. If you ever undertake a cherished transfer of your mark - surely no self-respecting historic vehicle owners would consider this? - a missing chassis plate will at least delay the process and may lead to the transfer (or even the mark) being cancelled.

We strongly urge all clubs to pass this message on to their members: check registration documents against the markings or plate actually on the vehicle and ensure that they tally exactly. If not, ensure that errors are advised to DVLA and corrected promptly. Failure to follow this simple check procedure will lead at some point either to inconvenience (at best) or to a lengthy investigation. It is difficult to have sympathy for owners threatened with loss of registration if they fail to take this basic precaution, especially as we have been pushing this message for some considerable time.

V765 Scheme

By the time you read this Newsletter another visit to DVLA will have been completed. There are a number of items to discuss regarding aspects of the procedure, most of which are related to specific cases and evidence to support claims.We will also discuss cases where driving licence entitlements have been lost at renewal or on advising change of particulars. A report will appear in the next issue.

UK LEGISLATION

David Hurley

Off-Road Vehicle (Registration) Bill

This is a Private Members Bill that was introduced to Parliament at the end of 2006, but which only came to our attention at its second reading in March. It now goes to a House of Commons committee for detailed consideration where we expect it either to fall completely or at least to be radically revised.

The Bill is aimed at improving the powers of the police to deal with nuisance caused by antisocial (and usually already illegal) use of offroad motorcycles, such as mini-motos, quad bikes and so on. The Vintage Motor Cycle Club has mounted a campaign asking its members to write to their MPs. FBHVC's position is best expressed by the following extracts from a letter sent in March to Graham Stringer MP, the sponsor of the Bill, and copied to the All Party Parliamentary Historic Vehicle Group.

At the time of writing, (mid-May) there had been no response from Mr Stringer.

We understand the problems caused by the anti-social use of small motorised vehicles that led you to present the Off-Road Vehicles (Registration) Bill for consideration by Parliament. We fully support moves to curtail anti-social activity, but we are concerned that the measures you have proposed would not only fail to achieve the result intended but (at least as currently drafted) also place an unnecessary burden on the many, many owners of older motorcycles that are not registered.

We feel that the current problems arise because of failure to enforce existing requirements, and we doubt that simply adding to those requirements will do anything to improve the all important need for enforcement. Consequently, we believe the Bill would be an example of legislation that causes serious inconvenience for the lawabiding without having any significant effect on those whose antics it is intended to control.

As drafted, clause 3(b) of the proposed new Section 21A of the Vehicle Excise and Registration Act of 1994 would require registration in circumstances where a presently unregistered machine is simply being kept rather than used. At present, it is not possible to register a machine over three years old unless it has an MoT certificate. While we accept that the Bill might change the system so that registration without compliance with the required standards for road use becomes possible, many people in the motorcycle world fear that they will be forced either to do whatever is necessary to obtain an MoT so they may register their machines, or risk having their treasured possessions seized by police acting under the proposed amendment to the Police Reform Act of 2002. Neither is an attractive proposition, especially when the people and machines concerned are extremely unlikely to have anYthing to do with the nuisance problem the Bill seeks to address.

The numbers affected will be large. We are sure that it is not your intention to cause difficulty for owners of old motorcycles that are either never used, or only ever used off-road, but in order for it not to do so, the Bill would need to he drawn with a very much tighter definition of the types of vehicle to which it applies. In particular; we feel strongly that, if the Bill proceeds, it should be on the basis that any offence is linked to the use of an unregistered machine, not to its ownership: Ownership of a motorcycle does not, of itself, cause nuisance. It would be a travesty if an individual was to be penalised simply for keeping an old, unregistered, motorcycle in his shed: any offence should be in allowing that machine to be used while it remains unregistered.

Low Emission Zone for London

The scheme order for London's Low Emission Zone was announced on 9 May, and is of serious concern to those with an interest in historic commercial vehicles anywhere in the country because other cities considering LEZ are likely to use London as a model.

First, some details. The LEZ will start to operate in February 2008 with controls applying to the largest heavy goods vehicles. In July 2008, the controls will extend to lighter HGV and to coaches and buses. In 2010, it will encompass large vans and minibuses. It will cover the whole of the area controlled by the Greater London Authority, and will operate 24 hours a day, seven days a week all year round. Vehicles that do not comply with relevant emission standards, or that are not exempt, will have to pay a charge of either £100 (for large vans and minibuses) or £200 (for HGV, buses and coaches) per day if they are to be used within the area covered by the zone. The LEZ does not apply to cars or motorcycles, and Transport for London claim there are no plans at present to make it do so. It also does not apply to light vans, although there is a suggestion that such vehicles might be controlled in the future. [Note: the LEZ is not the same thing as the proposal to link the central London congestion charge to CO, emissions - that would, of course, hit cars and light vans of all ages.]

There is an exemption for all vehicles first used before 1973, but our first reading of the `scheme order' suggests that drivers of vehicles wishing to take advantage of this (and any of the few other exemptions) will have to register with TfL before driving into the zone, otherwise they will be liable for payment. A TfL spokesman has, however, told us this is not the case for historic vehicles. This will be checked before the next issue. The charges may be paid in advance, or by the end of the day on which the vehicle was used. The penalty for failure to pay the charge is £1,000.

We do, of course, welcome the fact that the existence of historic commercial vehicles is recognised by the pre-1973 exemption, but this date is both too far back and is fixed. We believe this date has been chosen because it matches the threshold date for the historic vehicle taxation class. TfL's initial consultation proposed an exemption for unspecified heritage vehicles while a parallel document spoke of historic vehicles being those over 25 years old, implying a rolling basis. The outcome is far more severe and is effectively a ban on anyone living in the GLA area preserving any retired commercial vehicle made after 1972 because they will be faced with a substantial charge just to take it for plating, let alone for a journey to a show. It is also unlikely that anyone will be willing to spend the extra £200 necessary to bring a post 1972 preserved commercial vehicle to any historic vehicle event within the GLA area; and there is no possibility of any `heritage' bus/coach trips in London with such vehicles.

Myths and petitions

We apologise for not noticing the error in the note about the e-petition calling for a return to a rolling date for VED exemption - the path to the petition should have been shown as **http://petitions.pm.gov.uk/historiccartax/** however, judging by the glee with which the substitution of a dot for a forward slash was pointed out by so many, readers seem to have had no difficulty finding the right place.

Little notice is likely to be taken of these ePetitions, however, as so many of them appear to be, shall we say, half-baked. The latest one to cause the FBHVC telephone to hum asks the Prime Minister to reject any proposals to ban or restrict the use of older cars. That, of course, is something FBHVC would always support - that's what FBHVC exists to do - but the problem comes with the explanatory note, which is scaremongering tosh (to put it politely). This helps no-one: it resonates with those who are determined to see the worst in what is going on round us, and spreads the myth that government and EU have `got it in for us'. Our experience is the opposite, but we're always on the look out for anything that might change that and so would be pleased if the sponsor of that e-petition could provide us with any evidence he has to support the claim (in particular) that there has ever been a serious suggestion of banning the use of cars over 10 years old. The claim about Edinburgh City Council we know to be incorrect (see p.3 last issue). We congratulate Classic Car Weekly on its measured commentary on this topic: would that more publications took the trouble to check the veracity of the `scare' stories they choose to publish.

VED historic vehicle exemption

FBHVC has again written to the Treasury asking for a return to the rolling date for the VED exemption pointing out that UK is the only country in Europe where such a concession employs a fixed date, and that the threshold for concession is set at 20 or 25 years in other countries, except Denmark which uses 35. By the end of this year, the youngest vehicles qualifying for the British concession will be 35.

Other matters

And still they flow in - consultations, that is - we are diligently reading consultations on revisions to the section of the MoT guide dealing with contingency procedures to be adopted at testing stations in the event of computer failure; the possibility of allowing the electronic delivery of insurance certificates; and revisions to the list of emissions standards for MoT testing (this latter does not generally change anything for cars that are already subject to test).

EU LEGISLATION

FIVA response to EC consultation on Urban Transport

FIVA made a submission to the European Commission's consultation on Urban Transport in April. While the policy examination is broad (encompassing all forms of public and private transport, urban transport problems and potential solutions) FIVA focused on highlighting its concerns that measures to address urban pollution and congestion have in a number of cases disproportionately impacted upon historic vehicle use. The response explained FIVA's research undertaken in 2005/06 which showed that historic vehicles account for 0.8% of all vehicles in Europe and only travel annually 0.07% of the distance travelled by modem vehicles. The response then stressed that the environmental impact of historic vehicle use is therefore negligible and that FIVA feels that measures specifically - or unintentionally - targeting historic vehicles are disproportionate to their aim and that the impact on historic vehicles owners is therefore unfair, especially in light of the fact that that catalysers, soot filters and other technical solutions for cleaner emission are not an option for historic vehicles. The European Commission is undertaking this consultation as a first step to determine how it may best contribute to the development of polices to improve urban transport in Europe. FIVA therefore urged the Commission to recognise its concerns and accordingly offer positive adv ice in any guidance material to and actions with member state governments and local authorities when pursuing its urban transport policy initiatives.

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"GOOD VALUE OLD CHAP"

So it must have been said in 1932.

I was trawling through some old South Eastern Centre Gazettes and came across an announcement from the Sunbeam Motorcycle Club. The provisional programme for the first half of the year was shown with 2 ordinary one day cross country Trials, one long distance night Trial, 2 lots of Speed Trials at Gatwick and the Pioneer Run.

Riders were invited to join the Sunbeam Club for an annual fee for 1932 of 45/- (£2.25) and as members there was no entry charge to any of the events run by the Club in the year.

The regs. were shown for a Scramble to be run by the Sunbeam Club in September. The going entry costs were around 5/- for scrambles, 3/6d for Trials and 1/- per race in Grass Tracks. So if you rode all the events that the Club ran in the year, and remember machinery was nowhere as specialised to any particular aspect of Motorcycle Sport in those days, then you could well find that the actual annual Club subscription cost you next to nothing!

"Jolly good value the Sunbeam Club, old chap."

Peter Donaldson

The following two snippets are also from the Federation News and reproduced by kind permission.

Club News

David Davies

The magazine of the Vincent HRD Owners' Club can always be relied upon for something different. It seems that one Tornado Smith toured the country in the 1920's with a lion and a wall-of-death show. The unfortunate lion rode pillion in the show. The lion is reputed to be buried in front of the village pub in Boxford, Suffolk...
more information (preferably with a photograph) please!

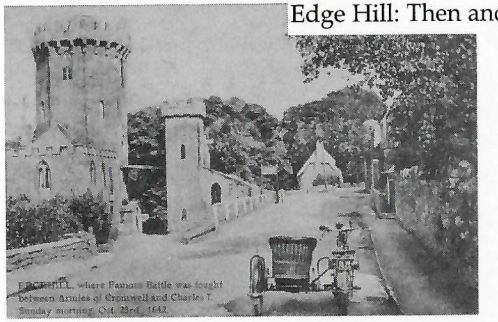
Neil Sudbery

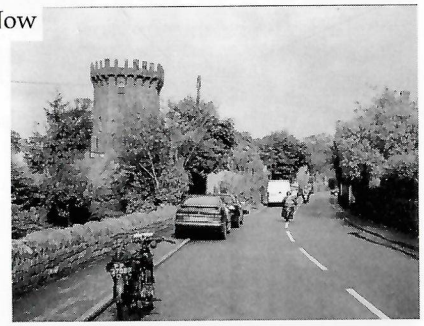
The Bulletin of the Morgan Three-Wheeler Club for April has a brief description of transporting an upright piano from Felixstowe to Ipswich on the back of an F4 Morgan.

(contd from p15) Highlights of the day's riding started with the ascent of Saintbury Hill, a real corker of a hill, 2nd gear all the way and seemingly going uphill forever but at least it was comparatively straight. Not so for Sunrising Hill, that staple of the VMCC Banbury Run and an old test hill. Thankfully, the itinerary specified "regroup in layby at top of hill and cool off" as this hill is still a really good test of a vintage bike with its twisty bends. I had to change down to 1st gear within reach of the top, and I think 85 year old Charlie Jenner had to as well - but we were both on 350's; no doubt a 500 would sail up.

After a rest and chatter in the layby, we all turned left at the top of Sunrising Hill to travel past the site of the Battle of Edgehill, where Oliver Cromwell and King Charles I had a bit of a "set to" on the Sunday morning of October 23rd, 1642.

Edge Hill: Then and Now





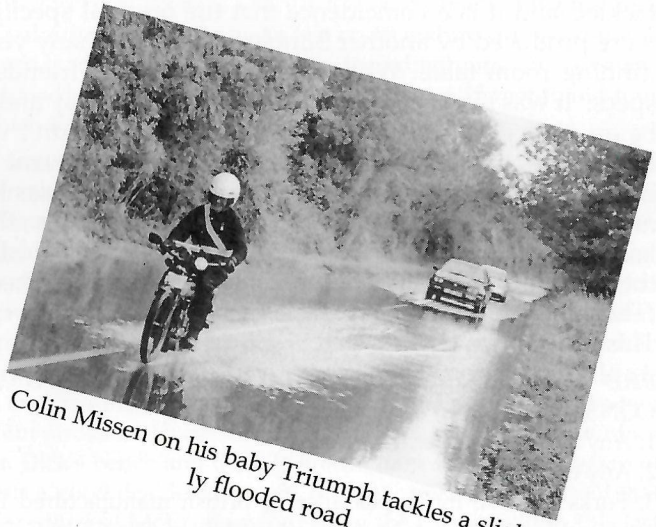
Our Monday morning outing was the shortest run of just over 43 miles and blessed with dry, bright conditions we wound our way past Mary Arden's house to arrive for a watery stop at Hatton Locks. There was plenty to occupy us here; narrow boats chugging past (what a tickover!), a cascade of locks and far reaching views to distant spires. Frank Mace, whilst paddling off on his special 1924 Sunbeam and dropping the valve lifter had an almighty backfire which scared all the local pigeons and all of us too! After the laughter subsided, the bike travelled to a cute country pub "The Cock Horse" at Rowington for coffee, where we all sat outside soaking up the autumnal sun. After that, we trickled our way through Henley-In-Arden, back through Alcester to the hotel.



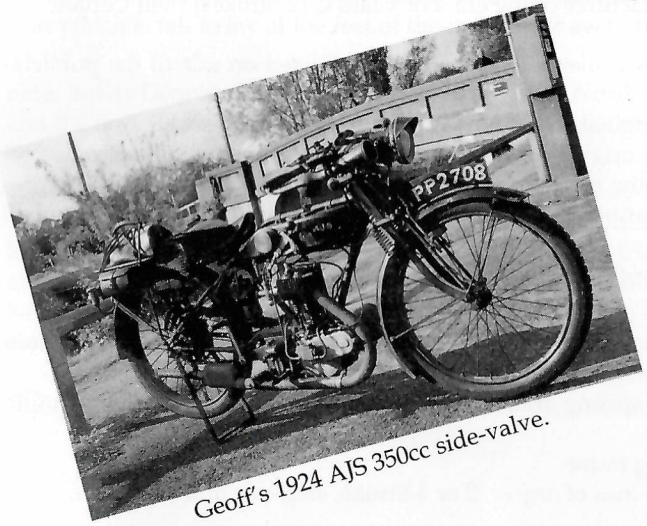
So ended an enjoyable and brilliantly organised riding weekend, our immaculately prepared routes were perfect and obviously took a lot of trouble to check and type in easily readable print.

Incidentally, I had started off on the Saturday by encircling my sleeve with the route sheets secured by an elastic band. This scheme was doomed to failure and Jenny came to the rescue with a spare roller routefinder which I immediately fixed to the handlebars and never looked back. It was a delight to use. So impressed was I that my 65th birthday soon after returning home furnished me with one of my own.

Geoff Morris



Colin Missen on his baby Triumph tackles a slightly flooded road



Geoff's 1924 AJS 350cc side-valve.

OFF THE SADDLE

Jim Connor, as the new Chairman of the Centre Trials Combine is making his presence felt in a variety of fields. He asked fellow Club Member Dennis Fleet to lot down his ideas on the update for the technical specifications for the Pre 65 Classes of machines for Trials. Dennis collared me and we sat down at his dinning room table and produced the following write up which was circulated at the last Meeting and is to be a subject for discussion at a future meeting. As Dennis said, we were only drafting out a discussion document which would no doubt be pulled to bits and revamped. It is though something that must be tackled and it is a coincidence that the original specification for these classes were produced by another Sunbeam Member many years ago, probably at the dinning room table. When Dick Little and his friends produced the original specs. It was to yet the old machines back into play and it was felt that it would be an easy go lucky lot that would ride and hadn't visualised that it would become such a field for technical fiddling, for want of a better expression. Dennis had himself tried very hard to yet the classes back to where the original ideas had intended some 10 years ago and sadly, though he fought a good battle, no changes were made and more and more fiddle machinery crept onto the field, to the detriment of the Sport and what had been originally envisaged. (The same problems also affect the Moto-Cross side of Cross Country Sport) This is what we wrote:

PRE-`70 BRITISH MACHINE TRIALS SPEC. for OPEN & CHAMPIONSHIP EVENTS

CONSTRUCTION:

1. Any electrical system.
2. Any carburettor
3. Forks to have the appearance of British manufactured forks as fitted to a British machine by a British manufacturer of the era. For Class C (2 Strokes) then Ceriani and REH forks are also allowed.
4. Rear suspension to follow the expected design as appeared on sale to the public in the era.
5. Frames to be replica or original and can have been modified.
6. Engine to have the outer original or modified appearance, with similar mechanical operating characteristics as the machines of the era and with rear single wheel drive.
7. Gearboxes to have outer appearance of those fitted at the time and to contain only 3 or 4gears.
8. Wheels to have original or replica British hubs and brakes of the era.

CLASSES:

I. A Of over 340cc, sprung framed Pre Unit construction, 4-Stroke singles or multi cylinder, or unit construction multi cylinders.

2. B Unit construction sprung framed 4-stroke singles of any capacity or multi cylinder under 340cc.

3. C All 2-Stroke sprung frame.

4. D Rigid framed machines of any cc, 2 or 4-Stroke, single or multi cylinder.

5. E Girder forked and rigid rear, any cc 2 or 4-Stroke, single or multi cylinder.

6. F Sidecar machines to conform with above manufacturing specifications and

visually to conform with the era.

You will note that we extended the period to 1970 as there were some machinery still being manufactured in the UK until that time. We have also not tried to disqualify a greater proportion of machinery now being ridden by insisting it needs to be authentic to the last nut and bolt. But when I saw a late `50s Ariel make its debut about a near ago with light weight Bultaco front forks grafted on I felt that was a fiddle too far. For goodness sake lets stick with machines that look right and can be identified with the period even if some internals have been updated!

Last Friday I wandered into the workshop of another Club member, Dick Castleton, who makes his living repairing motorcycles. As he is a very active, and capable, long distance Trials rider, often enjoys Trail riding and is no mean feat on an enduro course, you will see quite a few cross country machines in his workshop, including mine on occasions. Anyway he was "spitting blood" this day. There on the bench was a 15 month old four stroke enduro machine which had had a hard life. Engine was stripped and the

quote for the bits needed was £900-ish. Dick was pointing- out that we were pushed toward a return to the four stroke world by the so called environmentalists who claim that the two stroke world caused excessive pollution. Perhaps in the old day when we slung- half a pint of Castrol XL into a gallon of petrol with engines turning- out less than 10 BHP there could have been a case to answer. But these days power output has rocketed and special oil goes in in ratios of less than 1 part to 60, the case is different. The modern 2 stroke competition motor will hit power output levels at lower revs than the equivalent four stroke and worse, the 4 stroke is less robust and on song noise levels are greater. Dick reckoned that had the owner of the machine on his bench bought a two stroke new instead of the four stroke and hammered it as hard it would have been twice as old before ending up on Dick's bench and the bits would have been in the region of £300, and Dick's labour costs a good deal less. Dennis, on four strokes, pointed out that we have lost a number of traditional Moto cross courses in the Centre within this last year which is felt to lay at the feet of the movement away from two strokes.

I have to say that in a normal Trial the four stroke is a lovely quiet machine with a lovely note. But as Dennis points out, get one on a muddy North Kent hill with the taps open and the noise is greatly increased. Get 30 odd battling it out on a motocross circuit and noise becomes offensive.

Well I'll call it a day now and next month bring it all up to date, but I am off on my trot on my own "round the block" on the 1967 Triumph 90 early tomorrow morning. My routine throws up a distance of over 3500 miles and a lot of work has gone into the machine, but I may only get to do a proportion of that, all will be revealed next Club News, will the machine and I last the course? Everything is loaded on at this moment including my toothbrush! Set off time just over 7 hours! Cheers.

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.

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 motor-cycle topbox

EVENTS CALENDAR 2007

10th June	**13th Rose of the Shires**	Pre-1931
No.741	Stoke Bruerne	*Contact:* Barry Care 01604 646818 barrycare@tiscali.co.uk
24th June/1st July	**Welsh Week** ****Correction****	Closed to Club Pre-1931
No.742	Aberystwyth	*Contact:* Don Mitchell 0116 277 7669
24th June	**Dick Little British Bike Trial**	Centre Restricted
No.743	Bagshot Heath	*Contact:* Peter Donaldson 01322 332087
5th July	***Club Night - Run to be organised - 7.30pm***	
15th July	**21st Garden of England Run**	Pre-1931
No.744	Headcorn	*Contact:* Tony Lloyd 01737 555413 aj.lloyd@blueyonder.co.uk
2nd August	***Club Night - Fish & Chip Run to Seaford - 7.30pm***	
12th August	**45th Graham Walker Run**	Pre-1931
No.745	Beaulieu	*Contact:* Ian McGill 01293 771446
18th/19th August	**Testers Run**	Pre-1940
No.746	Wolverhampton	*Contact:* Trevor Davies 01952 691231 trevor@daviesnewport.f9.co.uk
2nd September	**Greybeards Trial**	Special Restricted
No.747	Stedham	*Contact:* Chris Mawer 07710 211913 christopher.mawer@tiscali.co.uk
6th September	***Club Night***	
16th September	**Ricks Picnic Run**	Open
	Crowborough	*Contact:* Rick Howard 01892 653553
4th October	***Club Night***	
1st November	***Club Night***	
6th December	***Club Night***	
16th December	**Southern Experts Trial**	National Restricted
No.748	Dover	*Contact:* Chris Mawer 07710 211913 christopher.mawer@tiscali.co.uk

Welsh Week

We Need a New Organiser. - How about YOU!

After this years event the Club needs a willing and capable person or couple to take on the organisation of this event. Don & Monica Mitchell have been at the helm for many years, and now feel that it is time to hand over the reins to somebody else.

If you have enjoyed riding through the Welsh hills and valleys and feel that you could look after this event. Please communicate to the Club committee through the secretary or speak to Don & Monica who, I am sure will give all the help required. Lets not let this event pass to oblivion without somebody trying to keep it in the Club calendar.

Ian McGill.

Hon: Secretary. Tel: 01293-771446.

FRANK MACE

THE SUNBEAM MOTOR CYCLE CLUB Ltd

Membership Application Form

The main interests of the Sunbeam Motor Cycle Club are in the Pioneer, Veteran & Vintage and Sporting Trials Fields

Member of the FBHVC Affiliated to the SE Centre ACU

Membership open to riders and drivers of all makes of vehicles

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I wish to join the Sunbeam MCC and agree to be bound by its Rules.
I agree to my name and address being held on a computer database for Club use only.
I enclose remittance as follows …

Individual Membership	£12.00	
Family Membership (husband and wife) **See Note 1**	£18.00	
SE Gazette (Trials) **See Note 2**	£12.00	
Black and Gold Cloth Club Badge	£3.00	
Sticker Badge for Vehicle	£1.00	
Enamel Badge for Vehicle	£7.50	
Lapel Badge	£2.50	
Club Tie	£5.50	
Sweatshirt, black with yellow embroidered badge (L, XL, XXL)	£15.00	+£2.40 p&p
Short sleeve polo shirt, black with yellow embroidered badge (M, L, XL, XXL)	£12.50	+£1.50 p&p
Long Sleeve Rugby style Shirt, black with yellow embroidered badge	£18.00	+ p&p
Quality Baseball caps, black with yellow embroidered badge	£5.00	

Please make cheques payable to **The Sunbeam MCC Ltd.**

NOTES:

1 Family membership is not applicable to members who both drive machines. Individual memberships are required for riding members.

2 If you intend competing regularly (that is, a minimum of ten times per year) as a Sunbeam member in Sporting Trials, the Club will supply a Gazette at a charge of £9.00 per year. The balance of costs will be met by the Club.

Name: _____ Date: _____

Address: _____

_____

Post Code: _____

Telephone: _____

Signature: _____

Please send to …

Peter Donaldson, 28 Lesney Park Road, Erith, Kent DA8 3DG Tel: (01322) 332 087

STAMPS ARE ALWAYS GREATLY APPRECIATED WITH ALL CORRESPONDENCE

Email: membership@sunbeam-mcc.demon.co.uk

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