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SUNBEAM
Club News

Published bi-monthly Free to Sunbeam MCC members



Club Night Reports

(see inside)

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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 832
June 2008

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The views expressed by contributors are not necessarily those of the editor or the club.

A new name at the front of the magazine! Well not quite it is still Ian in an effort to keep the changes to a minimum, although it is inevitable that there will be some more as I look to gradually improve things.

However, I firmly believe that this is your magazine and you should dictate the content and I should edit, not write the magazine. But, I have given an undertaking to produce a full magazine, so if you do not give me articles, letters etc, I will put in what I feel is relevant, which might not be what you want.

So, please gets those digits running across the keyboards and e mail me your stories, pictures etc. Don't worry if you have never written before, you will find it is quite easy and enjoyable, especially talking about motorcycling, which you do all the time.

Also don't be afraid to criticise, I don't bite. Unless you give me constructive feedback, it is pointless moaning that you are not happy with the way things are going. Soapbox over!

So, why I am I here and who am I?

Those of you who are regulars at the Pioneer Run may have seen the name as the Epsom Chief Marshall for over twenty five years. Tiny Ayers asked me to cover for a year and then never let me get out of it, so I am somewhat gullible.

Apart from that I have written and taken pictures for every major motorcycle magazine in the UK and many abroad, which I still do. I have written and co-written over half a dozen books on motorcycling, including the Encyclopaedia of Harley Davidson, but don't hold that against me!

I have competed in most forms of motorcycle sport both at home and in Europe and the USA. I have ridden bikes in over 30 countries and every continent and have ten sitting in my garage of all ages and origins.

In case you are worried, I sit on the advisory council of the National Motor Museum at Beaulieu and I am the press officer for the London Motorcycle Museum and have previously owned bikes from the twenties. I run the annual Motorcycle World show at Beaulieu and work as a test rider for several motorcycle manufacturers and cover very high mileages on all types of bikes every year.

Hopefully that should tell you enough about me and the fact that as long as it has two wheels and an engine I am interested, irrespective of age and origin!

Ride safe

Ian Kerr

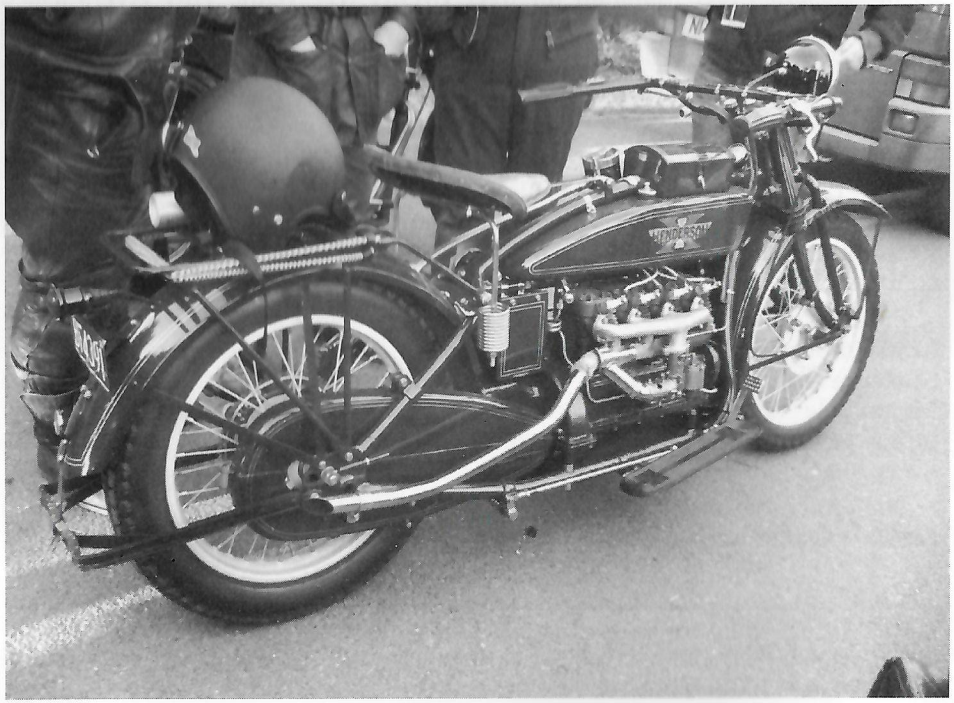
CLUB NIGHT REPORTS

April

Nigel Kingswood of South Coast Blast Cleaners, Newhaven, gave us a good talk on his variation of blast and grit mediums available according to the needs of the object. Here is a man who appreciates the need for thought and care, so as not to blast away or crinkle delicate pieces. He specializes in treating all motorcycle parts and powder coating. After blasting away quite rusty and pitted items he firstly acid etches and by two coats of powder he can reach a respectable smooth surface. He brought examples of pre and after treatment as well as various options of grit according to specific needs.

May

The first evening run of the year left the Six Bells on an interesting route ending up at the Star at Old Heathfield. A pleasant evening it was in this strange mixture of weather that has been thrown at us so far. Chris Pile led off 17 motorcycles of great variety, including some very nice examples , particularly David Noakes' veteran 750cc single Excelsior and Steve Marks' vintage 4 cylinder Henderson, what a contrast of sound! A good old natter in the Star's car park and with reducing evening light various lights were lit including oil lamps (using Johnsons Baby oil – better than paraffin) on Steve Whymark's Sunbeam pedal cycle.



CLUB NIGHTS FUTURE DATES

June 5th – Club run from Six Bells, starting 7.30pm David Noakes leader

July 3rd – Meeting at Filching Manor 7.30pm for a karting session at Karl Foulkes - Halbard's track @ £5 per head

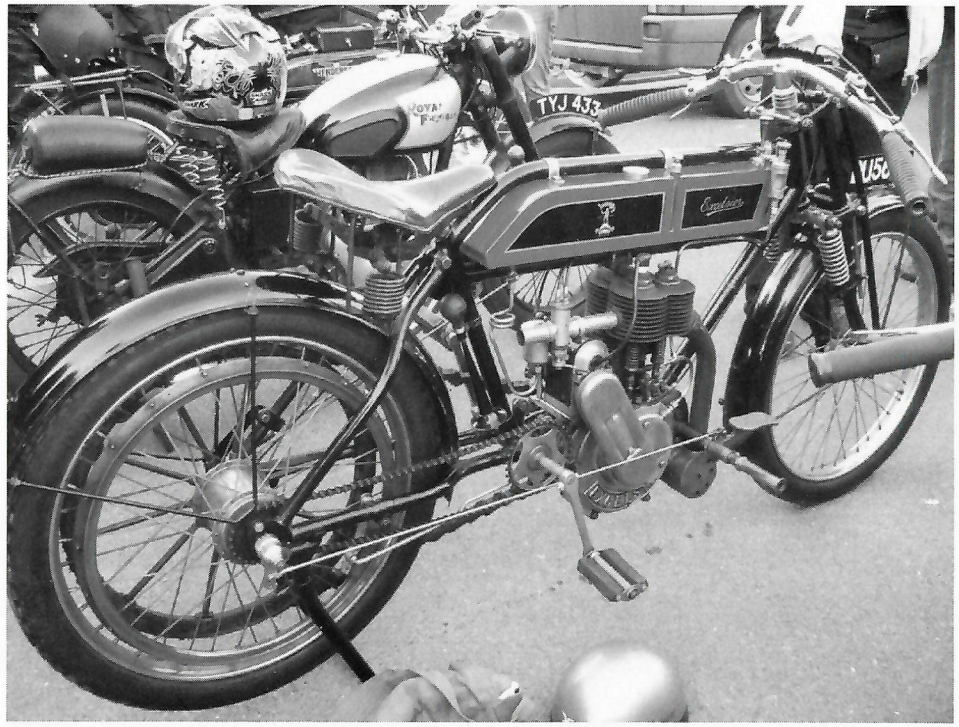
August 7th – Meet at "Trawlers", Church Street, Seaford 8.00ish for fish & chips

September 4th – Bill's Sunbeam 90 – Bill Pile & Baz Staple

October 2nd – German aircraft development – Dave Masters

November 6th – Henderson talk – Steve Marks

December 4th – 16m/m film show



Hastings Model Flying Club - invitation to Sunbeam M.C.C.

At Club night last year we had a talk by Colin Hammond and Tony Nijhuis from the Hastings model flying club about large scale radio controlled model aircraft, at the end of the talk they invited the Sunbeam Motor Cycle Club to put on a display of vintage motorcycles (pre 1931) at their Model Show, at Bulverhythe Recreation Ground, Bexhill on Sea on Saturday, 26th July. We shall be made most welcome to bring our machines to the show and free admission passes will be made available.

Between the flying demonstrations we are invited to put on our own demos of interesting machines on the length of their runway.

This is an ideal opportunity to enlarge the awareness of the club to a sizeable crowd and a different enthusiast group, which might well encourage younger people to join us.

Please support the club in this interesting opportunity, further details from John Buckingham John.b60@ntlworld.com Tel. 01903 765918



Small Ads are free to Club Members, and can repeat free for several issues. Just let the Editor know your requirements

Address and contact numbers inside the front cover

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Rev. David Scott

I would like to offer my services to Club members for Christenings, Weddings, Funerals or any other way I may be able to help and support you.

I can be contacted at:

23, Wilmington Way, Patcham, Brighton, East Sussex, BN1 8JH.

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OFF THE SADDLE

By Peter Donaldson

After the dust had settled from the Pioneer Run, the next Club Event was Club Night on the 3rd April, where we had a very interesting talk on Powder Coating. This is a subject I knew nothing about; it is in fact most complex and the speaker showed loads of samples of the powders used and examples of what they do to metals – so very interesting and informative!

Two days later the alarm went at 02:30am and that started a full two days of Trail riding in appalling weather conditions in Northern France. (This will be fully documented under the title "A Spring Weekend in France." in the next issue.)

Sunday 13th April was our annual Gordon Jackson Trial held at Woolmer Farm near Liphook. (See full report elsewhere). Many thanks to all the Club Members who turned out and made it possible.

Move on a Sunday and I was helping our associate club, Bexleyheath, run their big event of the year, The Langmaid Trial. I was observing and spoke with the only Sunbeam member riding, Chris Neville, who against strong opposition came in half way down his class.

A week later and following the heavy weekend in France early in the month, complete with a new rear wheel rim, heavier gauge spokes plus new tyre, tube, rim tape, plus new rear chain and several hundred pounds lighter in the bank, I rode in the Sidcup Long Distance Trial in Kent. Eighty-nine of us started at Canada Heights at Swanley and covered just over 90 miles.

After all the experience earlier in the month, I started off full of confidence, but that was short lived and I ended up ashamed with my performance, loosing 41 marks and coming in a miserable 53rd!

Our own Mick Holloway did very well though, but should have done better. Towards the end of Section 5 I saw him stop while crossing a drainage ditch which he should have sailed over as he had 'cleaned' numerous other harder obstacles.

If this had not happened he would have been round for zero. Instead he ended up 9th, but still a very creditable ride seeing he was on an AJS 350cc machine about 50 years old. Club member Dick Castlelton lost 11 marks and picked up a 2nd Class Award in the 226-450cc class. Well done the both of you and a big boo at me!

May 9th - 11th I was at the Warwickshire Weekend, a three day Club event for Vintage and Veteran machines. On the first day my 1927 Sunbeam 500cc completed the run without problem, but checking it over that evening I found my exhaust valve spring could have shot out of position at any moment, so I pulled out to be safe.

That evening Des Brown very kindly offered me his 1927 350cc Sunbeam and he rode Joy's 250cc AJS which had been brought along on his trailer. It was the first time I had ridden a machine with foot boards, a funny feeling when one has ridden for over 50 years with footrests. Foot brake was on the right though, something I am used to with my Japanese Trial and Trail bikes. The 350cc is a

game machine and easily climbed the steep hills of Day 2 with my additional weight compared to Des!

Unfortunately the magneto gave out after 70 plus of the 87 miles of the days run and was trailed in, thanks to Jenny. Despite various work on the mag and timing, it gave out again on a trial run early the next morning, so no riding for me on the third day. However, my thanks to Des and Joy for the loan of the bike and keeping me going a little longer!

Next up I went to a South Eastern Centre Board meeting as the representative of the Sunbeam Club.

The theme was very much administrative problems and only a few items had any real interest to our Club. One that did was that if you are over 65 (Pension Age) and are injured whilst a marshal, or other official at an event, you cannot automatically claim loss of earnings.

Apparently it is stated that there is no loss of earnings as pensions are paid irrespective of health. But that is often not the case with salaried workers, or if on benefits, or even if on an early pension and under 65.

What about someone like myself who does part time work? Well then you have to prove your exact loss, not as easy as it sounds. If hospitalised, you could loose a lump of pension and be out of pocket that way.

The whole matter has only just been applied to us poor pensioners and has been kicked back at the ACU Insurance Scheme for rethink. I pointed out that it would be detrimental to the sport IF out of this were to come 'fit to work medical certificates' for pensioners. Very few would bother and the Sport would certainly loose out.

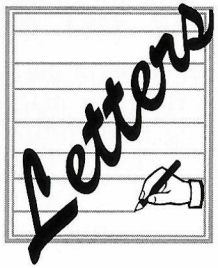
Also hovering around is still thinking about the introduction of Clerk of Course exams for "Social Run Events" that receive ACU permits. All our Veteran and Vintage Events fall into that category and it is something we need to watch.

Also not needed yet, but being talked about, is Police clearance for club officials where anyone under 18 years old is participating. Yes, we have a few from time to time in the Pioneer Run and also in some of our Trials. I have to be cleared for my work on a local golf course, but no that isn't acceptable for Motor Sport apparently.

All race Sports now have to have qualified first aid person's present, big events you are into doctors and ambulances on site. The first aiders at all Trials raised its head awhile back but went away, but for how long? It is a big enough problem getting volunteer helpers now without adding to it and paid ones come expensive!

Another can of worms is that the ACU have, without asking, or seeking any type of permission from the members, formed a new Company called ACU Events Ltd. A bond for a lot of money has been put up in case it is needed. The objective of the new Company is to oversee running of high profile events and where the ACU is an advisory and administrative body.

If anybody would like a more in-depth appraisal of this meeting please feel free to contact me.



Send your comments to :

The Editor

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

Hello Baz and Jenny,

Trust that you're both keeping well - I've repaired the hammer that Baz broke on the Anglo-Dutch, by the way. Is the Stirling Single steaming yet?

Anyhow, the point of this note is that I've been reading the latest Sunbeam Club News and have to put pen to paper concerning one point that my friend Colin Missen stated in his letter on page 17. Colin says 'The rolling 25 year rule of the VMCC has forced it down a road whereby a single Director is paid a salary approaching two-thirds of our total accounts for the year.....'. Other than that, Colin has it right.

I have a real need to point out that not one of the Directors of the VMCC is paid any salary at all. The VMCC has a paid CEO, a paid Financial Controller and a paid Journal Editor - but NO paid Directors. The fact that these three people are also Directors has nothing to do with any remuneration that they might receive. Colin has got his facts a bit wrong in what he has written, although I do appreciate the point that he is making - but Colin's letter has misrepresented a situation within the VMCC - and as a VMCC Director, am unhappy about that.

I don't wish to take up valuable space in the club mag but would like this matter put straight somehow.

On the pre-1940 girder fork debate - Dave Masters has got it right, in that the club already caters for post 1931 machines and runs events which include them - just what is the problem? Any event can be restricted.

However, my real worry is that I must be in a minority as I'd much rather ride my Veteran outfit any day over one of my later machines. Such a shame that people put forward the view that as we get older we ALL want it easier - no fun in that - besides I consider all my Veterans easy to ride and a lot more fun than most of my later motorcycles.

Cheers, Bill

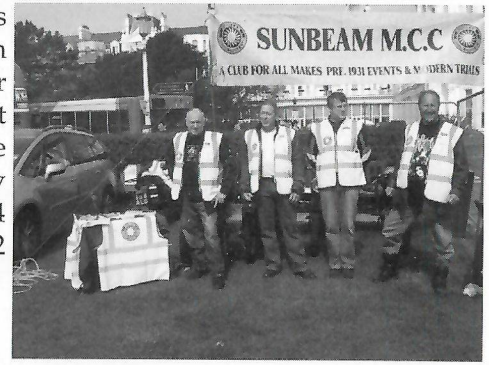
The Wrong Way Round



The Lady Mayor of Eastbourne, Mary Pooley, waved off our 4 Sunbeam riders on the charity trip around the UK in aid of Children in Need on Sunday 4th May at 11.30am.

Their route was first northerly to stay the night with Frank Mace in Norfolk, then on to Yorkshire and then on to John o'Groats. Moving to the west coast riding south again via Wales and then the furthest west to Lands End. Thereafter back along the south coast to Eastbourne. They were planning a leisurely ride taking about 2 weeks and the Club has sponsored them and provided the new Sunbeam zip tabards for publicity purposes. They were sponsored by various members of the public at Eastbourne and left in front of a vast enthusiastic crowd which coincided with Eastbourne's "Magnificent Motors" on the Western Lawns.

A number of club members supported our riders and wished them a favourable wind. You can read their blog at blogspot.com, if you haven't already sponsored them cheques are welcome, made out to The Wrong Way Round and sent to Bill Edwards, 144 Broderick Road, Eastbourne, BN22 9RF



Full report on their return.

A reminder of some Club services

John Waghorn our Registrar still runs the V 765 scheme for veteran number plate retention with DVLA Swansea, see front of magazine for his address.

John can also supply the oval bronze Pioneer plaques on application to him, just advise what engraving you require, make, year, cc. or hp, Pioneer reg. Number and vehicle reg. Number. Cost per plaque including engraving, post & packing is £30.

These plaques are the finishing touch to your veteran which is proof of its age and authenticity.

Baz Staple

Warwickshire Weekend 9th-12th May





A record entry nearly filled the hotel and marvellous weather ensured what the general consensus proclaimed a happy Sunbeam "family" event.

Keeping free of main roads, the traffic was light and yet we had stretches where the sporting riders could open the throttle and have some fun. The pleasant countryside and small villages was boosted to the utmost by the sunshine and Sunday was apparently the hottest May day on record. Jenny as breakdown cover had 3 customers, two of which were repaired overnight, but Peter Donaldson's Sunbeam was terminal when a cam follower decided to snap in two at the end of the Saturday run. Good spirited Des Brown lent him his spare machine for the Sunday and Monday morning runs.

Sunday was the day of the steep hills, Dovers a long straightish 7:1 old test hill, and of course famous old Sunrising and down the other side via Edgehill – some riders were seen to reach the bottom and then tackle the "up" Edgehill, also a goodly gradient.

The atmosphere and camaraderie that pervades these residential events is very special – roll on Welsh Week!

Wanted - Club Advertising guru

The club is considering the need for an advertising person particularly to secure adverts for the club magazine and the Pioneer programme and then follow up by issuing invoices and obtaining settlement of same.

Ideally the very important job of finding sponsors for the Pioneer Run could fall within this orbit. If you need more details and you feel you could help with this task please speak to Ian McGill or Baz Staple.

The Sunbeam Story

A bunch of motorbikes all brand new
Wanted to know what the sunbeam knew
For they were young and the sunbeam was old
And this is the tale that the sunbeam told.

I began my life in a famous town
Built by craftsmen of fame and renown
I was made to last, and, as you can tell
I have certainly lasted remarkably well.

I was not enclosed like you are you know
But then of course I have something to show
And then to prove I was not all in vain
I covered my valves and primary chain.

I was docile and quiet, but I also could go
I have raced in the Isle of Man you know
One record I've held for along time to see
I'm the last of the side valves to win a TT.

Of course you look pretty, you're dressed up to be sold
But I looked quite regal in black lined with gold
I travelled so quietly and looked so grand
I was honour and glory in every known land.

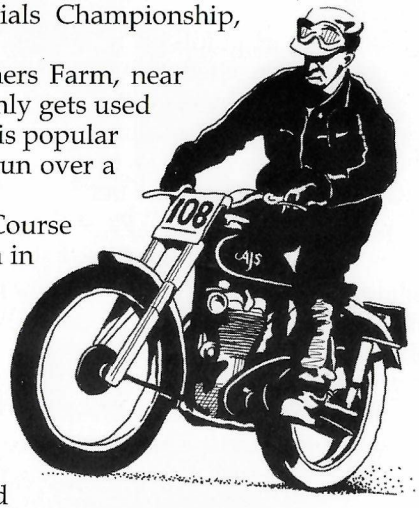
Your family is famous? Well how about mine?
Have you ever heard of the model nine
The TT winners that made Dodsons name
Or the speedy sprint sunbeam that won so much fame.

You will have to excuse me now but I have to go
I have taken the ten year test you know
Of course I have passed it, I have nothing to learn
But what about you when it comes to your turn.

Sent in by David & Joyce Plant from the Isle of Man.

The Gordon Jackson Trial 2008

The 2nd Sunday of April each year sees the Sunbeam MCC organise a round of the Star Group Trials Championship, known as the Gordon Jackson Trial.



Again, this year, it was held at Woolmers Farm, near Liphook, a lovely rural spot, which now only gets used annually for motorcycle sport and as such is popular with the riders, despite the course being run over a quite smallish area.

Neil Sinclair has been Clerk of the Course there for a number of years and was again in post this year. Neil knows the landowners and the area well and can turn out a very good event and once again repeated his magic with the help of Paul Casling and John Sapsard.

Neil's first problem arose a fortnight before the event because a third of the land that forms the course was sold and became unavailable to use. Therefore, he and his team had to establish four new sections in virgin woodland, one of which ended right up against the edge of the garden of an adjoining property. However, he got the householder to agree to having it there, by us promising not to run bikes there until after 11am.

David Jordan acted as 'starter' and our Club Steward. . I became Secretary of the meeting as the normal long serving Secretary of the meeting, the most efficient Boden family, had asked to be relieved of the task. However, they were still able to turn up on the day and manned two of the ten sections for us.

We got a pre-entry to the day of sixty three, plus another seven on the day, which for a Group event these days is pretty good. Prior to the event, the weather had been rainy, but on the day, it started dry, although it soon was raining and the course ended up very testing! At the end of the day, there was one entry withdrawn, two non-starters and sixteen retirements, leaving fifty one finishers.

Tim Connor, last years winner with 2 marks lost on a dry course, won again but this time lost 52 marks. Similarly Roger Davy, who last year won the Pre 65 B Class with a loss of 2, won the class again, but lost 68 in doing so!

Those differences in scores give a good indication of the added difficulty over the four laps of ten sections caused by the weather. But every single section recorded cleans in one class or another, except Section 9 on lap 3, but even that had a couple of single dabs.

We had no complaints on the day though, in fact positive feedback by the riders and we had a good Stewards report, along with good write up in TMX magazine.

Great, well not quite! Nearly a week after the event, I received a letter from one of the competitors grumbling about the time he waited to be started and that when he got to section one, there were, he considered, sixteen people waiting to tackle that first section.

He felt that we should have sent seven competitors off to each of four start points on the course at the starting time of 10:30am and then one to each of those four start points each minute thereafter.

I was flabbergasted at this suggestion, seeing he had ridden there himself and in no way does the restricted area lend itself to that sort of saturation.

We sometimes get multi-start points at other events and had two at the Southern Experts Trial, which we ran in December and three the year before, but, that was with wide open land.

Two days later, I sent him a very friendly letter highlighting our knowledge, both as organisers and riders of this type of trial and reasons we had adopted one minute interval from one common start point. A week and a bit later there was a letter in TMX from same competitor saying he had had a ride at a good trial run by the Sunbeam MCC.

However, he would like to share with the readers the letter he had sent to the Secretary of the Sunbeam MCC on how to organise the dispatch of entrants at a Trial. His letter to me was there in an expanded form, which in effect suggested we didn't know how to organise something in a brewery!

In his sharing of information with the readers he failed to mention that he hadn't entered before the day and would in such case expect to be at the end of starters, yet he had put himself on the line at the start of the Trial. That he had been dispatched 20 minutes earlier than his time as the Starter, to get folk on their way, had actually accelerated the starting times stipulated in the regulations issued for the event. That the congestion at the first section could be expected with the weather conditions slowing riders times tackling sections. He was there 20 minutes before his time anyway and that the first riders were already getting back to section one to start their second lap!

He also failed to note that the first four sections were one after another along the course of a stream bed. Putting extra riders in between those four sections would have been difficult and would certainly have cut up adjoining ground and the stream banks further.

I did write to him that we could have fed some extra riders early at section five, the only open point on the course,. This would have only been a few, as it would have caused a bottleneck later on. It is also at an entrance to the wood and is on the side of the hill and in the wet conditions could have caused excessive ground damage with too many slipping about at that point waiting to get through the narrow gate and directly into section five.

He also, did he mention that this was virgin woodland with new paths made through to each section and to get his start at four points, we would have been faced with cutting out even more new paths. Not a good idea as most of the sections in the woodland are part of the way through this small private wood!

Mr. 'Expert', who shared his brilliant ideas with the public at large at the expense of our club's reputation, was in fact a Novice rider who retired from the event!

He had no knowledge of the agreement with the householder not to put 'bikes past the side of his property until a while after the 10:30 start. He also

did not realise that sections seven and eight, were manned by people from the organising team, who given their main duties, could not be on post to mark until the event was well under way.

He gave no thought to the difficulty of getting extra helpers when running Trials these days, nor that you cannot go hacking people's property around, or unnecessarily make seas of mud just to suit your own ideas. (This particular open and stream side ground is grazing pasture and the cows are moved out to facilitate our use.)

Had he rung me, as Secretary of the Meeting, he would have got confirmation that we were taking entries on the day, many organisers don't. He would have also been told that his starting time would be post 11:30am as per common practice for late entries.

As a final point, the complainant came from Berkshire, which sounds somewhat apt to me!

Peter Donaldson

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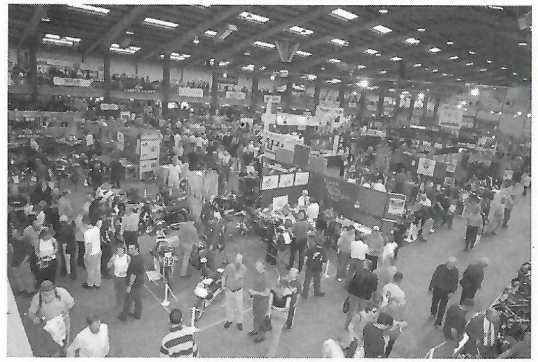
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Ron Farthing
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Telephone: 01823 698305 Fax: 01823 698854

Stafford - Records Tumble



The annual Stafford International Classic Bike Show continues to grow and has become the premier event for the Classic Bike world in the UK. Now in its 28th year, the attendance soared past 30,000 over the two days this year smashing all previous records and firmly establishing its claim to be number one in the classic show chart.

With one make clubs exhibiting some of the best examples of their marque, along with generic clubs providing eclectic displays of on and off-road machinery, there is normally something for everyone with an interest in motorcycling from the past.

Throw in the odd celebrity or two, a massive auto-jumble, specialist trade suppliers and restorers and you have more than enough reasons to journey north each April. But, then there is the Bonham's auction which is now an integral part of the show and a good guide to bike prices in general.

This year the auction smashed all records grossing over two million GBP when the hammer fell for the final time. In case you have not heard, three bikes topped over £100,000 all going to private UK collectors – what recession?

Anybody who ever visited Murrays Museum on the TT course between 1973 ands 2005 will no doubt have looked at the 1934 Brough Superior looking a bit sorry for itself. One of only six made to that specification, which included two magnetos, carbs, oil pumps etc, it was as original as it could be. However, you will no doubt be dumbfounded to know that it sold for a new record; £163,500!

The SS100, fitted with a JAP engine with original matching numbers and registration, created not only a new record for a Brough, but also for a British motorcycle at auction!

Following hot on its heels was a 1928 Coventry Eagle 980cc Flying 8 in oily rag condition which made £100,500. Another big numbers hitter was a German machine that had been fully restored. The 1928 Windhoff 746cc Four also made £100,500!

Vincent's continue to do well, with several selling over £30,000 (one over £40,000). However, there were plenty of more affordable bikes as well.

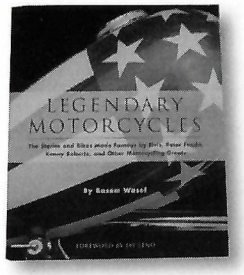
However, it makes you wonder what will happen in some of the up and coming auctions that include Brian Verrall's own collection and that of Professor Fritz Ehn.

So if you want to gauge prices for the forthcoming year and have a really good day out, make the April Stafford Show next year!

Ian Kerr

Book Reviews

Legendary Motorcycles



With a title like Legendary Motorcycles it is always going to open debate as to whether the author Basem Wasef has made the right choices. It could be argued that some are there just because they have been owned by Elvis, Steve McQueen etc and the bikes are not in themselves famous or particularly interesting.

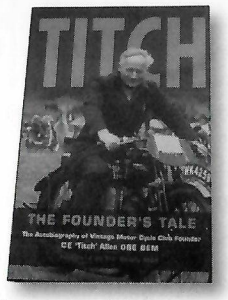
Other bikes like Burt Munro's 'Munro Special' is of course a unique bike because of what it achieved, as is John Britten's V-1000. T.E. Lawrence's Brough could be in either camp, but the point is that the 26 bikes profiled in the 175 pages, certainly have a right to be listed somewhere as being significant. So do a few others, so maybe the author will bring out a second volume?

Controversy aside, the book is well worth a read if only to disagree with the choice. However, the facts and the stories behind the bikes are well researched and are interesting. Plus they have been good enough to get gear-head Jay Leno (who knows a few things about significant machines) to write the forward.

This glossy tome uses period as well as modern images to illustrate it and justify the choices as much as the text and is well worth a read if only to give you a point of view to debate the bikes down at the club.

Published by Motorbooks in the USA it is available through Haynes Publishing for £25.00 (www.haynes.co.uk)

Titch



Sub titled 'The Founder's Tale' this is the long awaited autobiography of CE Allen BEM the founder of the Vintage Motorcycle Club. There is no dispute that this small diminutive man is personally responsible for the formation of one of the largest motorcycle clubs in the world, now with over 16,000 members worldwide.

The Club was founded after a meeting by Titch and thirty seven other like minded enthusiasts in 1946 and has grown from those small beginnings to what it is today. However, that is actually a small part of his life, one that has seen him compete at all levels of motorcycle sport, work in the motorcycle trade as well as pen more than a few words for may motorcycle publications over the years.

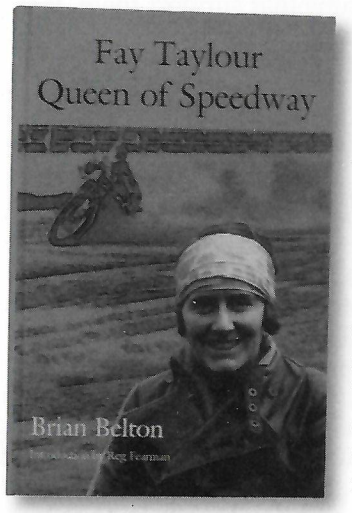
He was a friend to many of the greats in the trade and industry, not to mention the sport and has outlived most of them. Now well into his nineties his love of motorcycles is still as strong as ever, despite no longer being an active rider, but he is still actively involved with the VMCC.

This is a tale of a true two-wheeled enthusiast who has seen the best and in some cases the worst of motorcycling, but has never faltered in his passion for the motorcycle. This really is a must read, not only for the older rider, but for anybody who has a passion for two wheels and life in general. Money well spent, as is the time to read it!

Not surprisingly it is published by the VMCC from whom the book is available for the princely sum £19.99. ISBN 978 9553124 3 4

Fay Taylor - Queen of Speedway

Motorcycling has always attracted its share of individuals, people with strong personalities that thrive in an environment that allows such temperaments to do well. To a certain extent it is such people who then inspire others and attract them into the magical world of motorcycling where you can really shine on your own, or be part of a team if you so wish.



As the title suggests, Fay Taylour was the Queen of Speedway, both here and in Australia and New Zealand, at least until they banned women from the sport in 1930. But, before Speedway she was a highly proficient motorcyclist in several other disciplines, such as scrambles and grass track, not mention trials.

She was a Gold Medal winner in the ACU Six Days Trial as well as being a medal winner in events of note like the Colmore and Bemrose Trials. In short she was a highly competent all-round motorcyclist and was in fact a member of the official Rudge Trials team when she worked for the British manufacturer in the twenties.

But, it is her achievements in the sport of Speedway for which she is best known; although she later went onto compete as a midget car racer, endurance car racer and she also showed some form at legendary banked circuit at Brooklands on four wheels.

Well known Speedway historian and writer Brian Belton has, with the aid of her own collection of press cuttings and writing, along with general research come up with an excellent work about this pioneering female rider who was capable of beating men at their own game.

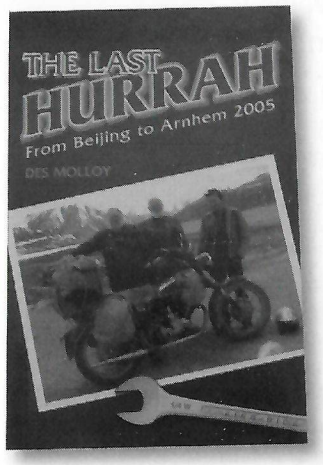
It is a fascinating read, with direct quotes from the press at the time backing up the general text. In some ways it is shame that it concentrates on the speedway years because you end up wanting to know everything about this enigmatic woman, but her life after Speedway is only just briefly mentioned.

She spent time in America and tried to get a film made about her life for instance, and there is a lot more. However, she died in England in 1983 at the age of 75 without anybody ever taking her up on her ideas. You can't help thinking that somebody missed the chance of an Oscar given the contents of this book alone!

However, like all such books you learn about the whole sport and motorcycling in general, which increases your knowledge and helps you to understand all aspects of motorcycle history. A far better read than any current biography about a footballer with little to say about a mediocre life, or ability to inspire!

Another book from Panther Publishing (www.panthr-publishing.com) that is well worth adding to the library and well worth the £16.99 cover price. ISBN 09547912 4

The Last Hurrah



If some of the recent mainstream TV programmes have inspired you to get on your bike and ride across the world, just remember that there are massive back up teams that support them, If this has not put you off and you have read Robert Wicks book on Adventure motorcycling you will want to go and buy a GS BMW or KTM, it kind of makes sense for such a trip!

What does not, is deciding to cover 10,000 miles from Beijing to Arnhem on two British made single cylinder bikes from the fifties and sixties. Throw into the equation riders who are older than the bikes and should be sitting around a bar talking about the good old days when these bikes were new and the whole plot seems totally mad.

But, in essence that is what the book is all about, the story of their trip without all the back-up, without fancy equipment on the bikes as would be normally supplied and fitted to Paris Dakar bikes. Just plain and simple bikes and riders on the trip of a lifetime.

Des Molloy was one of those riders and in just short of 200 pages he tells the story of that trip with his travelling companion Dick Huurdeman and his son Steve who filmed the trip for posterity.

You get the highs and lows told in a disarmingly honest manner that makes this book a must read from beginning to end. It really does become difficult to put down!

Why the title? Well I suggest you part with £10.95 to Panther Publishing quickly and find out. (Better still buy the DVD as well!) But be warned, you might just get inspired and realise old age of either bike or rider is not an excuse for not riding and fulfilling your dreams!

Panther Publishing www.panther-publishing.com ISBN 09547912 5 8

Ian Kerr

A NEW Event for 2008.....

The Sunbeam September Challenge
for Pioneer Motor Cycles
An autumn rally for pre 1915 motorcycles
Sunday 14th September 2008

Open to all machines on the Pioneer Register
Route of 50 miles through the quiet country lanes
and villages of the South Midlands
Unspoiled England!
No Traffic Lights! No Roundabouts!

Start: Shakespeare County Raceway, Stratford on Avon, Warwickshire.
Finish: Vintage & Classic Day at Turweston Airfield, Brackley, Northamptonshire (Hosted by The Vintage Aircraft Club :- Vintage Aircraft, Tractors, Motorcars, Military Vehicles, Motorcycles.)

Separate travel route for Bikes and Tender Vehicles. Ample parking for tender vehicles/Vans/Trailers at both venues.

Anyone who would like entry forms and details
these are available from from :
Barry Care M.B.E., (01604 646818)
8 Chater Street, Moulton, Northampton, NN3 7UD

New Members

The following people have just recently joined our Club.
Please give them a warm Sunbeam welcome..

Rob Aylott West Sussex
Keith Bonham Northampton
David Brown Northampton
Ian Kerr Buckinghamshire
Henry Kinge Hampshire
Jonathan Kinge Hampshire
Betty Lowe Hampshire
Phil Lowe Hampshire
Paul Marsh Berkshire
Barbara McGill Surrey
Les Nation Birmingham
Tim Penn West Sussex
John Tansley East Sussex

Classic Bike Provence



Have you ever tried explaining to anybody who does not ride a motorcycle why you do? Personally I never bother; I just smile and change the subject. It really is not worth it and the reality is that it is almost impossible, because there are so many reasons why you do.

A few still believe it is due to finances, not appreciating that a modern bike can cost far more than a car. Even classic bikes are worth more that a modern car that is three or four years old!

One of the many reasons we all do revolves around travel of course and the joy of experiencing countries and the various cultures from a vehicle that allows you use all your senses. No metal box with air conditioning can allow you to smell the local flora, fauna, and the sea, the crisp, truly fresh air of the Alps, or even the local cooking smells.

The sun beating down as you sweep round bend after bend, revealing one magnificent vista after another with boots lightly skimming the tarmac has to be experienced to be believed. The ability to stop at random and enjoy the views, the hospitality of the local people, or to leave the beaten highway to explore is just magical!



But, this is already known to readers of this august organ who also appreciate that all vehicles old and new are to be appreciated in equal doses. However, if modern bikes have a problem it is that they are too fast, but they fit in with modern life that flies past far too quickly as well.

One way to slow it down and put life back in perspective is to travel back in time. However, despite the silver screen making that seem easy, it is unfortunately just a trick of the cinema. But, there is another way of doing just that and enjoying classic motorcycles in settings appropriate to their age and style!

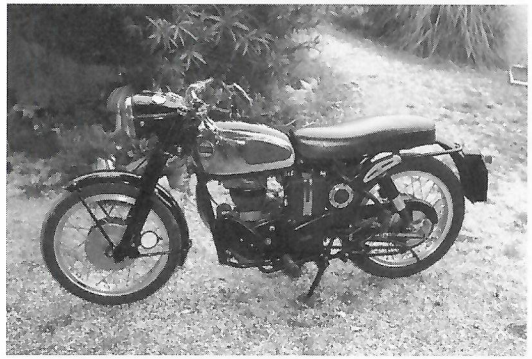
Located in Provence, one of the many regions of France, Classic Bike Provence is a company entering its eighth year of trading and sells motorcycle trips back in time. A time with a gentler pace of life, when people had time to stand and chat and just enjoy life in a relaxed manner.

The area they are based in has become very popular over the past few years with people looking to escape the congested UK mainland and looking for a better, somewhat slower pace of life in a more temperate climate.

This is not a new phenomena for the area though; it has attracted writers, poets and artists from all over the world for many years, seduced by its weather, scenery and lifestyle.

One such person was the artist Vincent Van Gogh, who remarked on the region in a personal letter "...nature here is extraordinarily beautiful everywhere, and over all the vault of the sky is marble blue. The sun sheds a radiance of pale sulphur that is soft and lovely. What a country!"

Van Gogh was undoubtedly right, as I know from previous trips to the region, the scenery is absolutely stunning and coupled with its magnificent yet quiet roads, there exists all the ingredients for a perfect days motorcycling made even better if it is on classic bikes that blend in with the relaxed lifestyle.



Brit Neil Thomas, the proprietor of Classic Bike Provence was quick to recognise this fact and his personal mid-life crisis consisted of changing careers. With over 30 years experience of riding and maintaining British bikes it seemed natural to him to swap the world of shipping and large containers in Marseille, for guiding people through the French countryside on his collection of classic bikes.

A countryside that is still very much in the time frame from when the BSA's Triumphs, Norton, Sunbeam. Velocette that help make up Neil's stable were still rolling off their various production lines in the UK

His company, run with his charming wife Sarah who gave up her dental career to join him in business, is located in the picturesque Provencal village of Ventabren about 10kms southwest of the city of Aix en Provence and about 25km North West of the city of Marseille, in the south of France.

From the UK there are no problems getting there quite cheaply using one of the many budget airlines, or just riding or driving down the 654 miles from Calais. It is also easily accessible from most of Europe by train or plane.

I personally hopped a quick flight to Marseille and took advantage of Neil's shuttle service from the airport for the twenty minute drive to their HQ. After a nights sleep in their annexe I was ready for a good days riding after inspecting the bikes and talking to Neil and Sarah about the tours and what is on offer for potential visitors.

Beneath their typical French property sits the 'cave' full of bikes that all have pet names, apart from those official titles bestowed by the factory.

Currently there are sixteen, including a classic Honda, Kawasaki and BMW, but the total number is always changing as and when more decent classic bikes become available at sensible prices.

For me it really was a trip back in time and a real injection of nostalgia.

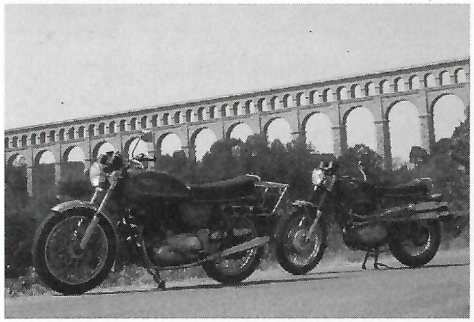
The 650 BSA A65 was my first big bike after passing my test, then there was the oil in the frame Triumph 650 that I traded it in for. A Norton 850 Commando brought back memories of an old girlfriend, many of these not being repeatable!



All the bikes apart from the Sunbeam S8 are clean and tidy examples that make you feel at home. The Sunbeam is very much in concourse condition and is in fact owned by an American friend who garages it with Neil and in exchange allows him to use it. (This one you are very conscious of its condition when riding!)

The bikes are all sensible classics from the sixties and early seventies with no particular vices (apart from the Velocette!) and need no special skills to ride them. All have been carefully maintained and are rigorously checked to keep breakdowns to a minimum. Neil claims that most are just due to the odd loose wire or similar caused by general use. Certainly in the past he has had no major mechanical failures thanks to his careful fettling and regular oil changes. If anybody does want modern bikes, these can be sourced if the Hinckley Triumph is not suitable, but they come outside the general pricing structure and would not be used in conjunction with a classic bike tour for obvious reasons.

Neil starts each day from the base, picking up the clients from their accommodation if necessary and then having a briefing and choosing the day's itinerary. Although set tours are advertised on the excellent website, he is very flexible and apart from the two and five day versions, he can adapt on the day as we did.



Having discussed it at some length and due to my brief stay we decided to just criss-cross the area to see the major landmarks, rather than do the set routes. This would mean the days would be longer than normal, but personally I was glad as it meant that I could ride more of the bikes!

Normally the daily tours start with riders picking a mount from the stable. This then gets swapped for another during the day, so clients can experience as wide a range of possible from the now defunct British factories.

Due to their base location, there are no towns to head out through; it is straight out onto the diverse natural landscape that makes up the region, so riders get the flavour of things very quickly. It also allows those not used to riding on the other side of the road or dealing with right foot gear changes a chance to adapt on the quieter roads before meeting any real traffic!

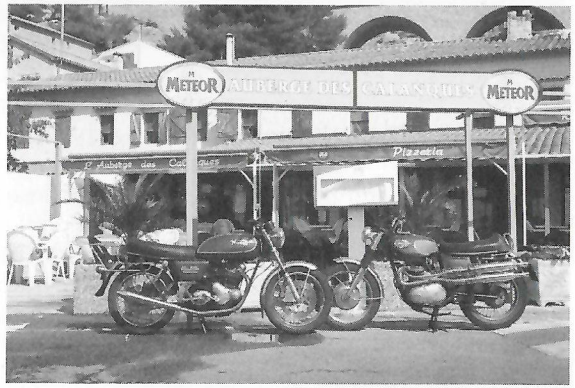
Literally the whole local area of France is available to ride, but depending on your



length of stay there is the chance to experience the azure coastline of the Côte Bleue and the maritime centres of Marseille, Cassis, and Méjean.

You can head inland to the majestic peaks of Mt Saint Victoire, Mt Ventoux, and the rolling hills of the Luberon to the breathtaking depths of the world famous Gorges du Verdon. (Those fans of cycling will enjoy riding Ventoux, one of the most famous sections of the Tour de France where Brit Tommy Simpson died in 1967 when pushing too hard on the climb up. No problems for any of Neil's bikes though!) Then there are the acclaimed vineyards of the Coteaux d'Aix region, or a ride through the Camargue, to a breathtaking run along the picturesque Route des Cretes.

There are also two day rides taking is some of the mountain villages of the lower Alps, or a five day trip to Corsica! Most of the trips are suitable for riders of varying experience and ability. Pillions accompanying a rider currently travel free.

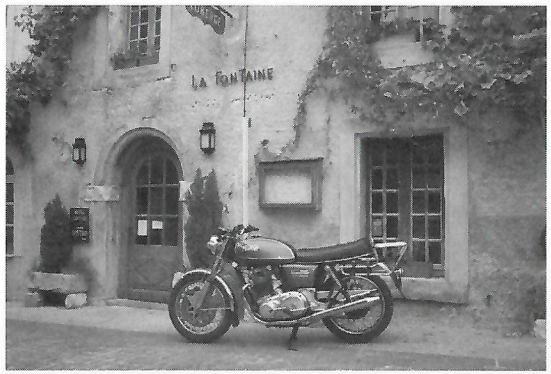


Many of the locations that Neil takes you too are those not normally frequented by tourists, even the resorts are those typically populated by the French holidaymaker. This means that you really do get immersed in the culture. In addition it means you end up on spectacular roads that are not full of tourists doing unpredictable manoeuvres every time a new view presents itself. The bikes are very well maintained, but drum brakes are not as good as modern disc brakes! Neil admitted our pace was slightly faster than normal to try and fit everything in to my short stay. Personally I was really enjoying pushing the bikes a bit and realising how much bikes have improved, as well as reliving my youth! Maybe it really is a case of "the older I get the faster I was", because these bikes made me realise rose tinted spectacles are as good as a Spielberg movie in making you believe things! Normally frequent stops are made during each days ride for sightseeing, refreshments, and photo opportunities. Actual riding times vary between 4-5 hours per day, although this is just a general guide, there is no meter running! The traffic level in the Provencal countryside is in general very light, so you can ride at your own pace and enjoy the scenery, but due to this you still cover quite fair distances!

By the end of the day the sun was shining and I was throwing the Triumph 650 around like I used to when I owned one. We always attracted favourable

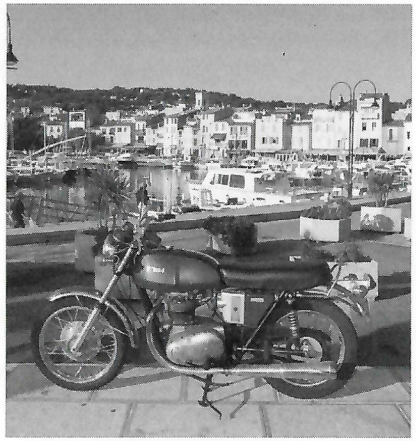
looks and attention as we drifted through the odd small town or village. Even more so when we stopped, allowing some practice of my schoolboy French language skills (or lack of!), although comfortingly Neil is fluent!
Return to base saw the bikes being cleaned and checked before quick shower and one of Sarah's excellent meals, plus a glass or two of the fine local grape extract!

Normally clients make their own arrangements for accommodation, so they can control the costs, although apparently most seem to eat at the CB HQ and take advantage of the shuttle bus back to their digs.
Fortunately I just went down into the guest quarters below the house for a good nights sleep.



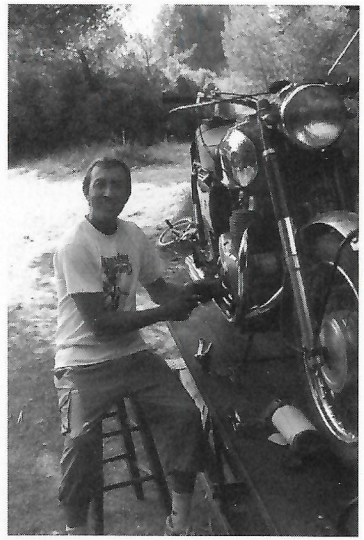
Accommodation in the area ranges from simple auberges (hostels) & chambres d'hotes (B&B's) up to 2 & 3 star hotels to and even a luxurious chateaux.
For those whose partners want to accompany them but do not want to ride, or even those who just want to combine a couple of days riding with other pursuits, there is plenty in the area to do and see. For the active there is everything from hot air ballooning to canoeing, not forgetting the odd golf course or two.
But, for those into culture there are cookery lessons, wine tasting, and watercolour painting among other activities. Lastly those who want to take home something chic, there is plenty of retail therapy in the nearby city of Aix en Provence which is a veritable shopper's paradise.
My second day saw me reacquainted with the Norton after twenty odd years and I found it difficult to concentrate on the bike as the memories came flooding back.

Over a leisurely lunch in a castle, Neil was at pains to point out that he makes sure each tour is as relaxing and enjoyable as possible for the clients, as he is well aware that it is part of a holiday period for them.
This is one of the reasons why there is so much flexibility to accommodate people. Mind you lucky man, he has not reached the stage that he regards it as work for him!



Back to base and another evening with good food good wine and excellent company. We discussed the future and where CB was heading. New bikes may join the garage to offer a greater diversity and there may be some special tours added for a bit of variety

in the near future, all of which will be announced on the website.



It definitely seems that there is already a hard core of clients that keep coming back to enjoy the camaraderie that these tours are engendering. Already many friendships have been forged, a lot with Neil and Sarah and I know why!
The following day while sitting in a quaint harbour with the sun beating down eating a very reasonably priced local dish, I had no problems seeing why Neil made the career change! A quick stop at a local winery on the way back gave a chance to see how wine and olive oil is made, as well as getting a chance to taste some of the local produce.

Waiting for the plane I could easily see why people return and that includes a fair few from the USA as well as from all over Europe.
Classic Bike Provence has got to be one of the best motorcycle holiday firms anywhere offering real value for money. Turn up with your helmet, (they do supply if you really need one) go for a ride and then head off, no fuss no worries!. De-stressing at its very best and in the words of a certain Mr Schwarzenegger "I'll be back"

Ian Kerr



For further information on tour dates, accommodation, details of the bikes and full details of how to get there etc see their excellent website www.classicbikeprovence.com

Contact them by post:
Classic Bike Provence, Mas Peiro Fleurido,
Quartier Peyre Plantade, 13122 VENTABREN, France.
By phone: +33 (0)4 42 28 76 10.
By email: cbprovence@freeuk.com



Pioneer Run

By Baz Staple



The Sunbeam archive is indebted to Ian Young for sending in this original photograph which depicts the scene on Purley Way, just outside Croydon aerodrome, at the start of the first Pioneer Run on the 9 February 1930.

If you study the photo carefully one can see a machine bearing No. 2 and the words Pioneer Run. Rider No. 2 was F A Applebee on a 244cc 1902 Matchless.

There is also a current model Brough Superior, registration number HP 2122 which may have been George Brough's own machine, whereas of course in the event he rode No. 1 Harold Karslake's Dreadnought. There were only 77 competitors entered in 1930 which seems quite small compared with this year's entry of over 364, but it was the crowds of spectators which surprised everyone. Croydon aerodrome was used to seeing quite big gatherings, particularly as it was the major UK airport of the time and people came to see famous people and aeroplanes were a fascinating new contrivance.

Concerning the Pioneer, the press of the day said "But never in its whole existence can it have seen such a vast and motley crowd as that which collected last Sunday when the Aerodrome Hotel was the starting point of the Sunbeam Club's Pioneer Run to Brighton for 'motor cycles of historic interest'."

Such were the crowds that the whole area was jammed with onlookers who had taken the event to their hearts - everyone was happy - except the police, who afterwards warned the Sunbeam M.C.C. not to do it again! Another quote from the Motor Cycle magazine at the time – "A large proportion of the onlookers watched with awed astonishment at the sight of such curiosities, and they looked on with a sense of wonderment compounded of the facts that a) people could have ever ridden about on such extraordinary contraptions and b) that the wonderful modern machines had such strange parents."

The Motor Cycle staff were afforded an aerial view of the event in a Tiger Moth, kind permission of Malcolm Campbell.

Today of course, more competitors, less crowds, but when I first started spectating in the 1950's I recall on the hill out of Redhill the crowds were 3 deep from top to bottom all craning and eager to catch a glimpse.

I still believe the Pioneer Run is the greatest show on earth for a moving spectacle of pre 1915 machines, long may it continue.

PIONEER RUN 2009



To assist with the smooth running of this event, we need the following volunteers.

Chief Club Steward at Epsom.

Deputy Chief Marshal at Brighton.
(with a view to taking over in 2011)

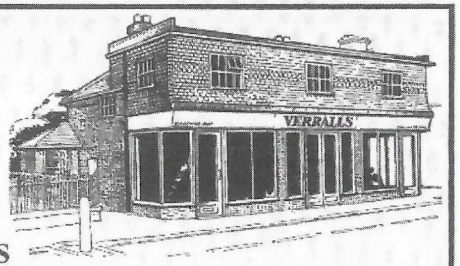
Interested persons please form an orderly
Queue at the nearest telephone and contact

Hon: Secretary Ian McGill.
01293-771446

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Specialists in
VETERAN – VINTAGE – CLASSIC
and
THOROUGHBRED MOTORCYCLES



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Telephone: 01444 400 678 Fax: 01444 401 111
Website: www.verralls.com

EVENTS CALENDAR 2008

5th June	*Club run from Six Bells, starting 7.30pm David Noakes leader*	
8th June	**14th Rose of the Shires**	Pre-1931
	Stoke Bruerne, Northants	*Contact:* Barry Care 01604 646818 barrycare@tiscali.co.uk
22-29th June	**25th Welsh Week**	Pre-1931
	Aberystwyth, Wales	*Contact:* Joy & Des Brown 01761-471511
22nd June	**Dick Little British Bike Trial**	Centre Restricted
	Bagshot Heath, Surrey	*Contact:* Chris Mawer 07710 211913 christopher.mawer@tiscali.co.uk
3rd July	*Meeting at Filching Manor 7.30pm for a karting session at Karl Foulkes - Halbard's track @ £5 per head*	
13th July	**22nd Garden of England Run**	Pre-1931
	Headcorn, Kent	*Contact:* Tony Lloyd 01737-555413 aj.lloyd@blueyonder.co.uk
7th August	*Meet at "Trawlers", Church Street, Seaford 8.00ish for fish & chips*	
10th August	**46th Graham Walker Run**	Pre-1931
	Beaulieu, Hants	*Contact:* Ian McGill 01293 771446 acsociable@tiscali.co.uk
16-17th August	**Testers Run**	Pre-1940
	Wolverhampton - Wales	*Contact:* Trevor Davies 01952-691231
	Wolverhampton	trevor@daviesnewport.f9.co.uk
4th September	*Club Night talk on Chris Pile's Sunbeam 90 by Bill Pile & Baz Staple 8.pm*	
7th September	**Greybeards Trial**	National
	Stedham, Sussex	*Contact:* Chris Mawer 07710 211913 christopher.mawer@tiscali.co.uk
14th September	**Sunbeam September Challenge**	Pre-1915
	Stratford to Brackley	*Contact:* Barry Care 01604-646818 barrycare@tiscali.co.uk
21st September	**Constable Country Run**	Pre-1931
	Suffolk	*Contact:* Chris Stiles 01206-262831 chrismstiles@tiscali.co.uk
2nd October	*Club Night talk on German Jet Aircraft development Dave Masters 8pm*	
6th November	*Club Night talk on Hendersons Steve Marks 8pm*	
4th December	*Club Night 16m/m film show 8pm*	
21st December	**Southern Experts Trial**	National
	Stroud Valley, Gloucestershire	*Contact:* Chris Mawer 07710-211913 christopher.mawer@tiscali.co.uk

Club Nights

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

Ramblings on the Langmaid Trial *By Peter Donaldson*

On Sunday 20th April this year I was observing on the 3rd Section of the 47th Landmaid Trial run by our Associate Club, Bexleyheath. The event was on a smashing bit of ground down at Burwash in Kent and the sections that I saw were well thought out and well marked. The entry was over 75 riders!

There was just one Sunbeam member riding, Chris Neville, and he gave a good account of himself finishing half way down in the over 50's class. It was an all-solo Trial and there were nine classes of riders and each section had five routes within its boundary.

I have over the years ridden in the Langmaid Trial on quite a few occasions and it was the first Trial that I nearly won an award at, so it has many memories for me. On getting home, I went up in the loft and found all the information I have kept on the events that I rode back in those early days.

That first year it started at the Merry Chest Cafe on the old A2 between now where the M25 is and Bluewater. The year was 1958, 50 years ago, and the 24th Langmaid Challenge Cup Trial was run on the 23rd of February. I was in my first season of riding and this was my 5th Trial and I missed a Second Class Expert Award by just one mark.

I was riding a 1954 rigid 197cc James. This was one of the earliest bikes using the 7E Villiers engine with a four- speed gearbox. The previous year they were using the 6E engine, which only had three gears.

That year there were 270 entries in this South Eastern Open to Centre Trial. The course had just two routes, with 250 riders in the solo class and 20 in the Sidecar event. Just three solo riders and one sidecar rider were from the Sunbeam Club.

There were then just two classes of solo riders. Expert and Novice, but both rode on the same route through the sections. In the solo class there were 48 Non-Starters, so 202 started and by the end there were 19 retirees. Not a bad tally, because it had been a very wet week and though it remained fine on the day, the conditions on the course were pretty wet and gooey. So much so, the first eight sections were abandoned as being totally water-logged. So with these dropped, that left seventeen to decide the winner

The amount of mud being deposited on the roads around the 30-mile course and the state of the machines with obscured number plates and tax discs, upset the local police and quite a few riders were stopped and given warnings.

Looking at the programme there were riders from a fair number of clubs that sadly no longer exist. Grove Park, East Grinstead, Bromley, Faversham, Bermondsey, Falcon, Invicta, Eltham, Surrey Hills, Sunbury, Sanderstead, Birchington, Border Counties, Weybridge, Southall and Norwood to name a few. No doubt some of the riders are also no longer with us!

All the machines were British built with roughly half being under 250cc. Having said that, there were no actual 250cc machines being ridden though!

Of the 202 starters in the event, 95 were 197cc and 28 of those were the

Kentish built Norman's, made at Ashford. You don't hear much about them these days, but they were quite usable and were the shortest framed machines sold, good for nadgery. They were also the lightest production Trials machines and the cheapest.

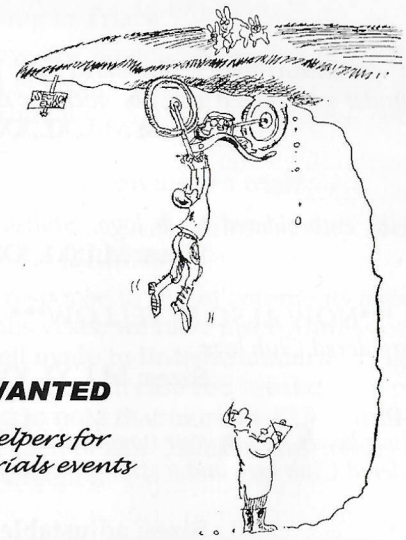
There were 10 Triumph Cubs entered, absolutely useless as sold then and a great deal of work had to be done to make them a force to be reckoned with.

Despite that, looking through the results Johnny Giles of the Sunbeam Club won on his works Cub with 5 marks lost. He pipped Hugh Viney on a works 350cc AJS by 2 marks, but Hugh got the 350 Cup. Another works rider, Jimmy Simpson, had the 250cc Cup for 19 marks lost on his 197cc Greeves and the 500 Cup went to W. Mills on an Ariel loosing 11 marks. The Novice Cup went to a Grove Park rider on a 350cc Matchless, Mike Nicolas, (who is now in our Club) for losing just 25 marks overall.

Looking down the 1st Class awards there was Ted Usher on the works 350cc Matchless who lost 14. Nobby Flury, who founded and now owns Watling Tyres where many Trials riders go for our 400 x 18s, lost 24 marks on his 500 Triumph Trophy.

The last 2nd class award went to a rider with 33, which meant my 34 lost was just not good enough to claim a pot. (I must confess that at that time I was a member of the Greenwich Motorcycle Club!) I was though the 4th best Novice out of the 112 Novices that started, so it was not too bad a result!

Writing this, I now think that I should have dug the Gas Gas out and ridden this year, I may have actually won that award, but then, of course, I may not have!



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

Sunbeam Club Regalia

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

NEW* Hi-Vis Jerkins* **£10 (includes p&p)
Lightweight safety overvests, manufactured to BS EN471 Class 2. In Saturn yellow with 2 band and brace "Scotchlite" reflective tape lines. They are zip-fronted, have an ID pocket and a small club logo on the front, a large club logo on the back so now people can see you. Fits over your existing jacket, so needs to be about 2 sizes up on that size to allow complete freedom of movement **Sizes: 2XL, 3XL**

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)** ****NOW ALSO IN YELLOW****
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 motorcycle topbox

NEW*Car Window Stickers* **£1 (inc p&p)
Rectangular cohesive plastic printed in black on a yellow background. Just the ticket!

NEW REGALIA LINES

YELLOW T-SHIRT

Though the Club Regalia lines have traditionally followed a yellow on black format, some 6 years ago we produced a line of Sweat Shirts which were black on yellow to commemorate the Club's Trials winning of the Star Group Championship. These were a success and I still wear mine when riding in Trials.

Now, for no specific reason other than the popularity of this format a few years back, we have got and offer various sizes of a light weight short sleeve T shirt with a black Club badge stitched on a yellow shirt at £6 plus £1.50 P&P.

How about giving it a trial?

HI-VIS JERKINS

In response to recent comments about members riding in events with other clubs vests, we have just commissioned a number of High Visibility Jerkins. Well made to British Standards, bright and lightweight - also useful carried in your car in case of a breakdown, puncture or accident. It may also interest you to note that in many EU countries, a safety vest is now legally required for each person (not just the driver) travelling in your car in the event of an emergency.

FRANK MACE

THE SUNBEAM MOTOR CYCLE CLUB Ltd

Membership Application Form

Founded 1924

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

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…

ITEM	QTY	COST	P&P
Individual Membership	_____	£12.00	
Family Membership (husband and wife) See Note 1	_____	£18.00	
The Sporting Motorcyclist (Trials) See Note 2	_____	£12.00	
Black and Gold Cloth Club Badge	_____	£3.00	
Circular Sticker Badge for Vehicle	_____	£1.00	
Enamel Badge for Vehicle	_____	£7.50	
Rectangular Window Sticker for Car	_____	£1.50	
Lapel Badge	_____	£1.50	
Club Tie	_____	£2.50	
Fleece Jackets with Embroidered Badge (M – 2XL)	_____	£18.00	+£2.00
Long Sleeve Rugby Shirt, Black with Embroidered Badge (M - 2XL)	_____	£18.00	+£1.50
Sweatshirt with Embroidered Badge (L - 2XL)	_____	£15.00	+£2.00
Short Sleeve Polo Shirt, Black with Embroidered Badge (M – 2XL)	_____	£12.50	+£1.50
Long Sleeve Trials T-Shirt, Black with Embroidered Badge (M - 2XL)	_____	£8.00	+£1.50
Short Sleeve T-Shirt (also in Yellow) with Embroidered Badge (M – 2XL)	_____	£6.00	+£1.50
High Vis Jerkin (in Yellow) with Badge & Motto (2XL – 3XL)	_____	£9.00	+£1.00
Quality Baseball Cap, Black with Embroidered Badge (adjustable)	_____	£5.00	
	TOTAL		

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 Sporting Motorcyclist at a charge of £10.00 per year. The balance of the costs will be met by the Club.

*Name..... Date .....

*Address .....

.....

*Post Code Telephone

Email .....

Signature..... * indicates required information

When completed, please send to …

Peter Donaldson, 28 Lesney Park Road, Erith, Kent DA8 3DG Tel: (01322) 332087

STAMPS ARE ALWAYS GREATLY APPRECIATED WITH ALL CORRESPONDENCE

Visit the Club Website at http://www.sunbeam-mcc.co.uk or email us at membership@sunbeam-mcc.co.uk

The Sunbeam Motor Cycle Club – Always Ahead