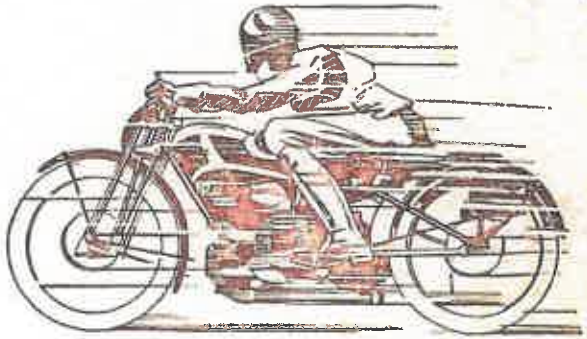


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9th FEBRUARY, 1930

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OF THE

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FOR
MOTOR
BICYCLES
TRICYCLES
QUADRICYCLES
OF HISTORIC INTEREST

START: CROYDON AERODROME at 11 a.m.
FINISH: THE PYLONS, BRIGHTON at 4 p.m.

Organised by
THE SUNBEAM MOTOR CYCLE CLUB
in conjunction with
THE ASSOCIATION OF PIONEER MOTOR CYCLISTS

SUNDAY
9th FEBRUARY, 1930

ANNOUNCEMENT.—The Sunbeam Motor Cycle Club (an affiliated Club of the S.E. Centre of the A.C.U.) will hold a Run for motor cycles manufactured not later than 31st December, 1914, on Sunday, 9th February, 1930.

JURISDICTION.—The Run will be held under the General Competition Rules of the A.C.U. together with Supplementary Regulations under A.C.U. Special Permit No. Q.89, and will be open to any rider entering a machine having the necessary age qualification as above.

OFFICIALS OF THE PIONEER RUN.

STEWARDS OF THE MEETING.

H. M. Ivison, Esq. (Auto-Cycle Union).
G. M. Cook, Esq. (S.E. Centre, Auto-Cycle Union).
W. H. Wells, Esq. (Pioneers' Association).
L. F. Jones, Esq. (*Motor Cycling*).
A. G. Bartleman, Esq. (Sunbeam M.C.C.)

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MARSHALS AND TRAVELLING OBSERVERS.

Members of the Sunbeam Club, the Norbury Motor Club, the West Kent Motor Club, the Carshalton M.C.C., the Norwood Motor Club, the Association of Pioneer Motor Cyclists, and other Motor Cycle Clubs in the South Eastern Centre.

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H. S. Crisp, Esq.

PROGRAMME MARSHALS.

G. H. Bull, Esq., E. C. V. Bechler, Esq., C. C. Simmonds, Esq., S. J. G. Bullett, Esq., V. L. Brooks, Esq., A. G. Wallis, Esq. R. Hiscox, Esq.

BREAKDOWN LORRY.

C. A. Plowman, Esq.

THE PIONEER RUN.

The most important thing about the machines in the Pioneer Run is that not one machine is less than fifteen years old. Some are very nearly thirty years old, and date back to the days before driving licences existed and before the tax on a motor cyle was even thought of as a source of revenue by Chancellors of the Exchequer.

Not less interesting than the machines are their riders: there are a number of lady riders—Miss Everitt has even come from Yorkshire for the event, while Miss Lermitte and Miss Cottie are well known in the South as trials riders. Then there are a number of riders whose riding days go back to 1902 and 1903.

But the ladies have not got a monopoly of long distances, even though the men have one of longevity. There are riders from Manchester, Coventry, Oxford, Canterbury, Portsmouth, as well as many nearer home. All have come to take part in this run for a day's sport, and nothing else. Some of the machines (with all due respect to their makers) will take a good deal of riding, and should make us thankful for the beautifully made and easily controlled motor cycle of the present day. So much has happened since the machines in the Pioneer Run were made, that we are rather apt to overlook the progress which has been made in every direction.

The Sunbeam Club are highly gratified by the encouraging entry which has been received for this venture. an "Old Crock's Run" was held in 1914 or 1915 by the Streatham M.C.C. of those days, since when there has been no other similar run in any part of the country. The Club hope to make an annual event of the Pioneer Run, and at the same time would like to acknowledge gratefully the help received from the technical press in general, and *Motor Cycling* in particular, its own members, both in riding and assisting, the Association of Pioneer Motor Cyclists, the Norbury Motor Club, the West Kent Motor Club, The Royal Automobile Club, the Automobile Association, the Croydon Aerodrome Authorities, and many others.

THE PRINCIPAL AWARDS.

The Pioneer Cup (*kindly presented by the British Cycle and Motor Cycle Manufacturers and Traders Union, Limited, Coventry*).

The *Motor Cycling* Cup (*kindly presented by the proprietors of Motor Cycling*).

Special Bronze Plaques (*presented by the Sunbeam M.C.C.*)

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OPEN ALL DAY.

ROUTE AND SCHEDULE OF THE PIONEER RUN

(Times in Brackets are approximately first and last)

- **AERODROME, PURLEY WAY**
  (Start 11 a.m., last man away 12.15).
- **COULSDON** (11.10 a.m. to 12.25 p.m.)
- **MERSTHAM** (11.20 a.m. to 12.35 p.m.)
- **REDHILL** (11.25 a.m. to 12.40 p.m.)
- **HORLEY. Chequers Hotel for Lunch.**
  (Arrive 11.40 a.m.)
  (last man away 2.45 p.m.)
- **POVEY CROSS** (1.35 p.m. to 2.50 p.m.)
- **CRAWLEY** (1.40 p.m. to 2.55 p.m.)
- **PEASE POTTAGE** (1.50 p.m. to 3.5 p.m.)
- **HANDCROSS** (2 p.m. to 3.20 p.m.)
- **BOLNEY** (2.10 p.m. to 3.25 p.m.)
- **ALBOURNE** (2.20 p.m. to 3.35 p.m.)
- **PYECOMBE** (2.30 p.m. to 3.45 p.m.)
- **THE PYLONS** (arrive 2.40 p.m. to 4 p.m.)
  Finish, but pass on for tea to
- **THE AQUARIUM** (4.10 p.m.)

LIST OF COMPETITORS IN THE PIONEER RUN.

Class "A" (prior to 31st December, 1904)Speed 15 m.p.h.

1 GEORGE BROUGH (Motor Cycling Club)—Dreadnought, solo 1902-3.
This machine was used extensively right up to 1927 in M.C.C. runs and elsewhere by the owner, Mr. Karslake.

2 F. A. APPLEBEE—244cc. Matchless, solo, 1902.
Sold in 1902, this machine was in daily use until 1925, when it was placed in the historical exhibit at Olympia.

3 C. BULLEN-BROWN—142cc. Clement Garrard, 1902.
This machine is in its original form, including saddle, lamps, accessories, sparking plug, etc.

4 GEORGE BURTENSHAW—Lagonda (1903-4.
This machine was awarded the Gold Cup at the Lagonda Rally at Brooklands in 1929.

5 G. C. HORSMAN (British Two Stroke Club)—300cc. Kerr, solo, 1903.
Exhibited in the historical exhibits at Olympia in 1924.

6 WILMOT EVANS (Sunbac Club)—293cc. Triumph, solo, 1903.

7 E. T. E. TURNER (St. Albans Club)—490cc. Minerva, solo, 1903.
This machine was used for 18 months to drive a lathe and grindstone; the engine was illustrated in the sixth edition of the "Motor Manual," printed in 1904.

8 JOHN P. ALMACK (Motor Cycling Club)—197cc. John Wooler, solo, 1898-1901.
This mount was brought up-to-date in 1906 with magneto ignition. New bearings fitted at overhaul in 1908. At Brooklands, it competed regularly and lapped at nearly 40 m.p.h.

9 J. W. TROUGHTON (Newbury Club)—200cc. Wearwell, (A.J.S. engine), solo, 1904.
The engine has automatic inlet valve; the whole machine was bought for 4/-.

10 E. MONDEY (Norwood M.C.)—300cc. Kerry, solo, 1900.

11 A. C. MAPSTONE (Sunbeam Club)—400cc. Ariel tricycle, 1897.

12 A. BETCHLEY (Brighton and Hove Club)—250cc. Kerry, solo, 1904.

13 A. G. REYNOLDS (B.M.C.R.C.)—Private make, Globe engine, solo.

Class "B" (manufactured between 31st December, 1904 and 31st December, 1909) Speed 20 m.p.h.

14 J. T. SLEIGHTHOLM (Sunbeam Club)—498cc. Triumph, solo, 1906.

15 B. H. BRAYNE (Tunbridge Wells M.C.)—490cc. Triumph, solo, 1909.

16 C. J. C. WHEELER (Newbury Club)—490cc. Triumph, solo, 1909.

17 M. J. KENSETT (Redhill M.C.)—500cc. Chater-Jap, solo, 1908.

18 E. G. FARROW (Sunbeam Club)—550cc. Chater-Jap, solo, 1909.

19 S. WITHERS (Norwood M.C.)—348cc. Douglas, solo, 1908.

20 D. WITHERS (Norwood M.C.)—349cc. Douglas, solo, 1909.

21 M. RAGHAN (Owls M.C.)—499cc. Triumph, solo, 1909.

22 R. T. GILES (Wokingham Club)—500cc. P. & M., solo, 1908.

23 J. GORRINGE—490cc. Triumph, solo, 1907.

24 G. E. HIMING—490cc. Minerva, solo, 1906.

25 C. W. STOCKTON (Malden M.C.)—494cc. Triumph, solo, 1909.

26 S. G. BARNETT (B.D.T.R.A.)—348cc. Douglas, solo, 1907.

27 R. B. CLARK (Motor Cycling Club)—402cc. Minerva, solo, 1908.

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28 P. R. CRITTALL—Hobart, solo, 1907.

29 L. A. WELCH (Sunbeam Club)—425cc. Royal Enfield, solo, 1913.
One of the actual machines used in the 1913 Junior T.T. Race. The engine has dry sump lubrication as originally fitted, and the drive is by chain throughout

Class "C" (manufactured between 31st December, 1909 and 31st December, 1914) Speed 20 m.p.h.

30 O. E. SYKES (Crystal Palace M.C.R.C.)—500cc. P. & M., sidecar, 1913.
Used during the war for teaching girl pupils for the R.F.C. and R.A.F.

31 A. G. DAW (Sunbeam Club)—348cc. Douglas, solo, 1910.

32 C. W. ROWE (Brixton M.C.)—N.U.T., solo, 1914.

33 H. A. PURCELL—499cc. Sunbeam, sidecar, 1914.
Won a Bronze Medal in the 1925 London Exeter Run.

34 SYDNEY HALL—980cc. Morgan three-wheeler, 1913.

35 GRAHAM WALKER (Sunbeam Club)—499cc. Rudge, solo, 1911.

36 G. E. NOTT (B.M.C.R.C.)—499cc. Rudge, solo, 1911.

37 H. G. TYRRELL SMITH (Leeds M.C.)—499cc. Rudge, solo, 1912.

38 NORAH EVERITT (Leeds M.C.)—226cc. James, solo, 1913.

39 B. MARIANS (Motor Cycling Club)—489cc. P. & M., solo, 1914.

40 A. H. REEVES (Sunbeam and Norbury)—750cc. Royal Enfield, sidecar, 1914.

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TELEGRAMS: CHEQUERS, HORLEY

41 BETTY LERMITTE (Sunbeam Club)—650cc. Rudge, solo, 1913.

42 F. B. BROWN—490cc. Triumph, solo, 1911.

43 B. N. REAVALL (Sunbeam and City & Guilds)—499cc. Triumph, solo, 1911.
This machine was originally a free-engine model; later an N.S.U. 2-speed countershaft gear was fitted, and later still a 3-speed hub gear, thus making six gears in all, which it still has.

44 G. M. BRYANT (Sunbeam Club)—490cc. Triumph, solo, 1914

45 T. WAGNER (Sunbeam Club)—499cc. Rover, solo, 1914.

46 L. A. CHAPMAN (Carshalton M.C.C.)—350cc. Douglas, solo, 1914.

47 G. G. KITSON (Motor Cycling Club)—Scott, solo, 1910.

48 D. L. LUFF—348cc. Douglas, solo, 1913.

49 F. L. TAYLOR—350cc. Royal Enfield, solo, 1910.

50 R. E. LEVESON GOWER—250cc. F.N., solo, 1913.

51 G. A. NORCHI (Brixton M.C.)—285cc. F.N., solo, 1912.

52 L. J. FOLEY (N.E. London M.C.C.)—350cc. Royal Enfield, solo, 1910.

53 JACK BASS (Walthamstow M.C.C.)—225cc. Triumph, solo, 1914.

54 F. A. McNAB (A.P.M.C.)—498cc. B.S.A., solo, 1913.

55 E. F. S. CLARKE—532cc. Scott, solo, 1912.

56 A. H. KENWARD (Tunbridge Wells M.C.)—499cc. Triumph, solo, 1911.

57 W. B. JURY (Tunbridge Wells M.C.)—269cc. Sun-Villiers, solo, 1914.

58 A. C. MASKELL—980cc. Morgan three-wheeler, 1914.

59 L. J. PELLAT—348cc. Douglas, solo, 1912.

60 G. W. THURSTON (Motor Cycling Club and C.S.M.A.)—490cc. Triumph, solo, 1912.

61 A. G. REYNOLDS (B.M.C.R.C.)—490cc. Triumph, solo, 1913.

62 G. A. MANGOLETSI—994cc. Indian, solo, 1912.

63 W. LOW (Kent M.C. and Sunbeam Club)—211cc. Levis, solo, 1914.

64 K. PUGH (Streatham M.C.C. and Sunbeam Club)—348cc. A.J.S., solo, 1911.
Engine No. 1 of its type.

65 D. F. WELCH (Oxford M.C.)—770cc. Matchless, solo, 1911.

66 W. E. HARRIS (Redhill M.C.)—490cc. Triumph, solo, 1913.

67 W. J. ROBINS (Sutton M.C.C.)—250cc. Humber, solo, 1910.

68 G. A. MITSON (Norwood M.C.)—500cc. B.S.A., solo, 1913.

68 L. MOLLOY—200cc. Motosacoche, solo, 1911.

70 MARJORIE COTTLE (Sunbeam Club)—B.S.A., solo, 1911.

71 WATSON BOURNE (Lensbury A.C.)—Lugton-Precision, solo, 1912.

72 G. O. BLATCHLEY —N.S.U., sidecar, 1914.

73 H. K. G. GARLAND—Triumph, solo, 1914.

74 N. DE VENN (B.D.T.R.A.)—499cc. Rudge, solo, 1910.

75 H. E. VOWLER—Ariel, solo, 1912.

76 T. S. VICKERY—348cc. Douglas, solo, 1910.

77 W. WHITTLE—482cc. S.N., solo, 1910.

TEAMS.

MOTOR CYCLING CLUB : 1—George Brough, 47—G. G. Kitson, 39—B. Marians.

TUNBRIDGE WELLS M.C. : 56—A. H. Kenward, 57—W. B. Jury, 15—B. H. Brayne.

RUDGE : 35—Graham Walker, 36—G. E. Nott, 37—H. G. Tyrrell Smith.

OLD BRIXTONIANS : 31—A. G. Daw, 51—G. A. Norchi, 58—A. C. Maskell.

TRIUMPH : 14—J. T. Sleightholm, 6—Wilmot Evans, 44—G. M. Bryant.

"THE LADIES" : 38—Norah Everitt, 41—Betty Lermitte, 70—Marjorie Cottle.

ALMACK TEAM : 8—J. P. Almack, 26—S. G. Barnett, 74—N. de Venn.

SUNBEAM CLUB TEAM : 29—L. A. Welch, 45—T. Wagner, 18—E. G. Farrow.