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OFFICIAL PROGRAMME

3-

PIONEER RUN

ORGANISED BY
THE SUNBEAM M.C.C.
15th FEBRUARY, 1931

Wednesdays 3d

MOTOR CYCLING

THE PIONEER MOTORCYCLING JOURNAL

See Next Wednesday's issue for a Full Report of this Event

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OFFICIAL PROGRAMME

OF THE

SECOND ANNUAL

PIONEER RUN

FOR
MOTOR
BICYCLES
TRICYCLES
QUADRICYCLES
OF HISTORIC INTEREST

—

START: TATTENHAM CORNER STATION, EPSOM DOWNS, at 11 a.m.

FINISH: THE AQUARIUM, BRIGHTON, at 2.30 p.m.

—

Organised by THE SUNBEAM MOTOR CYCLE CLUB

SUNDAY
15th FEBRUARY, 1931

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, 15th February, 1931.

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. Q121, and will be open to any rider entering a machine having the necessary age qualification as above.

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G. M. Cook, Esq. (S.E. Centre, Auto-Cycle Union).
A. G. Bartleman, Esq. (Sunbeam M.C.C.)

CLERK OF THE COURSE AND SECRETARY OF THE MEETING,
F. W. Pinhard. Esq. 3, Wavertree Road, Streatham Hill, S.W.2.

ASSISTANT CLERKS OF THE COURSE.
L. E. Hart.
G. V. Firmin.

SCRUTINEER.
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(Left) — The Lagonda passing through Crawley in 1930.

(Right) — The 1911 riding position seems strange in 1931!

"Motor Cycling" Photographs

THE PIONEER RUN

The Pioneer Run, first held in 1930, was the outcome of a lunch time conversation between several members of the Committee of the Sunbeam Motor Cycle Club ; the idea seemed good, and the more it was considered the better it seemed.

Arrangements were made without delay and it soon became evident that a real need in the motor cycling calendar had been filled. Entries poured in from all over the country, and many famous riders took part in the event.

Unprecedented crowds lined every part of the route—so much so that traffic on the Purley Way, where the start was held—was dislocated for some three hours. Glorious weather favoured the riders, and many arrived at Brighton to win the special plaque awarded by the Club for those complying with the conditions laid down.

This year, the start has been moved to Tattenham Corner,

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the Southern Railway's station premises being used by their special permission.

The conditions are much the same as last year, except that a greater age of machine is required, and with few exceptions, every machine taking part on the 15th February will be over 21 years of age. The exceptions are machines which took part last year, and which it would not have been fair to exclude arbitrarily this year.

Entrants will come from places as far apart as Southsea, Birmingham, Cambridge, Nottingham, Chatham and Biggleswade, as well as places nearer London. Clubmen, and riders who have no interest in Clubs will take part, while many famous names figure in the list of entries.

Graham Walker, who is President of the Sunbeam Motor Cycle Club, George Brough, H. G. Tyrell Smith, George Himing, Pa Applebee, F. A. Applebee, are men well known in the sport of motorcycling who have entered.

It is hoped to stage the Pioneer Run for many years to come, if only to demonstrate to present day riders whose memories may not reach back far enough, the weird and wonderful machines which were the predecessors of our modern machines. If in addition, a good day's sport for the riders of the "Pioneers" can be provided, the Sunbeam Club will have achieved what it set out to do.



Scene at the Start, 1930 *"Motor Cycling" Photo*

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THE SUNBEAM CLUB

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Committee :
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G. V. FIRMIN,
G. E. SWIFT,
E. A. SENNETT,
T. WAGNER,
L. E. HART,
E. N. STRETTON,
H. M. NEWBERY,
(Captain).

F. W. PINHARD
(Hon. Secretary),
3, Wavertree Road,
S.W.2.

The Sunbeam Motor Cycle Club was founded in 1924, and as its name indicates was originally a Club for riders of Sunbeam machines. After a time, it was decided to throw the Club open to riders of any make of machine, and from that time the Club has gone ahead almost continuously.

The principal feature of the Club's programme has always been the running of trials of one kind or another, including every kind of event. Concentration on this side of Club life has enabled the Club to develop the best points of the various kinds of event, and to eliminate the tiresome and petty restrictions which prove nothing except that the man who reads the rules stands a far better chance than the man who does not.

Further, the courses chosen for the Club's events have been progressively stiffened up, but at the same time a fair system of marking is used, so that while a high standard of performance may be required, a reasonable number of awards is distributed.

The recent Solo Trial was an example of the sporting type of event : the course consisted of a number of tit-bits round Surrey, and of the 127 competitors, only one rider retained full marks. The awards list was arranged on a percentage basis, so that weather conditions and other matters beyond the control of the organisers would not affect the number of specials, firsts and so on, while of course time checks were not used.

Another famous event promoted by the Sunbeam Club is the "Sunbeam 200," which is run over a West Somerset and North

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We are the designers and manufacturers of this coat, beware of imitations at cheaper prices.
Aviation Mask Goggles "Duplex" Safety Lenses, 8/6.
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LEWIS's Indestructible Horsehide Coats, lined Fleece or Teddy. Double-Breasted, super quality, £6 0s. 0d. Cheaper quality, £5 10s. 0d.

LEWIS's All Rubber Waders, best on the market, 22/-. Leather soled, 29/6.

LEWIS's Leather Coats. D.B. Raglan Styles in Black or Tan, 65/-, 75/-, 85/-, 105/-, 120/-.

LEWIS's Famous Waterproof Garbardine Motor Cycling Coats. Lancer Front. Inter-lined oilskin, lined fleece, 55/-.

LEWIS's Gauntlets, Lamb lined throughout, with special cowhide palms, 17/6 pair.
Gauntlets—Black and Tan, with horsehide palms. Will wear for years, 10/6 pair. Also huge stock of other types.

LEWIS's Ponchos, 32/- and 36/6. Oilskin Coats, £1 and 25/-.

Hundreds of articles in stock of various kinds all of interest to motor cyclists, we sell only motor, flying and racing clothing.
Cut this out and bring it along for 10% Discount.

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Devon course ; this year, the date has been fixed for Whit Sunday, so that every sporting rider will have a chance of taking part. Again, the course is stiff, but fair.

The Sunbeam Club is the originator of the Match Trials now being held between various Clubs in the South. In 1930, the Club met in turn two other big Clubs in the Centre, losing one match and winning the other.

The Club also promotes a number of minor events, and in addition has a new event this year to be held in October ; this will be a fixture of outstanding interest. That members do not concentrate purely on Sunbeam events, is shown by the list of awards won by them in events promoted by other Clubs in 1930, which include no less that eight team awards, including that in the Southern Trial.

Also, the Club's President, Mr. Graham Walker, together with Messrs. Arthur Simcock and Jimmy Simpson, represented the Club in the Senior T.T. Races in the Isle of Man last year.

Social fixtures are also frequently made, and full details of these and of the sporting events are given regularly to all members through the medium of the *Club News*, which is sent out every month.

APPLICATION FORM FOR MEMBERSHIP.

.....19...

To F. W. PINHARD, ESQ.,
Hon. Secretary,
3, Wavertree Road, S.W.2.

I desire to be elected a member of the Sunbeam Motor Cycle Club, and in the event of my being elected, I agree to be bound by the Rules of the Club and the decisions of the Committee. I enclose remittance for 10/-, being 7/6 subscription and 2/6 entrance fee.

Signed .....

Name (block letters) .....

Address.....

.....

While proposers and seconders are required in exceptional cases only, the Committee is always keen to know through whom a new member has been introduced to the Club : if therefore you have been introduced through an existing member, will you please add his name here ?

.....

THIS is a specimen of our General Work. It has been produced at the very peak of a busy period, and has therefore had no extra pains put into it. This is merely a testimony that we stand up to our Slogan—

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MARKING AND AWARDS.

Competitors in the Pioneer Run are arranged in three classes, according to the age of the machine ridden, as follows :

Class A : Machines manufactured prior to 31st December, 1904.

Class B : Machines manufactured after 31st December, 1904, but before 31st December, 1909.

Class C : Machines manufactured after 31st December, 1909, but before 31st December, 1914.

Machines in Class C were only admitted if they took part in last year's event with the same rider.

Marks are credited for various features, and are deducted for failure either to keep to the time schedule laid down, or for stops due to mechanical failure, either through lack of power or through breakdown.

The following is the scheme of marking :—

Bonus Marks.	Class A	Class B	Class C
For age of machine, provided of essentially original design	+10	+5	0
For surface carburettor, tube or coil ignition or both	+3	+3	0
For single gear	+2	+2	0
Marks deducted.			
For being two minutes over the time allowance according to the schedule speed laid down	—2	—2	—5
For each stop (other than traffic stops) ...	—5	—5	—5

The Bonus marks given are added to 100, and the marks lost are then deducted according to performance : thus a Class A machine gaining the full number of bonus marks, can stop three times before it drops below 100, this being the minimum number of marks required to gain the Special Bronze Plaque awarded by the Club to competitors who complete the run.

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ROUTE AND SCHEDULE OF THE PIONEER RUN

(Times given are approximately first and last)

- **TATTENHAM CORNER STATION**
  (Start 11 a.m., last man away 12 noon).
- **KINGSWOOD** (11.10 a.m. to 12.10 a.m.)
- **REIGATE LEVEL CROSSING** (11.20 a.m. to 12.20 a.m.)
- **WOODHATCH**—Turn Left for Salfords and Horley.
- **HORLEY (Thorns Hotel)**
  (Arrive 11.40 a.m.)
  (last man away 2 p.m.)
- **POVEY CROSS**
- **CRAWLEY** (1.10 p.m. to 2.10 p.m.)
- **PEASE POTTAGE** (1.20 p.m. to 2.20 p.m.)
- **HANDCROSS** (1.30 p.m. to 2.30 p.m.)
- **BOLNEY** (1.40 p.m. to 2.40 p.m.)
- **ALBOURNE** (1.50 p.m. to 2.50 p.m.)
- **PYECOMBE** (2.0 p.m. to 3 p.m.)
- **THE PYLONS** (2.10 p.m. to 3.10 p.m.)
- **AQUARIUM GARAGE** (2.20 p.m. to 3.20 p.m.)

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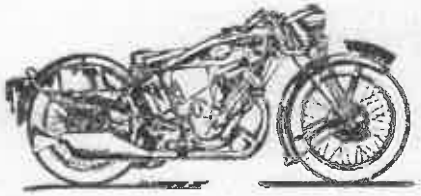
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STREATHAM 6540

* *Rode last year on same machine.*

† *Rode last year on another machine.*

CLASS A MACHINES.

*1 GEORGE BROUGH (Motor Cycling Club)—400 cc. Dreadnought, 1902, solo.
This machine was in regular use up to 1927 by its owner, Mr. Karslake, winning gold medals in various M.C.C. events. This machine has coil ignition and single gear.

2 F. W. STEVENSON (Motor Cycling Club)—500 cc. Minerva, 1904, solo.
This machine has single gear.

*3 F. A. APPLEBEE.—244cc. Matchless, 1902, solo.
Sold in 1902, this machine was in daily use till 1925, when it was shown in the historical exhibit at Olympia. This machine has coil ignition and single gear.

4 GEO. HARVEY (Sunbeam M.C.C.)—Wearwell A.J.S., 1903, solo.

5 F. W. ("PA") APPLEBEE (N.E. London Club)—Kerry, solo.
This machine has coil ignition and single gear.

†6 P. R. CRITTALL, 500 cc. Hobart, 1902, solo.
This machine has rigid forks, coil ignition and single gear. It has automatic inlet valve.

7 W. T. PITT (Cambridge University A.C.)—200 cc. De Dion Bouton, 1903, solo.
Single geared machine.

*8 H. H. SHARP (B.M.C.R.C.)—297 cc. Globe, 1902, solo.
Machine taken from the scrap heap and rebuilt. It has single gear and coil ignition.

9 R. B. BROCK (B.M.C.R.C. & Owls M.C.) 290 cc. Singer, 1904, solo.
Machine has surface carburettor, single gear and low tension magneto.

*10 C. BULLEN-BROWN 142 cc. Clement Garrard, 1902, solo.
This machine is in its original form, including saddle, lamps, sparking plug, etc. It was shown at Olympia last year. It has single gear, coil ignition.

CLASS A MACHINES (contd.)

*11 E. MONDEY (Norwood M.C.)—250 cc. Ariel, 1903, solo.
Single geared machine.

*12 GEO. BURTENSHAW—Lagonda, 1904, Tricar.
Won Gold Cup at Lagonda Brooklands Rally, 1929.

*13 G. C. HORSMAN,—300cc. Rex, 1903, solo.
Shown at Olympia last year. Single gear.

*14 ALEC BETCHLEY (Brighton and Hove Club)—246cc. Kerry, 1904, solo.
Coil ignition and single gear.

15 PERCY TESTER—250cc. Kerry, 1902, solo.
Coil ignition and single gear.

16 A. H. STUBBS (St. Albans Club)—500cc. Minerva, 1903, solo.
Single geared machine.

17 E. A. MARSHALL—580cc. Kelecom, 1903, solo.
Originally a forecar, later converted to a solo, and fitted with magneto. It has single gear.

18 G. WILKS (Watford A.C.)—300cc. De Dion Bouton, 1903, solo.
This machine has coil ignition and single gear. It was presented as a prize by the Watford and District Auto Club in the "Help Yourself Society" Christmas Draw last year. The winner not wishing to ride it, the Captain of the Watford Club is having the honour.

CLASS B MACHINES.

†19 BERTRAM MARIANS (Motor Cycling Club) 250cc. P. & M., 1906, forecar.
Coil ignition.

20 H. W. A. LAWRENCE, N.S.U. 1908, forecar.

*21 B. H. BRAYNE (Tunbridge Wells Club)—490cc. Brown, 1909, solo.
Single gear.

A PIONEER "PILLION FAIRY"



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Not exceeding 120 lbs.	2/10	5/8	2/10
Exceeding 120 lbs. not exceeding 200 lbs.	3/9	7/6	3/9
Exceeding 200 lbs.	4/9	9/5	4/2

(Tattenham Corner is 21 miles from London).

Full details at Southern Railway Stations, or of Traffic Manager (Commercial), London Bridge Station, S.E.1.

CLASS B MACHINES (contd.)

22 W. GOODRIDGE, (Southdowns M.C.C.)—490cc. White & Poppe, 1908, solo.
Single gear.

***23** E. G. FARROW (Sunbeam M.C.C.)—600cc. Chater Lea, 1909, solo.
Single gear.

***24** JOHN GORRINGE—490cc. Triumph, 1907, solo.
Single gear.

25 CYRIL LARK (Raynes Park Club)—980cc. Matchless, 1909, solo.
Single gear.

26 THOMAS JORDAN—500cc. Chater Lea, 1908, solo.
Single gear.

27 F. W. CLARK (Carshalton M.C.C.)—499cc. Triumph, 1909, solo.
Single gear.

28 PERCIVAL WEBB—498cc. F.N., 1908, solo.

29 C. BULLEN-BROWN (Rider: R. Price)—142cc. J.E.S., 1909, solo.
Single gear.

30 U. C. GURNEY—Fafnir, 1906, solo.
Single gear.

31 E. V. KERSWELL—F.N., 1909, solo.
Single gear.

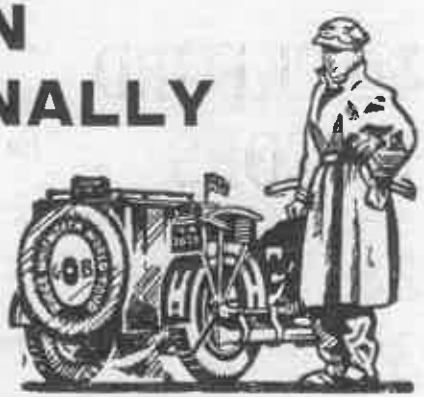
32 JOB HURST, 500cc. Triumph, 1907, solo.

33 W. H. LUCAS (Sunbeam M.C.C.)—496cc. Rex, 1908, solo.
Single gear.

***34** D. S. WITHERS (Norwood M.C.)—340cc. Douglas, 1909, solo.

35 T. W. COLE (Sittingbourne Club)—500cc. F.N., 1906, solo.
Single gear.

KNOWN NATIONALLY



FOR PIONEER ACHIEVEMENT

Mr. S. T. Glanfield's ROUND THE WORLD TOUR on a Rudge combination, is now old history, but the fact remains that it was an epic adventure which proved the enthusiasm and courage of the rider, and the sterling qualities OF THE FAMOUS

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Open from 9 a.m. until 8 p.m. daily.

CLASS B MACHINES (contd.)

36 E. N. ADLINGTON (Sunbeam M.C.C.)—500cc. Humber 1909, solo.
Roe 2-speed gear.

37 W. J. ROBINS (Sutton M.C.C.)—200cc. Humber, 1909, solo.
Single gear.

†38 DAVID LUFF (Carshalton M.C.C.)—300cc. Minerva, 1905, solo.

39 HARRY WILSON (Sunbac Club)—353cc. Chater Lea, Fafnir, 1905, solo.
Single gear.

40 E. L. WOOD (Rochester and Chatham)— Brough, 1908, solo.

41 E. H. SIMMONS (Sunbeam M.C.C.)—250cc. James, 1904, solo.

CLASS C MACHINES.

*42 GEORGE HIMING (Carshalton M.C.C.)—490cc. Rover, 1913, solo.

*43 A. G. DAW (Sunbeam and Brixton Clubs)—348cc. Douglas, 1910, solo.

*44 C. W. ROWE (Brixton Club)—499cc. N.U.T., 1914, solo.

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

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