OFFICIAL PROGRAMME.
PRICE THREEPENCE.

PIONEER RUN

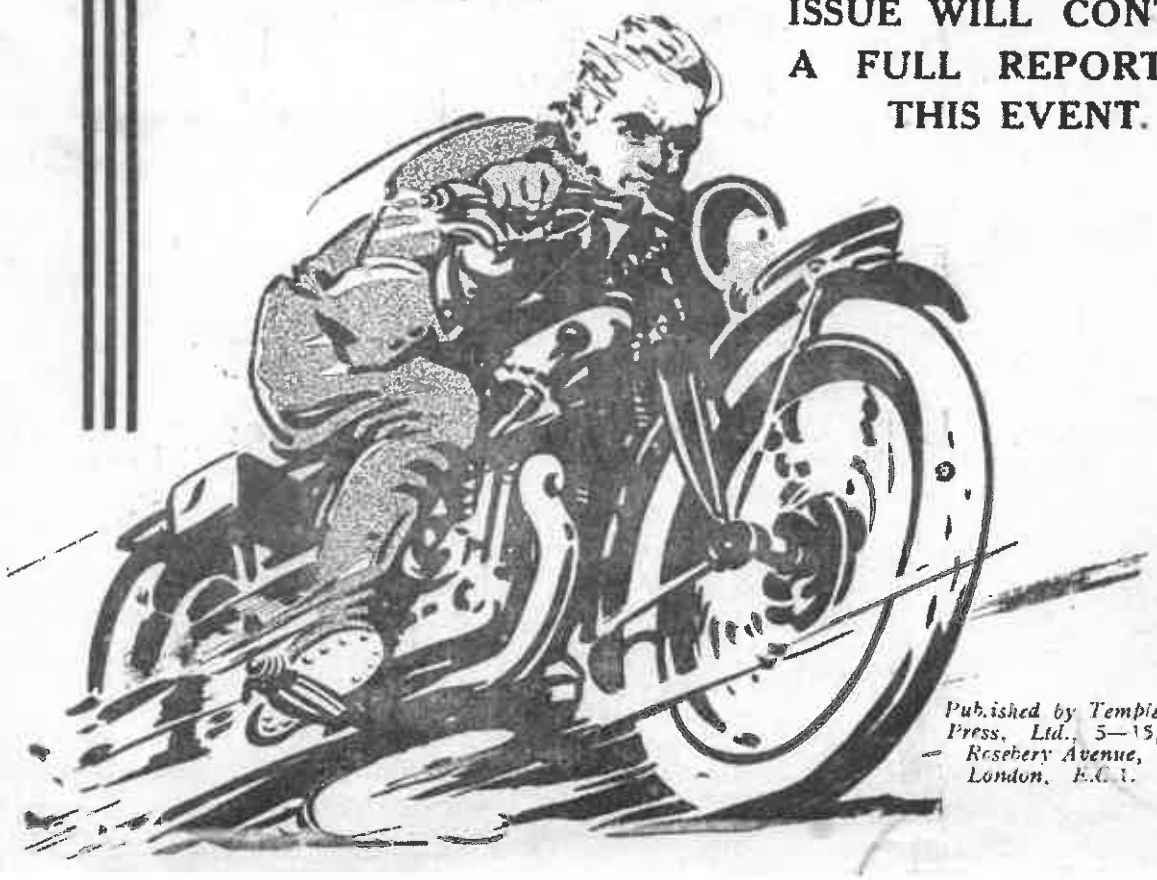
ORGANISED BY
THE SUNBEAM M.C.C.
13th MARCH, 1932.

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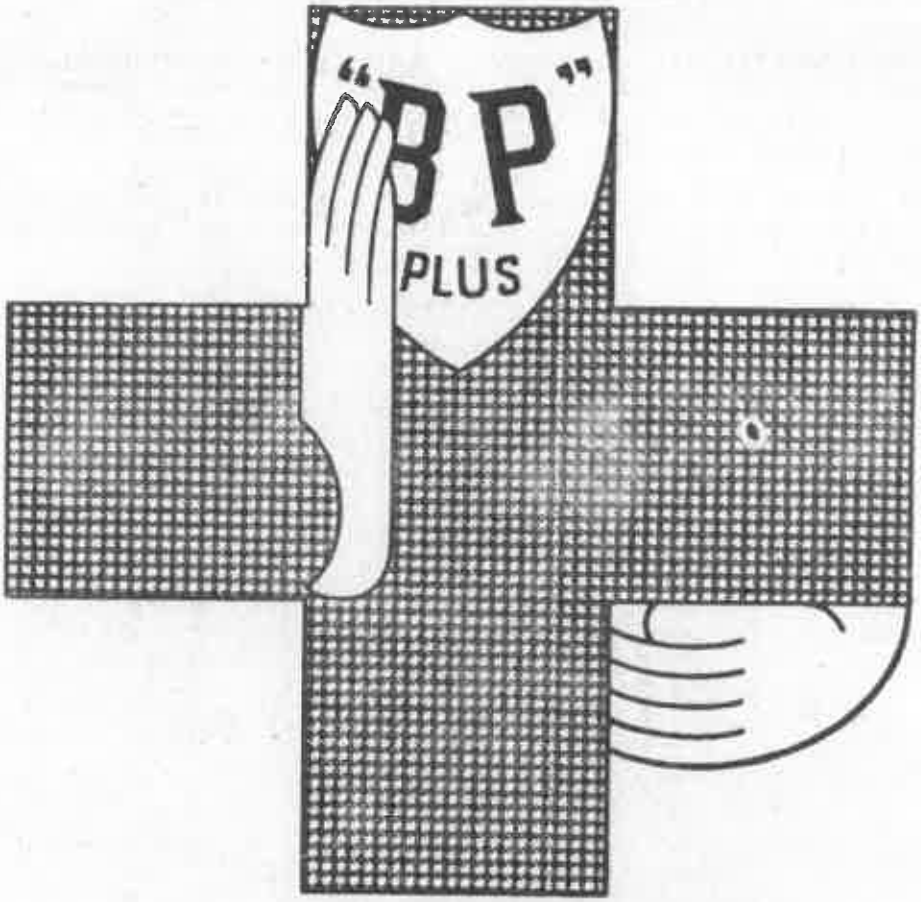
MOTOR CYCLING

First out with reports of sporting events and details of new machines and accessories.

NEXT WEDNESDAY'S ISSUE WILL CONTAIN A FULL REPORT OF THIS EVENT.



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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 (solo or sidecar), tricycles or quadricycles manufactured not later than 31st December, 1909 (see note below) on Sunday, 13th March, 1932.

SPECIAL NOTE.—Machines manufactured after 31st December, 1909 and before 31st December, 1914, will be admitted if they took part in the Pioneer Run held on 9th February, 1930.

JURISDICTION.—The Run will be held under the General Competition Rules of the A.C.U., together with these Supplementary Regulations and Final instructions to be issued under A.C.U. Special Permit No. Q 160 and will be open to any rider entering a machine having the necessary age qualification as above.

THE SUNBEAM M.C.C.'s

THIRD

PIONEER RUN

FOR
MOTOR
BICYLCES
TRICYCLES
QUADRICYCLES
OF HISTORIC INTEREST

SUNDAY
13th MARCH, 1932

Stewards : A. J. M. Ivison, Esq. (appointed by the Auto Cycle Union), W. H. Wells, Esq., (President, A.P.M.C.) and E. J. Bond, Esq. (Sunbeam M.C.C.).
Clerk of the Course and Hon. Secretary of the Meeting : F. W. Pinhard, Esq., 3, Wavertree Road, London, S.W.2.
Scrutineers : A. G. Reynolds, Esq. and G. M. Cook, Esq.
Chief Observer : J. C. Thyne, Esq.
Timekeeper : J. C. Lowe, Esq.
Chief Marshals : L. E. Hart, Esq., M. Rubeck, Esq. and G. E. Swift, Esq.
Marshals and Travelling Observers : Members of the following Clubs—Sunbeam, Worthing Eagle, Brighton & Hove, Brighton & District, Wood Green, Basingstoke, Kingston, Norwood, Bromley, Witley, Streatham, Greenwich, Stamford Bridge Speedway, Southdowns, Wickham, London Ladies, Harringay, Carshalton, Abbey Wood.
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WEIRD AND WONDERFUL EQUIPMENT OF

OLD TIME MACHINES

By the Editor of

THE MOTOR CYCLE

"Automatic inlet valve springs are always somewhat of an anxiety on two-cylinder engines. They must be of the same tension on each valve, and a new one must never be inserted without it being tested against the one in the other cylinder." Statements such as this, which appear by the dozen in the old editions of *Motor Cycles and How to Manage Them*, seem almost double-Dutch to the motor cyclist of to-day. What *is* an automatic inlet valve? *And* a surface carburettor? *And* tube ignition?

Most of us know what a stirrup brake looks like—it is merely the type fitted on the average pedal cycle. And we know quite a lot about coil ignition, but the revived type of coil set is a very different proposition from that fitted thirty years ago. Those were days when the accumulator was stored in a compartment in the tank, from which flimsy cables issued through knife-edged holes; when contact-breakers resembled watches in the number of their parts and the smallness of their size; and when no one in his senses set forth on a journey without a pocket voltmeter, spare "platinum" points, and a pocketful of bits for the contact-breaker.

At a still earlier date, tube ignition was employed. This consisted of a heated tube of platinum, closed at one end and communicating at the other with the combustion chamber. For heating the tube a petrol burner, enclosed in a perforated box (alleged to be wind proof!) was used. The petrol burner was rather like the modern blow lamp, only far more troublesome, and was expected to keep the platinum tube at something like white heat. Thus ignition was automatic, and can best be described to-day as "pre-ignition," such as results from an incandescent particle of carbon. A more dangerous or exasperating form of ignition can hardly be conceived—one skid and with hot tubes and flames from the lamp...

Surface carburettors were another troublesome feature of the early motor cycles—one that became more of a worry as time wore on, and petrol, due to the increasing sale, became less volatile. Very roughly, a surface carburettor can be described as a small petrol tank with a vertical air chimney carrying, telescoped within it, a second tube. This latter tube has a flat plate fixed at its lower end and the tube was raised or lowered until the plate was about half an inch above the level of the petrol. A further tube connected the carburettor with the inlet port of the engine via a throttle. The method of operation was simple if often unsatisfactory: the suction of the engine caused air to rush down the chimney, pass between the flat plate and the surface of the petrol, and then enter the engine laden with petrol, the vaporisation of which was aided by the splashing about that occurred within the tank. Often there was also an exhaust pipe passing through the tank to warm things up a bit!

So much for carburation and ignition. Other features which were usual in the early days were, of course, unsprung front forks and pedalling gear, both of the pedal cycle type, while later there was another feature common to cycles to-day in the form of the three-speed hub gear.

Transmission was by many methods. Even plain spur gears were used on some old-timers, and there were both twisted leather belts—boot-lace affairs—and flat belts.

On the average engine the feature most unusual to modern eyes is the automatic inlet valve, which takes the form of a small, mushroom valve with a very light spring—one so light that, while it would return the valve to its seat at the low engine speeds accomplished, it allowed the valve to open on the induction stroke merely as the result of the suction of the piston.

This brief sketchy review will have met its purpose if it makes those who watch the Pioneer Run realise a little of what the motor cyclist of to-day owes to the hardy pioneers of the past—to the men and, in a few cases, women who, undeterred by the many troubles they experienced, carried on and laid the foundation stone of our great motor cycle movement of to-day.



Over 21 years old

1910 saw the commencement of a small business in Great Portland Street when Godfreys—Pioneers of True Service to motor cyclists—opened their doors. To-day in 1932, Godfreys have grown to the position of the largest retail suppliers of motor cycles in the country and have a reputation second-to-none for straight and honest dealing.
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INSTRUCTIONS TO COMPETITORS IN THE PIONEER RUN.

PRELIMINARY.—Machines can be sent by rail to Tattenham Corner and picked up on the Sunday morning.

ARRIVAL.—Competitors must report one hour before their starting times. Use No. 1 Gate at Tattenham Corner Station (the one nearest the Grand Stand) proceed up the drive to No. 6 platform, and park there under the correct number and space allotted.

SCRUTINY.—The Travelling Observer detailed will check particulars of the machine, and report O.K. to the Scrutineers, who will settle any points under this heading. Observer's card will be sent to the Competitor.

START.—Competitors will start at their schedule times, *i.e.* the first man at 11.1, the rest at minute intervals, accompanied by a Travelling Observer. Any rider who has not found his travelling observer 30 minutes before his starting time must report this to the Chief Observer at once. All Travelling Observers' machines will carry cards labelled "Observer"

DISTANCES.—

Start to Horley	12 miles.
Horley to Pylons	22 miles.

RETIREMENTS.—Any rider retiring must sign his observer's card in the space provided immediately on retiring.

LUNCH.—Lunch and snacks etc. will be obtainable at the Thorns, Horley. Please fill in whether you require lunch or not on the post card provided, to be returned without delay.

FINISH.—The observed part of the run will end at the Pylons, Brighton. **DO NOT STOP HERE,** but proceed direct to the Aquarium Garage, Brighton, where observer's cards will be collected ; have tea at the Aquarium Restaurant—mark your post card for this too please.

BREAKDOWNS.—Messrs, Glanfield Lawrence (Motors) Limited are providing two breakdown lorries, which will follow the course to pick up any stranded machines.

Riders wishing their machines to be brought back to London can use the lorries, the charge for solos being 5/- (other machines cannot be carried) payable on handing the machine over at Brighton. Please mark post card if you wish to use this service.

INSTRUCTIONS TO TRAVELLING OBSERVERS.

START.—Please read the above carefully : report to the Chief Observer, J. C. Thyne, at the entrance to No. 6 platform at least 45 minutes before your man is due to start. Find your competitor and his machine in the competitors' enclosure, and check details. Take his observer's card with you when reporting O.K. to Chief Observer. Fix your card labelled "Observer" on the front of your machine.

THE RUN.—Throughout the run, keep behind—**NOT** alongside—your man ; report every stop other than traffic stops, with details of cause as far as possible. At lunch, park your machine next to that of your rider. **Please help your rider in any difficulty and if he breaks down for good, lend a hand with getting his mount on to the breakdown lorry.**

RETIREMENTS.—If your rider retires, he must sign space "A" on the observer's card.

FINISH.—Rider must sign in space "B", and observer in space "C" ; refer any query to the Official in Charge at the Aquarium Garage at once. Hand over card all complete.

F. W. PINHARD,
Clerk of the Course.

TRAVELLING OBSERVERS.

1. B. J. Bigwood
2. C. T. Macallan
3. J. Macallan
4. C. Macallan
5. H. Louis
6. N. A. Radmall
7. F. W. Shepherd
8. N. F. Fowler
9. C. F. Willison
10. R. L. Savage
11. C. Pudge
12. E. Parsell
13. W. Green
14. A. Page
15. F. Wilkins
16. L. Kinkley
17. F. Satchell
18. J. Dennis
19. J. McInnes
20. W. Manbridge
21. R. Rudkin
25. A. L. Edwards
26. C. Ody.
27. H. M. Kingdon
28. P. N. Ward
29. F. D. Tomlin
30. H. D. Jones
31. J. Sayner
32. Miss B. Miller
33. Miss G. Lee Harson
34. Miss P. Cooper
35. Miss T. Wallach
36. Miss I. M. Crow
37. Miss D. E. Sparks
38. W. Marsh
39. R. Loveland
40. J. Kennet
41. R. Wentworth Hyde
42. C. H. Middleton
43. E. G. Jones
44. W. Dedman
45. S. Wood
50. H. A. Cubitt
51. R. H. Snelling
52. K. P. Jones
53. M. Riley
54. A. Hart
55. F. Barnard
56. A. J. Macey
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APPROXIMATE PASSING TIMES.

(Times given are those at which the first competitor is due; the last competitor will pass about one hour later.)

TATTENHAM CORNER STATION	11. 0	a.m.
BURGH HEATH	11. 5	,,
REIGATE Level Crossing	11.25	,,
REDHILL (New Inn, Earlswood Road)	11.30	,,
HORLEY (Thorns Hotel, Lunch stop) arrive	11.50	,,
depart	1. 0	p.m.
POVEY CROSS	1. 5	,,
CRAWLEY	1.20	,,
HANDCROSS	1.35	,,
ALBOURNE CROSS ROADS	2.10	,,
PYLONS (Brighton Boundary)	2.30	,,
AQUARIUM GARAGE, BRIGHTON FRONT	2.40	,,

MARKING AND AWARDS.

Competitors are divided into three classes according to age of machine:

"A"—Machines made before 31st December, 1904.
"B"—After "A" but before 31st December, 1909.
"C"—After "B" but before 31st December, 1914.

Marks are credited for various features, and marks are then lost for each stop, and every competitor retaining 100 or more marks at the finish is awarded a **Special Pioneer Run Bronze Plaque.**

Additional awards are a **Silver Tankard,** kindly presented by Mr. George Reynolds for the rider who gains a Plaque and who obtains the greatest figure of merit by adding his own age to that of the machine. (The figure in brackets after each rider's name indicates his age.

Further, there is a **Team Award** consisting of three framed photographs of the winning team, kindly presented by *Motor Cycling.*

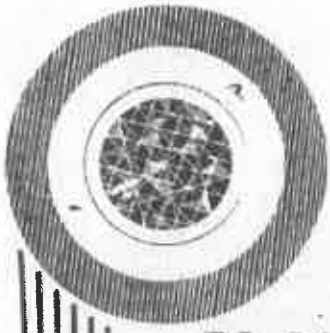
CLASS A.

1 **GEO. BROUGH** (42) (Sunbeam M.C.C.)—DREADNOUGHT, 1902/3. *Single cylinder, single speed (no clutch). This machine has a "two-spout" exhaust system, and incorporates a distinct curiosity—a live rear axle. Further, the ignition has a De Dion trembling blade contact-breaker, while the forks—as usual at the period—are rigid, i.e. not sprung. Machine and rider gained Plaques in the 1930 and 1931 Pioneer Runs; a Cup in the M.C.C. 24 hour trial of 1909, and a special gold medal in the London-Edinburgh-London Run of 1910, are amongst awards won in earlier days.*

The machine is the property of Harold Karslake, Esq.

2 **C. S. BURNEY** (47) (A.P.M.C.)—PEUGEOT MINERVA solo, 1902. *Of French manufacture, this machine has wooden rims to the wheels—carrying the original tyres!—and wooden mudguards. The engine capacity is only 189 cc., while a surface carburettor figures in the equipment as well as the usual rigid forks, coil ignition and single gear.*

3 **F. W. STEVENSON** (33) (Motor Cycling Club)—MINERVA solo, 1904. *Another French machine, this pulls a very high single gear—4 to 1—and has pedalling gear fitted in case the aid of "L.P.A." is required. It has rigid forks.*



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94, St. Mary Street, Cardiff. 'Phone : Cardiff 859.

4 **R. B. BROCK** (24) (Owls M.C.)—SINGER solo, 1900, about 290 cc. *This machine has a number of interesting features: roller bearing engine sounds very up-to-date, so does a twist grip control, but how about leather lined original front tyre, rigid forks and a low tension magneto? Last year, machine and rider gained a plaque in the Pioneer Run, the former being described as* 1902; *further research since then shows however that* 1900 *would be nearer the mark.*

5 **F. A. APPLEBEE** (44) —MATCHLESS solo, 1902, 275 cc. *Machine and rider have won two plaques in previous Pioneer Runs: the machine is frame No.* 1 *and engine No.* 1 *from the famous Matchless works, and although it has coil ignition and single gear, it boasts of sprung front forks! It was in daily use from date of birth to* 1925, *when it was put in the historical exhibit at Olympia. Mr. Applebee—the son of "Pa" Applebee who is also riding, is of course well-known as a T.T. winner in earlier days.*

6 **F. W. ("PA") APPLEBEE** (70) (N.E. London Club)—KERRY, 1904, solo. *This machine, of a brand not now made, has many interesting features: trembler coil ignition, high saddle position and stirrup brake, as well as automatic inlet valve and pedalling gear. Mr. Applebee gained a plaque with this machine in* 1931.

7 **PERCY CRITTALL** (32) (Tunbridge Wells Club)—HOBART, 1902, solo 3½ h.p. *With rigid forks, coil ingition and single gear, this machine comes well up to the specification of the period; it has moreover had no new parts added since it was first made. Rider and machine won plaques in both* 1930 *and* 1931 *runs.*

8 **E. A. MARSHALL** (40)—KELECON, 1903, solo 500 cc. *This outfit is interesting: it started life as a forecar, but its owner seems to have found this too thrilling a pastime, so he made it into a solo machine. Hence possibly, the spring forks. Rider and machine won a plaque in last year's run.*

9 **R. E. LEVESON-GOWER** (20)—225 cc. QUADRANT, solo, 1902. *Rigid forks, coil ignition and surface carburettor combine to make a very "up-to-the-minute"* 1902 *mount.*

10 **SQUIB BURTON** (24) (Grantham & District Club)—240 cc. B.S.A. MINERVA, solo, 1902. *This machine was built up from B.S.A. fittings with a Minerva engine.*

11 **J. R. M. COUPLAND** (24) (Norwood M.C.)—250 cc. ARIEL, solo, 1903. *Rigid forks and single gear of course. This machine has been in Pioneer Runs and also in the Sunbac Commemoration Run (held near Birmingham).*

12 **C. BULLEN-BROWN** (44) (A.P.M.C.) 142 cc. CLEMENT GARRARD, solo, 1902. *Rigid forks, single gear, coil ignition, spray carburettor are in the specification to-day as they were in* 1902. *The owner has ridden the machine ever since he bought it new, and took part in the Plymouth Cycle Sports in the same year. The engine has overhead valves, and a gudgeon pin held by a junk ring. Plaques were won in both* 1930 *and* 1931 *Pioneer Runs.*

13 **R. J. MARTIN** (32) (Winchester Club)—500 cc. ARIEL, tricycle, 1898. *Rigid forks, two speeds (but no clutch), a differential, air-cooled cylinder, but water-cooled head make this machine one of particular interest.*

14 **A. BETCHLEY** (31) (Brighton & Hove Club)—250 cc. KERRY solo, 1904. *Spring forks and coil ignition sound very modern; the only other feature of special interest according to the owner, is the rust.*

15 **E. H. SIMMONS** (33) (Sunbeam M.C.C.)—243 cc. JAMES, solo, 1903. *A.I.V. (short for automatic inlet valves) figure in the equipment, also spring forks and single gear. Gained a plaque last year.*

16 **GEO. BURTENSHAW** (44) (Veteran C.C.) 9 h.p. LAGONDA Tricar, 1904. *Two speeds and clutch have no doubt helped to win plaques in both* 1930 *and* 1931, *and a Gold Cup in the Lagonda Rally at Brooklands in* 1930. *Further, the outfit went into last year's Lord Mayor's Show.*

17 **C. ARTHUR** (21) (Kingston M.C.C.)—BROWN, solo, 1901. *Still has its coil ignition—single gear of course. The owner says it is a pile of rust.*

18 **P. C. SPOKES** (42) (Northamptom M.C.C.) 250 cc. MINERVA, solo, 1903. *All the way from Northampton, this machine is in entirely "mint" condition.*

19 **REG. SPOKES** (19) (Northampton M.C.C.)—300 cc. ALLDAYS, solo, 1904. *Also in original condition ; the rider is the son of P. C. Spokes, so there are two cases of "Father and Son" in the event.*

20 **R. NEVILLE** (40) BEESTON HUMBER and Trailer, 1903 (2¾ h.p.) *This machine is almost in "mint" condition, the trailer being as supplied by the makers, while the original plug is also in use, together with a Longuenarre carburettor. Rigid forks, coil ignition and single gear are of course included in the specification.*

21 **H. E. NICHOLSON** (Watford A.C.) 300 cc. DE DION BOUTON, solo, 1898. *This machine was offered as prize last year by the owners—the Watford A.C.—in the Stock Exchange Christmas Sweep. One of he members of the Club rode it and won a plaque last year, while this time the Secretary is trying his hand at it. The machine has the usual "period fittings," including rigid forks and single gear, of course.*

CLASS B.

25 **E. G. FARROW** (29) (Sunbeam M.C.C.)—700 cc. CHATER LEA, solo, 1909. *The engine is a J.A.P. with automatic inlet valves ; there is no gearbox or clutch and the forks are rigid. Won a plaque in the* 1930 *Pioneer Run, but was not lucky last year although competing.*

26 **G. L. REYNOLDS** (19) (B.M.C.R.C.)—498 cc. TRIUMPH, solo, 1909. *Sprung forks, rear wheel clutch—but no gear box ! —and magneto is getting more up-to-date. The machine gained a plaque both in* 1930 *and* 1931.

27 **E. S. OLIVER** (20) (Tunbridge Wells Club)—8 h.p. BAT-JAP, sidecar, 1909. *After an adventurous life in Scotland and London, up to* 1927, *this ancient wandered down into Sussex, and has since been cutting chaff and doing other farm work. There is no clutch, but a 2-speed friction gear.*

28 **T. W. COLE** (21) (Sittingbourne Club)—364 cc. F.N., solo, 1905. *With its four cylinders and shaft drive, this machine would have passed for up-to-date until chromium plating was invented. However, it has no clutch or gearbox, which may not be quite so good although machine and rider gained a plaque in* 1931.

29 **F. A. LAWRENCE** (28)—N.S.U. FORECAR, 1908. *This machine was lucky and has not been converted to a solo ! It has the well-known N.S.U. gear (watch the driver turn the "coffee mill" when he comes to a hill !) along with automatic inlet valves. It won a plaque in* 1931 *however.*

CLASS B (contd.)

30 **G. E. BILLINGTON** (30) (Willesden & District Club) 498 cc. EXCELSIOR, solo, 1909. *This machine is in very good original condition, and boasts a rear wheel clutch, sprung forks and magneto.*

31 **F. W. CLARK** (33) (Carshalton M.C.C.)—500 cc. TRIUMPH, solo, 1909. *"Nobby Clark" is the popular Captain of the Carshalton Club; he won plaques in 1930 and 1931 with this outfit, and will probably do so again.*

32 **C. BROWN** (24) (Streatham & District Club)—250 cc. P & M. Forecar, 1906. *This machine was entered last year by another rider and caused a great stir when photographed with "lady rider and passenger", neither of whom had any official connection with the outfit. There is a two-speed gear to help the poor little engine, also a clutch, but coil ignition is not so good! However, a plaque won last year seems to show there is still some reliability about.*

33 **J. R. STEPHENS** (18) (Sunbeam M.C.C.)—500 cc. LINCOLN ELK, solo, 1905. *This rider and machine have come all the way from Devon: the feature of the machine is an expanding engine shaft pulley.*

34 **W. H. GRIFFITHS**—482 cc. F.N. solo, 1908. *Another of these up-to-date fours—this one however has two-speed gearbox and clutch, in addition to the shaft drive.*

35 **D. WITHERS** (53) (Norwood M.C.)—2¾ h.p. DOUGLAS, solo, 1909. *Has won two plaques in previous Pioneer Runs.*

36 **T. JORDAN** (42)—3½ h.p. CHATER LEA J.A.P., solo, 1908. *Was ridden by M. Kensett in 1930 and the present entrant in 1931, gaining a plaque both times.*

37 **F. E. BLACKMORE** (22) (Weston-super-Mare Club)—350 cc. DOUGLAS, solo, 1909. *A newcomer who has come a long way to take part in the Run.*

38 **R. G. TOMSON** (22) (Sunbeam M.C.C.)—490 cc. TRIUMPH solo, 1907. *One of the earliest Triumphs to be fitted with the famous barrel spring front fork.*

39 **A. G. HORN** (29)—680 cc. SAREOLEA, solo, 1905. *This is a Belgian machine of a make still famous to-day; it has rigid forks, a prop stand (how modern!) automatic inlet valves and single gear.*

40 **V. R. A. MORGAN** (26) (Chichester M.C.C.)—496 cc. SCOTT, solo, 1909. *Spring forks, two speed gear, and air-cooled cylinders with water-cooled heads!*

41 **W. GOODRIDGE** (35) (South Downs Club)—490 cc. WHITE & POPPE, solo, 1907. *Rigid forks, magneto and single gear; a feature of the engine are the detachable valve seatings and ports. Entered last year but won no award.*

42 **J. GORRINGE** (32)—500 cc. TRIUMPH, solo, 1907. *A very up-to-date Triumph at the date of its birth, this still functions well, and won plaques in 1930 and 1931.*

43 **J. H. WEATHERLEY.**—338 cc. REX, solo, 1906. *Serious doubts as to the ability of the machine to get going worried the owner very much—but he thought he would enter it for the fun of the run, and hope for the best.*

44 **W. J. ROBINS** (47)—200 cc. HUMBER, solo, 1909. *All the signs of the old timer—but reliable still (plaques in 1930 and 1931).*

45 **F. A. WASTELL** (41) (Sunbeam M.C.C.)—500 cc. HUMBER, solo, 1909. *Used last year by E. N. Adlington; this machine has a Roc two speed gear.*

CLASS C.

50 **E. COOK** (69) (A.P.M.C.)—550 cc. TRIUMPH, solo, 1914. *Except for the pedalling gear almost up-to-date—but give the driver a cheer for being one of the oldest sportsmen to turn out for the event.*

51 **A. G. DAW** (42) (Brixton & Sunbeam Clubs)—348 cc. DOUGLAS, solo, 1910. *Again very up-to-date, and no pedalling gear ; reliable too—won a plaque in* 1930 *and* 1931.

52 **W. WHITTLE** (50)—482 cc. F.N., solo, 1910 ; *four cylinders, and very modern—won a plaque in* 1930.

53 **F. A. McNAB** (54) (A.P.M.C.)—498 cc. B.S.A., solo, 1913. *The rider was the first holder of the hour record, and has held every* 500 *cc. record from* 50 *miles to* 12 *hours during his riding career. The machine of course is very modern, and has two Pioneer Plaques to its credit.*

54 **H. K. G. GARLAND** (31)—490 cc. TRIUMPH sidecar, 1914. *This machine also has a busy life—"been running for years without any attention," says its owner. It won a plaque in* 1930 *and* 1931.

55 **G. G. KITSON** (40) (Motor Cycling Club)—500 cc. SCOTT sidecar, 1911 ; *has a two-speed epicyclic gear and (according to its owner) "a . . . uncomfortable saddle." It is of course very up-to-date, and won a plaque in* 1930 *as well as being a member of the winning team.*

56 **W. B. JURY** (Tunbridge Wells Club)—246 cc. SUN VILLIERS, solo, 1914. *This lot has been far afield and was first registered in the Shetland Isles ! Very reliable however—two plaques already !*

57 **A. H. KENWARD** (48) (Tunbridge Wells Club)—490 cc. solo, 1910. *This machine, though ageing, still has a busy life. It won the "Kent Messenger" Cup at the Kent Club's Speedway on Easter Monday,* 1931, *at a speed of* 31 *m.p.h. It has been in both previous Pioneer Runs, and won a plaque in each.*

58 **G. M. BRYANT** (27) (Sunbeam M.C.C.)—490 cc. TRIUMPH, solo, 1914. *All the way from Biggleswade, Beds.) on a single gear ! Won a plaque in* 1930 *and* 1931.

59 **G. A. NORCHI** (Sunbeam & Brixton Clubs)—245 cc. F.N., solo, 1911. *Another shaft drive machine, but only one cylinder. Apart from two plaques in* 1930 *and* 1931, *it also won for its owner and rider the Old Crocks Race at West Ham Speedway in* 1930.

60 **C. W. ROWE** (35) (Brixton & District M.C.C.)—N.U.T., solo, 1914. *3-speed hub gear is the chief feature : gained plaques in* 1930 *and* 1931.

61 **A. M. LEVESON-GOWER** (24) (Kingston M.C.C.)—285 cc. F.N., solo, 1913. *Another shaft drive, with gearbox ; won plaques in* 1930 *and* 1931.

62 **C. H. MAXFIELD** (23) (Mitcham & D.M.C.C.)—490 cc. TRIUMPH, solo, 1911. *Entered and ridden by another rider in* 1930, *and gained a plaque then.*

TEAMS ENTERED.

Association of Pioneer Motor Cyclists : C. S. Burney, F. A. McNab, C. Bullen-Brown.
Brixtonians (Brixton Club) : A. G. Daw, G. A. Norchi, C. W. Rowe.
Northampton M.C.C.: P. C. Spokes, R. Spokes, R. Neville.
Tunbridge Wells Club : A. H. Kenward, W. B. Jury, P. Crittall.
Sunbeam Club : George Brough, E. H. Simmons, E. G. Farrow.

RIDERS! BRING YOUR PROBLEMS TO "CASTOR" OF "MOTOR CYCLING"—AND HE'LL FIND YOU SOME NEW ONES.

Dear Sir,

My friends tell me I ought to "go on the dirt." Could you please tell me the meaning of this extraordinary phrase, as I don't think it sounds very nice and anyway, do you think there is any money to be made at it?

ELMER (Elmers' Green).

Dear Elmer,

Yes, certainly it will be quite safe for you to come down to Epsom on the 13th. You'll be among friends, so keep your hand on your watch, and if anybody with an armlet on suggests escorting you out of the enclosure, don't speak to them until you have been formally introduced. Regarding your other two queries: 1. Quite right; John Thyne's Christian name is John. 2. Incorrectly inflated tyres are usually found to be too hard or too soft. It is a good plan to soften them if they are too hard and harden them if they are too soft.

CASTOR.

Dear Sir,

I am thinking of entering for the next Gatwick Speed Trials and would be glad if you would advise me on a good method of gearing up my twist grip. Also, would it be advisable to make use of a torque tube in the sidecar classes to facilitate torquing to the passenger, as in fig.1. (Note the underhanded displacement of the yaggle valve.)

"I'M A DREAMER" (Montreal?)

Dear "I'm a Dreamer,"

To take your three queries in order: 1. In considering an evening gown for your forthcoming annual dinner, you cannot do better than choose something that will match the soup. If it matches the entree as well, so much the better: you know it never rains but it snows. 2. No, it is no longer considered fashionable to holler "Sez You!" when asked to take wine with another diner. ("Aw, Nerts!" is quite the rage just now.) 3. That trick of yours with the match sticks is very good, but as a point of strict etiquette it would be better postponed until the formal part of the proceedings is over. The other ladies—yes, ladies—and gentlemen—yes, gentlemen—will be most appreciative at about 11.30 p.m..

CASTOR.

Dear Sir,

Could you advise a preparation for the painless removal of rhubarb stains from ski-he-caps? Few people, I suppose, are troubled this way. If I weren't of course, it would be different. But I am, so it isn't.

CLAUDE (Clapham).

Dear Claude,

Yes—the Chivalry of the Road demands that you should stop when you see a fellow rider stranded by the road side and, advancing hat in hand—hats are being worn that way just now—say, "Excuse me Sir, but I cannot help observing that you are sitting by the road side and addressing a fault or breakage." Should he answer back you needn't start a row: just ride off in all directions. If he doesn't, well he has probably lost his tongue. So unless you've got it you may as well ride off just the same.

CASTOR.

The Perfect Speed Trial Course

—see the Press!

—ask the Riders!

THREE FIXTURES

APRIL 23rd

JUNE 18th

AUG. 13th

For particulars apply to the Hon. Secretary,

3, WAVERTREE ROAD, S.W.2.

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