OFFICIAL PROGRAMME. Price - 3D.

PIONEER RUN

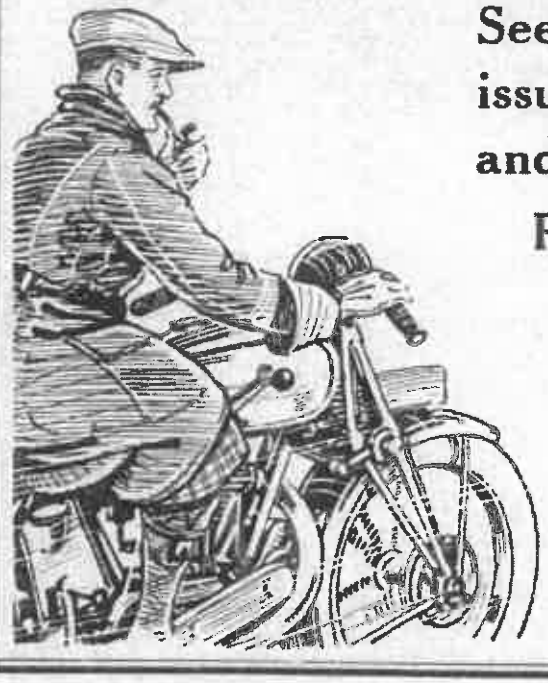
Organised by the Sunbeam M.C.C.

26th FEBRUARY, 1933.

FOR FIRST REPORTS of ALL IMPORTANT EVENTS

MOTOR CYCLING

The Journal with the Green Cover.



See next Wednesday's issue for description and illustrations of the PIONEER RUN

Of all Bookstalls and Newsagents PRICE - 3D.

Offices:
5-15, ROSEBERY AVENUE, LONDON, E.C.1.

PUZZLE:
find the King, Knave and Joker



Draw one for a royal straight flush, and you will be like BP Plus — with a little something that cannot be beaten.

"BP" PLUS

PLUS A LITTLE SOMETHING SOME OTHERS HAVEN'T GOT

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 manufacrured not later than 31st December, 1909 (see note below), on Sunday, 26th February, 1933.

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

The Sunbeam M.C.C.'s

FOURTH

PIONEER RUN

for

Motor Bicycles, Tricycles, and Quadricycles of Historic Interest

~

Sunday, 26th February, 1933

OFFICIALS.

Stewards : A. J. M. Ivison, Esq. (appointed by the Auto-Cycle Union), J. M. Brander, Esq. (appointed by the South Eastern Centre—A.C.U.), E. J. Bond, Esq. (Sunbeam M.C.C.), and J. W. Stocks, Esq. (President, A.P.M.C.).

Clerk of the Course and Hon. Secretary of the Meeting : F. W. Pinhard, Esq., 3, Waverlee Road, S.W.2.

Scrutineer : A. G. Reynolds, Esq.

Chief Observer : G. M. Cook, Esq.

Starter : J. A. Wylie, Esq.

Timekeeper : H. M. Newbery, Esq.

Chief Marshals : L. E. Hart, Esq., M. Rubeck, Esq., and H. G. Smith, Esq.

Programmes : W. R. Writer, Esq. and Committee and Members of the Sunbeam M.C.C.



At Your Service

Godfrey's Ltd.—the Pioneers of True Service to motor cyclists—was established over 22 years ago. But, far from being being an "old crock," the business has grown to the proud position of the largest retail suppliers of motor cycles in the country.

Whether you are interested in 1933 models... guaranteed second-hand machines . . . shop-soiled bargains, or merely a spare part or accessory for your machine, you can't go wrong if you go right—to Godfrey's. If you would like a copy of "Godfrey's Guide" giving illustrations and specifications of *all* the leading makes, fill in the coupon and post immediately.

To Godfrey's Ltd.,
208 Gt. Portland St., London, W.1.

Please send me, post free, a copy of "Godfrey's Guide to 1933 Models."

Name

Address

Godfreys LTD

Head Office and Motor Cycle Showrooms:

208-210 Gt. Portland St., W.1 *Museum 3401*

Croydon: 228-234 London Road *Croydon 3641*
North London: 252 Stamford Hill, N.16. *Clissold 7127*

— THE —

AQUARIUM GARAGE

25, MARINE PARADE, BRIGHTON

(Opposite Aquarium Lift)

Covered Garage,
Car Park
and
Filling Station

Day and Night
Service.

Tyres and
Accessories stocked

Moderate Tariff with Special Terms for Long Periods

Telephone : BRIGHTON 4895

"The Old Crocks."

FOR the fourth time, the riders of the so-called "Old Crocks" will be facing the starter on Sunday the 26th February. When the Sunbeam Club first ran the Pioneer Run, its success was assured from the moment the sun rose on that memorable morning, and even if it did cause a bit of congestion on the Purley Way, everyone was happy, and went home looking forward to the next run.

After the event had been staged for the third time there were criticisms from some quarters; it was said that the destination of the run should be moved, that the general conditions should be changed, that there should be tests, and so on.

Due consideration however led the Club to continue the Run once again on the old lines, and the splendid entry received in these hard times shews that this course has been appreciated by all concerned.

The scheme of marking has certainly been tightened up a little—mainly because the machines entered seem to become more and more reliable each year!

This is perhaps not to be wondered at, as a perusal of the entry will shew how many of the riders in this year's run have taken part in all three previous runs—and gained plaques, as well as experience in handling their mounts.

The Pioneer Run has probably done more towards preserving in working order a number of interesting old machines than anything else could have done, and it would not be surprising to see taking part in Runs five or ten years hence, machines which would otherwise have been lost entirely.

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 REFRESHMENT HOUSE	... ...	**11. 0** a.m.
BURGH HEATH	... ...	**11. 5** ,,
REIGATE (Level Crossing)	... ...	**11.25** ,,
REIGATE (Woodhatch R.A.C. Box)	(then left)	**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** ,,



Pioneers of the Motorcycle Trade

FOR nearly 25 years Taylors have been established in the motorcycle trade and have built up a reputation for integrity, honest dealing and reliable service second to none. We are able to give riders every assistance and advice. Our Motorcycle Sales Manager, Mr. F. W. Barnes, M.I.A.E., F.I.M.T., the well-known Pioneer Motorcyclist, is only too glad to assist in all matters technical or practical. As Agents for all popular machines we carry a full stock, including **A.J.S., Ariel, B.S.A., Calthorpe, Coventry-Eagle, Francis Barnett, New Imperial, Norton, Royal Enfield, Raleigh, Triumph, Etc.** Our terms can be conveniently arranged to suit individual requirements and if you have another machine to part exchange it may act as deposit. For all your motorcycle requirements, just phone Kingston 1263 or 4, write or call.

KINGSTON TAYLORS HOLBORN

135-7, LONDON ROAD,
KINGSTON-ON-THAMES

TRAVELLING OBSERVERS.

1. E. Waller
2. H. Foster
3. R. E. Hagan
4. J. Robinson
5. G. Curtis
6. G. Mansell
7. E. G. Walters
8. C. Sreley
9. E. G. Jones
10. H. Platt
11. S. J. Barnes
12. J. G. Hull
13. F. B. L. Willis
14. F. W. Iredale
15. J. H. Chase
16. A. J. Watson
17. W. Tyson
18. C. G. Stiff
19. C. O. Thompson
20. A. C. Perryman
21. W. Bottin
24. Miss P. Cooper
25. Miss J. Bourgeois
26. Miss I. M. Crow
27. Miss F. Blenkiron
28. Miss W. Davis
29. R. MacPherson
30. L. C. Waller
31. A. W. Arnold
32. H. L. Ashfold
33. G. E. Sayers
34. C. S. G. Spence
35. J. Churchouse
36. D. G. F. Hare
37. K. Pugh
38. B. Watkins
39. J. Fernie
40. W. Sims
41. B. Godbold
42. J. McCallan
43. Miss I. Wallach
44. C. McCallan
45. C. T. McCallan
46. J. Messenger
47. P. Bosley
48. E. J. Bloomfield
49. G. W. Hole
50. N. F. Fowler
51. H. A. Cubitt
52. G. A. Ross
53. S. F. Easterbrook
54. J. Balchin
55. R. J. Oliver
56. G. B. Newbery
57. R. T. Newbery

See —

MOTOR CYCLING

on 1st March

FIRST FULL REPORT OF THIS EVENT

INSTRUCTIONS TO COMPETITORS IN THE PIONEER RUN.

PRELIMINARY. Please read these instructions through carefully.

ARRIVAL.—Competitors should park their machines in the special competitors' park at the Tattenham Corner Refreshment House, against their numbered spaces: then report to the Chief Observer INSIDE (use the far door) and obtain your Observer's Card.

SCRUTINY.—The Travelling Observer will check details of your machine, and refer any query to the Chief Scrutineer.

START.—Competitors will start in programme order, the first man leaving at 11.1, the rest at one minute intervals, accompanied by the respective travelling observers. Any competitor who has not found his Observer 30 minutes before his starting time must report to the Chief Observer at once. All Travelling Observers will carry small cards marked "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 will be obtainable at the Thorns Hotel, Horley.

TEA.—Tea will be obtainable at the Aquarium Restaurant, Brighton.

FINISH.—The observed part of the run will be at the Pylons, Brighton. **DO NOT STOP HERE** but proceed direct to the Brighton front, along the Madeira Drive to the far end, up the slope and back along the upper road to the Aquarium Garage, where Observers' Cards will be collected.

BREAKDOWNS.—A breakdown lorry, which will follow the course to pick up any stranded machines, will be provided.

Riders wishing their machines to be brought back to Streatham can use the lorry, the charge for solos being 5/- (other machines cannot be carried), payable on handing the machine over at Brighton.

RESULTS.—These will be posted at the Thorns, Horley, at about 7 p.m.—so meet there and have a chat about it.

INSTRUCTIONS TO TRAVELLING OBSERVERS.

START.—Please read the above carefully: report to the Chief Observer in the Hotel at the start at least 45 minutes before your man is due to start, then find your competitor and his machine in the competitors' enclosure and check details. Park your machine alongside his machine; fix your card labelled "Observer" on the front of your own machine, before coming to the start.

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.

HACKFORD MOTORS LTD.

W. UNDERHILL · G. A. NORCHI

182 ACRE LANE · BRIXTON. PHONE—3062. S.W.2

423, Coldharbour Lane, S.W.9.

Have followed close on the heels of the **PIONEERS** of all MOTOR CYCLE & LIGHT CAR MANUFACTURERS!!!

If you need simplified
"Pay while you ride terms"
New or Secondhand Motor-Cycles
Three-Wheelers and Light Cars!!

THEY HAVE THEM!!!

SUCCESS

Has attended our efforts in the last three Pioneer Runs—G. A. Norchi obtaining another "First" to add to a growing collection which pays tribute to our policy, carried throughout the Firm—that of

SPECIALISING

Personal attention by
G. A. Norchi and W. Underhill
SALES ——— *SERVICE*

B. S. A., A. J. S., NORTON, RUDGE, COVENTRY-EAGLE, TRIUMPH, VELOCETTE, FRANCIS BARNETT, B. S. A. CARS SPARES.

A SQUARE DEAL

is of more value to you now than rosy prospects in the future.

182 ACRE LANE : BRIXTON
PHONE — 3062 S.W. 2

MARKING AND AWARDS.

Competitors are divided into three classes according to the age of the 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 age, etc., and then lost again for each stop. Competitors retaining 100 or more marks at the finish are awarded a **SPECIAL PIONEER RUN BRONZE PLAQUE.**

An additional award is a **SPECIAL TANKARD** for the rider who gains a plaque and obtains the greatest figure of merit by adding his own age to that of the machine. (The figures in brackets after each rider's name indicate his age.)

Further there is a **TEAM AWARD** consisting of three photographs of the winning team kindly presented by " MOTOR CYCLING."

A list of teams entered is given at the end of the individual entries.

See—

MOTOR CYCLING

on 1st March

FIRST FULL REPORT OF THIS EVENT

CLASS A.

1 **GEO. BROUGH** (43) (Sunbeam M.C.C.)—DREADNOUGHT 1902/3. *Apart from winning several golds in M.C.C. events between* 1904 *and* 1928, *this rather wonderful machine has taken part in every Pioneer Run and won three plaques. It features a De Dion pattern trembler blade, automatic inlet valves, footboards and low sprung saddle, all of which are original.*

The machine is the property of Harold Karslake, Esq.

2 **P. TESTER** (29)—KERRY solo, 1902. *This machine has rigid forks, coil ignition, single gear (with pedals to assist) and automatic inlet valve. It won a bronze plaque in the* 1931 *Pioneer Run.*

3 R. **NEVILLE** (42) (Beeston, Notts. M.C.)—DE DION BOUTON TRICYCLE, 1899-1900. *Rigid forks, coil ignition, and single gear are quite ordinary for machines of this date, but what about a Brissard water-cooled head and De Dion spray carburettor? All this still made to work after lying on a scrap iron heap in the open for* 16 *years.*

4 **A. E. COOKE** (42) (London M.C. and Stamford Bridge M.C.)—KERRY solo, 1902. *Sarolea engine of six supposed horses is a feature of this machine. It has not been used since* 1911 *and, according to its owner, was found in a barn with a bird's nest in the battery box.*

5 **C. BULLEN-BROWN** (45) (A.P.M.C.)—CLEMENT GARRARD solo, 1902. *Although manufactured in 1902 this little machine has overhead valves, the inlet being automatic, also detachable head and gudgeon pin held in by a junk ring. It first won an award at the meeting of the Argyle Athletic Club sports at Plymouth on August 4th, 1902. Mr. Bullen-Brown has won a plaque in all three previous Pioneer Runs with this machine.*

6 **G. SOUTHON** (41)—HUMBER solo, 1902. *Rigid forks, coil ignition and single gear are quite the usual features. The Machine has a Longuenarre spray carburettor.*

7 **P. R. CRITTALL** (34) (Tunbridge Wells M.C.)—HOBART solo, 1902. *This machine is in original condition and possesses the usual rigid forks, coil ignition and single gear. It was raced at Ashford Grass Track in 1932 and won the "Kent Messenger" Shield and has also won three bronze plaques in previous Pioneer Runs.*

8 **P. C. SPOKES** (42) (Northampton M.C.C.—HUMBER, with TRAILER. 1903. *This machine is in very original condition and demonstrates the inconvenience put up with by early motor cyclists passengers. It was ridden last year by Mr. R. Neville and won a plaque.*

9 **R. SPOKES** (18) (Northampton M.C.C.)—B.S.A. MINERVA solo, 1903. *In original condition and together with P. C. Spokes' machine and that of R. Neville comes all the way from Northampton.*

10 **G. W. R. CRUDDAS** (34) (Carshalton M.C.C.) KERRY solo, 1904. *This machine was ridden in 1931 and 2 in the Pioneer Runs by "P.1" Applebee. It has the regulation coil ignition together with such features as stirrup brake, pedalling gear and very high saddle position.*

The Official Half-way Stop

— THE —

NEW THORNS HOTEL

H. W. R. HAMPTON, Proprietor

Phone: HORLEY 162 — HORLEY — Phone: HORLEY 162

The Pioneer Stop for the Pioneer Run

The Largest Park and Pull-in on the Brighton Road

Luncheons, Teas or Snacks at Popular Prices

FULLY LICENSED

Cafe and Large Dance Hall adjoining *Open from 8 a.m. to 10 p.m.*

CLASS A (contd.)

11 **W. T. MANSBRIDGE** (28) (North Hants. M.C.) 149 cc. WERNER solo, 1898. *This machine is remarkable for having front wheel drive, twist grip control and has stopped up a hole in a hedge since* 1922. *The owner hopes that it will function as it should.*

12 **C. S. BURNEY** (48) (A.P.M.C.) 189 cc. PEUGEOT-MINERVA solo, 1902. *This machine has wooden rims and was in the winning team in* 1932 *as well as gaining a plaque. It was the smallest single geared machine in last year's event.*

13 **R. LEVESON GOWER** (21) (Sunbeam M.C.C.)—225 cc. QUADRANT solo, 1902. *All the usual features—rigid forks, coil ignition, single gear and surface carburettor. It won a plaque in* 1932.

14 **F. H. BRACKPOOL** (39) (Sydenham M.C.)—275 cc. MATCHLESS solo, 1902. *This machine has taken part in the three previous Pioneer Runs. It has 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 the date of its birth to* 1925, *when it was put in the historical exhibit at Olympia.*

15 **C. J. B. ARTHUR** (21) (Kingston M.C.C.)—445 cc. BROWN solo, 1901. *All the usual features in addition to pedals in working order and very "sit-up-and-beg" handle position. It won a plaque in* 1932.

16 **W. BUDGEN** (26) (West Herts Auto Club)—220 cc. DE DION BOUTON solo, 1898. *This machine belongs to the West Herts Auto Club, first coming into their possession when it was offered by them as a prize in the Stock Exchange Help Yourself Annual. This caused much amusement, and since then the machine has been ridden by various members of the St. Albans Club now merged into the West Herts Club.*

17 **L. H. PEARSON** (28) (Sutton M.C.C.)—250 MINERVA solo, 1902. *In addition to spring forks this machine has a gear box which is unusual in one of its age.*

18 **E. H. SIMMONS** (35) (Sunbeam M.C.C.)—243 cc. JAMES solo, 1904. *Spring forks, magneto and single gear are among the assets of this machine. It also has automatic inlet valve.*

19 **F. W. STEVENSON** (34) (M.C.C.)—490 MINERVA solo, 1904. *This machine has won two plaques in previous Pioneer Runs in spite of having to pull a single gear of* 4 *to* 1.

20 **A. BETCHLEY** (32) (Brighton & Hove Club)—250 KERRY solo, 1904. *Spring forks and coil ignition—but the latter not of the modern variety.*

21 **J. B. COLLYER** (19)—244 MINERVA solo, 1903. *Rigid forks, coil ignition and single gear are in the specification of this Pioneer machine.*

See —

MOTOR CYCLING

on 1st March

FIRST FULL REPORT OF THIS EVENT

CLASS B.

24 **M. J. WATSON** (24) (Bromley M.C.C.)—LACEY JAP solo, 1908. *Has rigid forks, single gear and coil ignition.*

25 **C. E. GREEN** (31) (Tunbridge Wells M.C.)—500 c.c. BROWN solo, 1909. *Rigid forks and single gear while a modern magneto has replaced the earlier ignition. This machine has won two plaques in previous Pioneer Runs.*

26 **A. W. BAKER** (32)—750 MATCHLESS TWIN solo, 1909. *Has two speed hub gear and an open type magneto, and further it has a twin belt drive at the back wheel operating the sun and planet gears to the road wheel. It cost its owner only 5/- but was nevertheless good enough to cover 51 miles in the "Kent Messenger" run last year.*

27 **P. WEBB** (32)—490 cc. CENTAUR HUMBER solo, 1908. *Has sprung forks, open type magneto and single gear, but what is much more interesting is the fact that the owner, after doing 15,000 miles on the machine a good many years back, disposed of it and recently bought it back for 2/6 from a quarry at East Farleigh. The owner then entered it in the "Kent Messenger" run in 1932 and averaged 27½ miles, and now hopes to enter his "old pal" every year in the Pioneer Run.*

28 **U. C. GURNEY** (38)—350 cc. FAFNIR solo, 1906. *Spring forks and automatic inlet valve are features of this machine which was second in two races at West Ham Speedway in 1930 and third in the Ashford Grass Speedway in 1931. In the latter year it also won a plaque in the Pioneer Run.*

AN OLD CROCK

Sometimes fetches a good Price when part exchanged for a new machine at—

F. W. CLARK'S, Phone: 3312

THE RIDER AGENT

562-564 London Road, Thornton Heath

CROYDON. *Open Wednesdays and Sundays*

AGENT FOR ALL THE BEST MAKES
LARGE STOCK OF NEW & USED MACHINES

REPAIRS, TUNING, INSURANCE

Competition Riders' Requirements a Speciality

29 **A. E. LAWRENCE** (27)—N.S.U. Forecar, 1908. *This is another example of what passengers used to put up with. In this case the driver did get a little bit of shelter from the passenger who got all the wind, rain, etc., that was going.*

30 **F. W. CLARK** (35) (Carshalton M.C.C.)—499 cc. TRIUMPH solo, 1909. *This machine is owned by the world-famous Captain of the Carshalton Club. Although the forks have springs the owner queries whether they can be described as 'sprung.' In addition to winning records in the Pioneer Runs (plaques in 1931 and 1932) the machine's record for exposure is six years in the back yard.*

31 **G. E. BILLINGTON** (31) (Willesden M.C.C.)—498 cc. EXCELSIOR solo, 1909. *The Clutch is in the rear hub while the front hub is fitted with a knock out spindle. The machine was entered at Brooklands for the Old Crocks race in 1932, but finished down the field. It won a plaque, however, in the Pioneer Run of that year.*

32 **G. L. REYNOLDS** (20) (B.M.C.R.C. and Sunbeam M.C.C.)—498 cc. TRIUMPH, 1909. *Another back wheel clutch. Has a maximum road speed of 60 miles an hour. This machine won the Brooklands Old Crock race at 39 m.p.h. last year, also has three plaques in previous Pioneer Runs to its credit.*

33 **R. A. DIVALL** (25)—998 B A T Sidecar 1909. *Spring forks and two speed friction gear helped this machine to win a plaque in the 1932 Pioneer Run.*

34 **CLIFF BROWN** (25) (Streatham M.C.C.)—250 c.c. P. & M. Forecar, 1906. *This is another example of what passengers suffered in the interests of motor cycle progress. The small size of the engine is no doubt helped a lot by the two speed P. and M. gear.*

35 **T. W. COLE** (22)—F. N. solo, 365 cc., 1905. *This machine boasts the famous four cylinder engine and shaft drive which was a feature of this machine for so many years. It won plaques in 1931 and 1932.*

36 **R. MANSELL** (24)—490 SCOTT solo, 1909. *Listen for the well known exhaust note which was in evidence even in the days when the machine was made.*

37 **W. A. GRIFFITHS** (33)—482 F. N. solo, 1908. *Two speed gear in addition to four cylinders and shaft drive makes the specifications of this machine very up to the minute. It won a plaque in 1932.*

38 **JOHN GORRINGE** (33)—490 TRIUMPH solo, 1907. *Sprung forks, magneto and single gear are the specifications of this machine which has won plaques in previous Pioneer Runs.*

39 **T. JORDAN** (43)—482 CHATER LEA JAP solo, 1908. *Single flush rod only operating both the overhead valves. Has won three plaques in the three previous Pioneer Runs.*

40 **W. GOODRIDGE** (36) (Chichester M.C.)—490 WHITE & POPPE solo, 1907. *Detachable valve seats and ports are features of this model which won plaques in 1931 and 1932.*

41 **K. T. HALL** (20) (Public Schools M.C.)—490 TRIUMPH solo, 1906. *Spring forks and magneto are the two chief points about this machine which has been out of doors and out of use for a good many years.*

42 **L. SHEAF** (21) (Carshalton M.C.C.)—488 cc. MATCHLESS solo, 1909. *This machine boasts clutch and gear box and is a new comer to the Pioneer Run not having taken part in previous years.*

43 **D. S. WITHERS** (54) (Norwood M.C.)—340 DOUGLAS solo, 1909. *Here on the other hand is a machine which has not only taken part in all three previous Pioneer Runs but has won plaques on all previous occasions under its own power—(it hasn't got pedalling gear.)*

44 **F. A. WASTELL** (42) (Sunbeam M.C.C.)—HUMBER solo, 1909. *In addition to spring forks and magneto this machine has hub gears and is in original condition. It has won two plaques in previous Pioneer Runs and a silver cup at Brooklands.*

45 **H. G. BAGGS** (23) (Sunbeam M.C.C. and Cheltenham M.C.)—250 c.c. MOTOSACOCHE solo, 1908/9. *This machine is a representative of a make of lightweight which used to be very famous. It boasts a variable pulley.*

CLASS C.

46 **A. G. DAW** (44) (Sunbeam M.C.C.)—348 DOUGLAS solo, 1910. *Although the spring seat pillar makes for comfort, probably the pedalling gear does not. However, this machine has won plaques at all three previous Pioneer Runs as well as finishing second in the Brooklands Old Crocks race in 1932.*

47 **G. A. NORCHI** (Sunbeam M.C.C. and Carshalton M.C.C.)—246 F.N. solo, 1911. *Another up to date model with two speed gear, clutch, kick start and shaft drive. Its successes include the Old Crocks race at West Ham Speedway and three plaques in previous Pioneer Runs.*

48 **W. WHITTLE** (51)—482 F.N. solo, 1910. *Another and later edition of the famous four cylinder shaft drive machine from Belgium. It won plaques in the 1931 and 1932 Pioneer Runs.*

49 **G. M. BRYANT** (27) (Sunbeam M.C.C.)—490 TRIUMPH solo, 1914. *This "trusty Triumph" has won three plaques in three previous Pioneer Runs.*

50 **S. HALL** (43) (M.C.C.)—988 MORGAN Three-Wheeler, 1913. *This early model won a gold medal in the London-Edinburgh in 1928, as well as plaques in Pioneer Runs in 1930 and 1931.*

51 **T. WAGNER** (41) (Sunbeam M.C.C.)—499 ROVER solo, 1914. *"Modern" and useful features include fully valanced front and rear mudguards, the latter being hinged with the carrier. This machine won plaques in 1930 and 1931.*

52 **A. LEVESON GOWER** (25) (Kingston Club)—285 F N solo, 1913. *This Machine has all the modern fitments including gear box, clutch, etc., and has been successful in three previous Pioneer Runs.*

53 **C. D. REICH** (26) (Tunbridge Wells M.C.)—490 TRIUMPH solo, 1910/11. *This machine was entered in the three previous Pioneer Runs by Mr. A. H. Kenward. It is in original condition and managed a speed of 32 m.p.h. on the Ashford Grass Speedway and finished second in this race in 1932. It has also won several plaques in Previous Pioneer Runs.*

54 **H. G. TYRELL SMITH** (25) (Birmingham M.C.C.)—499 RUDGE solo, 1912. *This machine, ridden by one of the best known "T.T." riders, has the famous Rudge-multi gear and won a plaque in the 1930 Pioneer Run.*

55 **EDWIN COOK** (70) (A.P.M.C.)—550 TRIUMPH solo, 1914. *Although this machine has a clutch in the back wheel, it has to cope with 4½ to 1 single gear. The rider is the oldest in the run and rides up to the start from Southsea and back again home from Brighton after the event each year.*

56 **W. B. JURY** (36) (Tunbridge Wells M.C.)—269 SUN VILLIERS solo, 1914. *This machine has won three plaques in previous Pioneer Runs and in its early days lived in Scotland, having been registered first in the Shetland Isles.*

57 **B. MARIANS** (47) (A.P.M.C.)—498 P. & M. solo, 1913. *This machine has a well-known two speed P. & M. gear with expanding clutch and was entered in the first Pioneer Run held in 1930.*

TEAMS.

Northampton M.C.C.
R. NEVILLE
P. C. SPOKES
R. E. SPOKES

Carshalton M.C.C.
F. W. CLARK
G. A. NORCHI
L. SHEAF

A.P.M.C.
G. BROUGH
C. BULLEN-BROWN
B. MARIANS

Sunbeam M.C.C. (A).
R. LEVESON GOWER
E. H. SIMMONS
G. L. REYNOLDS

Sunbeam M.C.C. (B).
A. G. DAW
F. A. WASTELL
T. WAGNER

Sunbeam M.C.C. (C).
G. M. BRYANT
H. G. BAGGS

Tunbridge Wells M.C. W. B. JURY C. D. REICH C. E. GREEN

HOUCHINS for SPARES

Amal, Rudge *Triumph* *Albion*
Calthorpe *Sturmey-* *Raleigh*
Bradshaw *Villiers* *Burman*

Piston Rings 600 Sizes in Stock

Return Delivery C.O.D. ***Trade Supplied***

R. G. HOUCHIN, LTD.

188, HIGH STREET, PECKHAM, S.E.15

Telephone : NEW CROSS 1787

THE NEWNHAM MOTOR COMPANY

136-138 STREATHAM HILL, S.W.2.

Telephone : Tulse Hill 6222

1932 Austin Twelve-Six, coachbuilt saloon, finished in maroon. This car has been driven very carefully over a moderate mileage by one owner. First-class condition throughout **£138**

1928 Austin Twelve saloon, finished brown fabric and trimmed with real leather to match. This car has been carefully handled by one owner and is in particularly nice condition **£69**

1930 Austin Seven, sliding roof coupe, finished in attractive shades of blue and grey. Exceptionally nice condition throughout **£55**

1932 Morris Cowley 11.9 h.p., coachbuilt saloon, finished in blue with brown upholstery. Complete to makers' usual specification and in very good condition **£112**

1930 Singer, 16 h.p. 6-cylinder, coachbuilt sunshine saloon, finished blue and ivory and trimmed with real leather upholstery. Fitted wire wheels, safety glass throughout, window louvres, bumpers, etc. Exceptionally fine condition **£75**

1929 Singer Junior 4-seater, finished in maroon and black. Wire wheels. Fitted with new hood, etc. Splendid order. Attractive and economical little car ... **£45**

1932 Standard Little Nine 2-seater, finished in maroon and black. Small mileage. Really first-class condition throughout **£110**

1930 Standard 9 h.p., " Teignmouth " sliding roof saloon, finished in blue with upholstery to match. This car is in exceptionally good condition, having been carefully maintained by one owner **£78**

Part Exchanges and Self-financed Hire Purchase

A COMPLETE LIST SENT ON REQUEST

SPORTS SUPPLY PRESS, 23, STEPNEY GREEN, LONDON, E.1. Telephone: EAST 0616.