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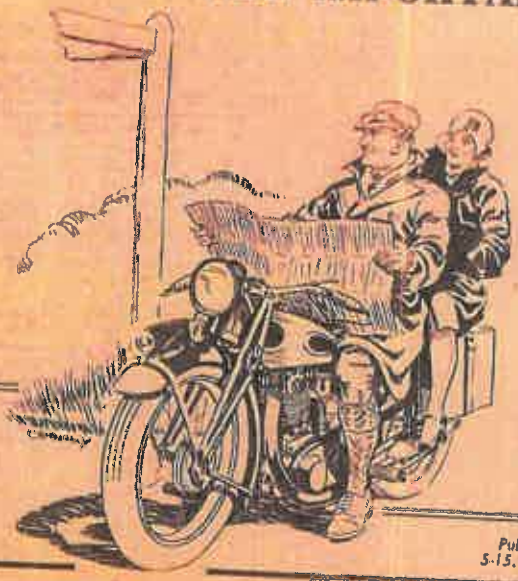
Pioneer Run

Organised by the Sunbeam M.C.C.

SUNDAY, 22nd APRIL, 1934

MOTOR CYCLING

IS FIRST WITH REPORTS OF ALL IMPORTANT EVENTS

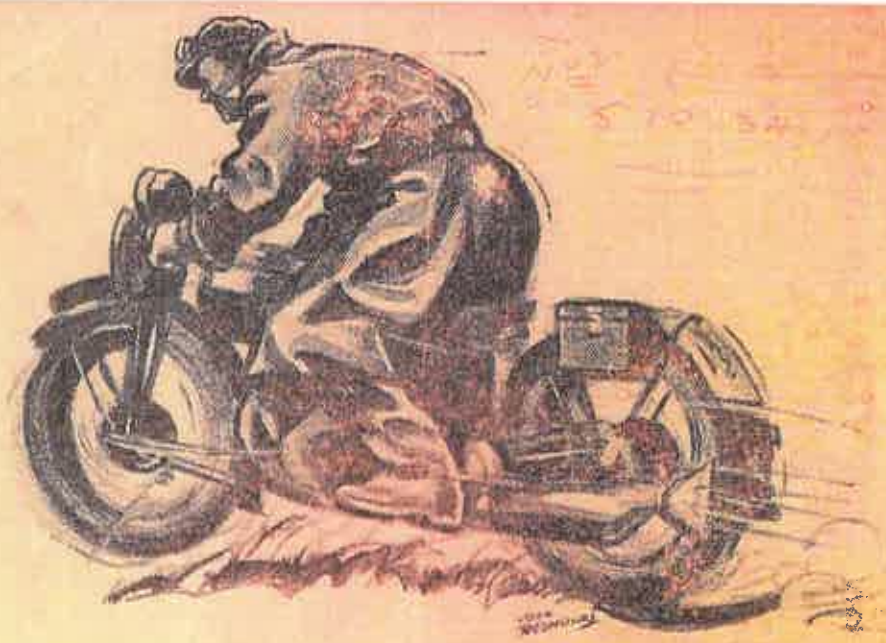


FOR DESCRIPTIONS AND ILLUSTRATIONS OF THIS EVENT SEE NEXT WEDY'S ISSUE

●

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The Sunbeam M.C.C.'s

FIFTH

PIONEER RUN

for Motor Bicycles, Tricycles and Quadricycles of Historic Interest

SUNDAY, 22nd APRIL, 1934

The Old Crocks Again

A SMALLISH entry this year! Perhaps some of last year's entrants have not forgotten the wetting they had on the way to Brighton. However, a number of newcomers have entered and quite a few of the old stagers, several of whom have won four plaques in the four runs held up to now.

The start has been made half an hour earlier, while there will be only a 20 minute stop at the Thorns at Horley, so that competitors and others can get to the finish in time for lunch. At Peacehaven there is more room than in Brighton itself, there being ample parking space, with everything close handy instead of somewhat spread about.

We hope that the weather will be kinder this year and that everyone —riders, helpers, and spectators—will have a good day out with the Old Crocks.

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, 22nd April, 1934.

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



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OFFICIALS.

Stewards : A. J. M. Ivison, Esq. (appointed by the A.C.U.), and H. A. Cubitt, Esq.

Clerk of the Course and Hon. Secretary of the Meeting : F. W. Pinnard, 3, Wavertree Road, S.W.2.

Chief Observer : H. G. Smith, Esq. **Scrutineer :** A. G. Reynolds, Esq.

Starter : J. A. Wylie, Esq.

Marshals : Messrs. F. W. Barnes, H. M. Newbery, J. H. Leedale, A. G. Wills, G. A. Wolsey, G. B. Newbery, G. O. Furlong, F. J. Williams, D. Birnage, and Members of the Sunbeam Club.

Our thanks are due to . . . .

The Police Authorities, the R.A.C., and Members of the following Clubs : Ravensbury, South Downs, Bromley, Ace (Mitcham), Streatham, Weybridge, Sutton, Sydenham, Carshalton, London Ladies, Surrey, Wickham, Willesden, Sidcup, London Douglas and Sunbeam, who are acting as marshals and travelling observers.

TRAVELLING OBSERVERS.

1. H. Gurrier	13. E. Gunn	25. J. Batchin	36. R. W. Davies
2. F. P. Robeton	13. W. Chappell	26. G. W. Young	37. G. E. Taylor
3. C. O. Thompson	14. F. W. Iggulden	27. D. McCallan	38. E. Parsell
4. V. L. Hemmington	15. A. Newman	28. C. F. McCallan	41. C. Oakley
5. C. G. Stipp	16. F. Turner	29. G. S. Spence	42. W. Drummings
6. N. R. Illingworth	17. A. Illingworth	30. C. McCallen	43. E. J. Williams
7. R. S. L. Harding	30. L. C. Hammond	31. Mrs. R. A. Reeve	44. G. E. Sayers
8. C. Gollerton	31. P. D. Potter	32. D. R. Rudman	45. Miss T. Wallace
9. H. Sillis	32. S. W. Orgar	33. R. Hopkins	46. P. Whiting
10. F. T. Norris	33. C. L. Spence	34. P. R. L. Willis	47. J. G. Hall
11. W. J. Mear	34. C. H. Bickle	35. A. Harrison	48. F. A. McGregor

49. T. Hyman

TEAMS.

A.P.M.C. George Brough, W. J. Robins, E. Cook.

Tunbridge Wells. C. R. Green, P. R. Crittall, F. Collins.

Carshalton. G. W. R. Cruddas, F. W. Clark, G. A. Norchi.

Sunbeam (A). R. Leveson Gower, E. N. Stretton, H. G. Baggs.

Sunbeam (B). G. L. Reynolds, G. M. Bryant, C. W. Rowe.

Sunbeam (C). F. A. Wastell, S. G. Osman, L. C. Williams.

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	**10.30** a.m.
BURGH HEATH	**10.35** ,,
REIGATE (Level Crossing)	**10.55** ,,
REIGATE (Woodhatch R.A.C. Box) (then left)	**11. 0** ,,
HORLEY (Thorns Hotel) arrive	**11.10** ,,
depart	**11.30** ,,
POVEY CROSS	**11.35** ,,
CRAWLEY	**12. 0**
HANDCROSS	**12.15** p.m.
ALBOURNE CROSS ROADS	**12.50** ,,
PYLONS (Brighton Boundary)	**1.15** ,,
AQUARIUM, BRIGHTON FRONT	**1.25** ,,
PEACEHAVEN HOTEL, PEACEHAVEN	**1.35** ,,

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CLASS A. *(Manufactured before 31st Dec., 1904).*

1 GEO. BROUGH (41) (Sunbeam M.C.C.)—DREADNOUGHT 1902. *George Brough has been the leader of the entry on this wonderful old machine every year the Pioneer Run has been held, except last year when snow prevented him getting down from Nottingham to the start; the "Dreadnought" has many years of trials behind it. It is the property of Harold Karslake, Esq.*

2 A. E. COOKE (43) (London M.C. and Stamford Bridge M.C.)—KERRY Solo, 700 c.c., 1902. *Ridden last year by the same rider, this machine was one of those unfortunates that succumbed to the wet; modern riders should be grateful for their waterproof ignition systems! It has rigid forks and is said to be very uncomfortable.*

3 C. E. GREEN (33) (Tunbridge Wells M.C.)—ROBINSON & PRICE Solo, 250 c.c., 1903. *This is a newcomer to the Pioneer Run—and a very interesting one too. The crankcase is of steel and forms part of the frame; its history is a mystery, but its year of origin seems fairly correct!*

4 R. T. INMAN (18)—MINERVA Solo, 247 c.c., 1902. *Another newcomer; found in a loft with broken frame—since mended. The first year that Minervas made machines with mechanically operated inlet valves.*

5 H. W. LITTLETON (26)—SINGER Solo, 225 c.c., 1900. *This lot was previously ridden by Mr. R. B. Brock in the Pioneer Runs and is the famous machine with the engine in the back wheel. It also has a twist grip throttle control as originally fitted, and the original front tyre.*

6 G. SOUTHON (42)—HUMBER Solo, 1902. *Mr. Southon rode this machine last year, in the Pioneer Run; he has owned it for the last 24 years (a record!) Rigid forks and single gear are features.*

7 R. LEVESON GOWER (22) (Sunbeam M.C.C.)—QUADRANT Solo, 223 c.c., 1902. *Third time lucky, as the saying goes? Mr. Leveson Gower was unlucky in both 1932 and 1933 and had to retire. We all wish him luck this time and hope he gains a plaque.*

8 H. G. T. SMITH (27) (Birmingham M.C.C.)—MATCHLESS Solo, 300 c.c., 1901/2. *H. G. Tyrell Smith is too well-known to need any introduction, but you will be interested to know that his machine was ridden in 1933 by F. H. Brackpool and in 1932 by F. Applebee. It has sprung forks, coil ignition and single gear.*

9 E. A. MARSHALL (42)—STANLEY FAFNIR Solo, 300 c.c., 1904. *Another newcomer—a make not previously represented; has all the usual "period" fittings—rigid forks and single gear notably.*

10 A. F. ECKFORD (27) (West Middlesex Amateur M.C.C.)—MINERVA Solo, 250 c.c., 1903. *Another Minerva not seen in the Pioneer Run before; rigid forks, coil, and single gear are as fitted in those days.*

11 P. R. CRITTALL (34) (Tunbridge Wells)—HOBART Solo, 350 c.c., 1902. *Has been in three Pioneer Runs before, but was unable to start last year; won a race at the Kent Messenger meeting at Ashford Grass Speedway two years ago.*

12 G. W. R. CRUDDAS (36) (Carshalton M.C.C.)—KERRY Solo, 1904. *Was a member of the winning team last year, when the Carshalton Club pulled it off. Rigid forks and other delights form part of the specification.*

13 C. EMMANS (23)—275 cc. KERRY solo, 1904. *Still another newcomer to the Pioneer Run—let's hope it will continue to take part for many years to come. Rigid forks, A.I.V.—meaning Automatic Inlet Valve—and coil ignition form part of the equipment of this lot.*

14 A. G. BLAKE (31) (Bromley)—200 cc. SINGER Tricar, 1899. *A tricar newcomer—low tension magneto and front-wheel engine are in the specification.*

CLASS A (contd.)

15 **J. R. ALCOCK** (27)—125 cc. WEARWELL solo, 1903. *This machine ran in the 1932 Pioneer Run, being quite one of the up-to-date models of 1903 with single gear, etc.*

16 **P. TESTER** (28)—250 cc. KERRY solo, 1902. *Won plaques in 1931 and 1932—pedal assistance is available from the saddle when the A.I.V. (see above) does not do its stuff.*

17 **K. T. HALL** (M.C.C. and Public Schools M.C.)—TRIUMPH 490 c.c., 1904.

CLASS B. *(Manufactured before 31st Dec., 1909).*

20 **G. E. BILLINGTON** (32) (Willesden M.C.C.)—EXCELSIOR Solo, 498 c.c., 1909. *Two plaques to the credit of machine and rider—and a trouble-free ride home to Willesden last year! A clutch in the back wheel, sprung druid forks, gear driven mag., and generally original condition make it an interesting lot.*

21 **E. N. STRETTON** (26) (Sunbeam M.C.C.)—TRIUMPH Solo, 498 c.c., 1909. *A newcomer which has a "free engine device"—apparently the owner does not think the latter deserves the name of a clutch.*

22 **T. W. COLE** (24) (Sittingbourne M.C.C.)—F.N. Solo, 392 c.c., 1905. *A case which illustrates the increasing reliability of the "old crocks" in 1931 rider and machine failed to finish, in 1932 they gained an ashtray, and in 1933 a plaque—in spite of the wet. Good luck for 1934!*

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CLASS B (contd.)

23 **S. G. OSMAN** (24) (Weybridge M.S.C. and Sunbeam M.C.C.)—DOUGLAS Solo, 350 c.c., 1907. *A newcomer showing what the early Douglas looked like.*

24 **U. C. GURNEY** (39)—JAGNIR Solo, 350 c.c., 1906. *Twice before this machine has been in the Pioneer Run; it has a Heath Robinson arrangement by which the fins of the cylinder are used as a quadrant for the ignition control.*

25 **A. S. PEARSON** (27) (Sutton M.C.C.)—REX Solo, 490 c.c., 1908. *In continual use from 1908 to 1920, when the first and only owner laid it aside. Now it has been resurrected for the Pioneer Run, and will no doubt give a good account of itself.*

26 **W. A. GRIFFITHS** (35)—F.N. Solo, 382 c.c., 1908. *An example of the early four-cylinder F.N. which had shaft drive and other modern ideas. It won a plaque in 1932, but had a rest last year, not having entered.*

27 **F. W. CLARK** (35) (Carshalton M.C.C.)—TRIUMPH, 500 c.c., 1909. *There may be other Nobby's in the world, but only one Nobby in our little motor cycling sphere! Captain of the Carshalton Club, he led his men to victory last year in spite of such handicaps as spring forks which don't and the like.*

See MOTOR CYCLING *NEXT WEDNESDAY* FOR FIRST FULL REPORT of the PIONEER RUN

28 **H. G. BAGGS** (25) (Sunbeam M.C.C. and Cheltenham M.C.)—MOTOSACOCHE Solo, 244 c.c., 1908/9. *A spray carburettor is a feature of this outfit—we hope it will do its stuff when called upon! It has the original Motosacoche sparking plug.*

29 **C. BROWNE** (26) (Streatham & D. M.C.C.)—P. & M. Forecar, 250 c.c., 1906. *A small engine for a lot of motor—but as it has competed in all the previous runs, presumably it is willing to come up to scratch when called on. The passenger seems to be the least best off.*

30 **E. L. TAYLOR** (23)—BROWN Solo, 1909. *Has competed in the Pioneer Run for the last three years, and although 1909, it has rigid forks. Not so very up-to-the-minute!*

31 **G. L. REYNOLDS** (32) (Sunbeam M.C.C.)—TRIUMPH Solo, 498 c.c., 1909. *One of the fast motors of those days—this machine is still said to be capable of some 60 m.p.h. Certainly it should be fast, as it won the Old Crocks Race at Brooklands in 1932, as well as gathering plaques in 1930, 1931, 1932 and 1933.*

32 **F. A. WASTELL** (43) (Sunbeam)—500 cc. HUMBER solo, 1909. *Very up-to-date—2 speed gear in the hub, original paint and plating (where present), also sprung forks. No wonder the owner and his bike have collected an ashtray, two plaques and a cup at Brooklands.*

33 **J. GORRINGE** (35)—490 cc. TRIUMPH solo, 1907. *Except for new air in the tyres, this machine is as delivered "ex-works," and has taken part in four Pioneer Runs.*

34 **W. GOODRIDGE** (56) (Chichester)—490 cc. SCOTT solo, 1909. *Water-cooled with ribbed aluminium heads, two speed gear with friction clutches, etc. Won a plaque last year in spite of the weather.*

CLASS B (contd.)

35 **W. J. ROBINS** (49) (A.P.M.C.)—200 cc. HUMBER solo, 1909. *Sprung forks but a single gear. Not so very up-to-the-minute even in* 1909. *Has competed in three Pioneer Runs.*

36 **E. R. WITHERS** (24) (Douglas)—340 cc. DOUGLAS solo, 1909. *Believed to have won an award in the* 1920 *Land's End—certainly won awards in every previous Pioneer Run.*

37 **H. W. LAWRENCE** 650 cc. N.S.U. Forecar, 1908. *Has original front tyres also original front seat for the passenger, who "takes the air" very nicely. The N.S.U. Variable gear is fixed as it does not work too well, being very variable.*

38 **BILLY WOOD** (24) Ravensbury M.C.C.—SANNOX 98 c.c., 1905.

CLASS C. *(Manufactured before 31st Dec., 1914).*

41 **R. B. BUTLER** (22)—JAMES Solo, 226 c.c., 1913. *This machine was entered and ridden by Miss Norah Everitt in the first Pioneer Run.*

42 **G. M. BRYANT** (28) (Sunbeam M.C.C.)—TRIUMPH Solo, 490 c.c., 1914. *Rider and bike have four plaques to their credit—splendid!*

43 **EDWIN COOK** (71) (A.P.M.C.)—TRIUMPH Solo, 550 c.c., 1914. *Mr. Cook is the hero who rides this machine from Portsmouth to the start, and from the finish home again. Back wheel trouble alone robbed him of a plaque last year; gained a plaque in* 1932.

44 **W. B. JURY** (57) (Tunbridge Wells M.C.) SUN VILLIERS Solo, 1914. *A very early two stroke—last year it was the only one in the run, and shares with Mr. Bryant's machine the honour of four Pioneer Run plaques.*

45 **C. W. ROWE** (37) (Sunbeam M.C.C.) N.U.T. Solo, 1914. *A very advanced machine for its time; a similar model won the T.T. in* 1913, *being considered the Brough Superior of those days. Has won three plaques—*1930, 1931 *and* 1932.

46 **FRANK COLLINS** (34) (Tunbridge Wells M.C.) TRIUMPH Solo, 940 c.c., 1910. *This machine was ridden by Mr. Kenward in previous years—this is its fifth Pioneer Run.*

47 **W. WHITTLE** (52)—F.N. Solo, 482 c.c., 1910. *Another four-cylinder with shaft drive; has gained three plaques—*1930, 1932 *and* 1933.

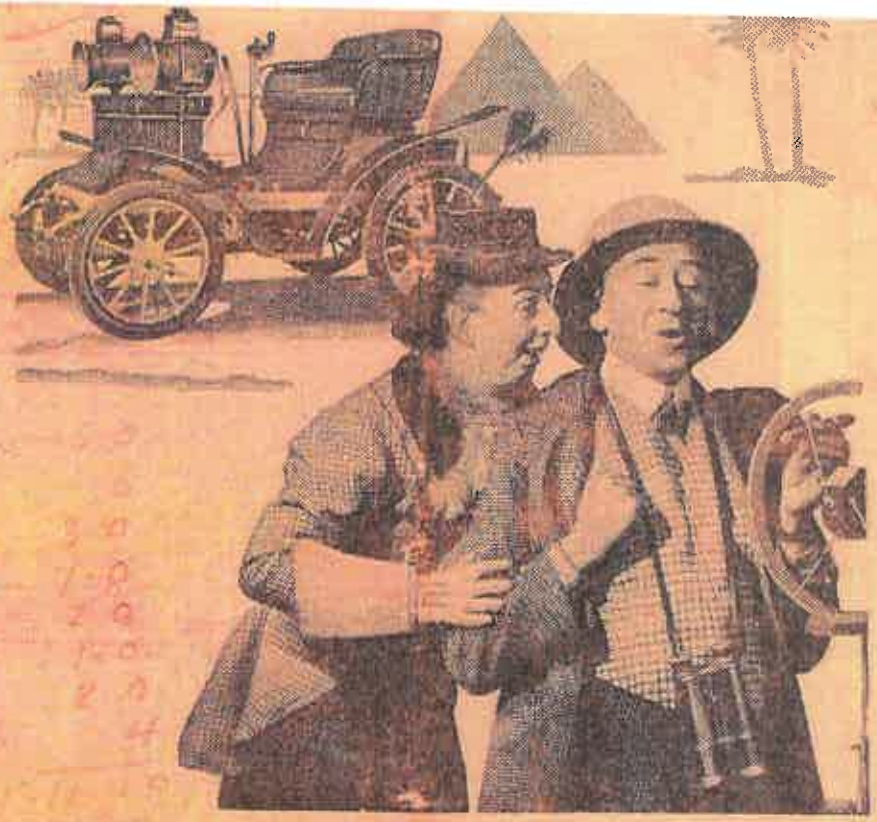
48 **L. C. WILLIAMS** (28) (British Two Stroke and Sunbeam M.C.C.)—SCOTT, 532 c.c., 1911. *An example of an early Scott—was in the winning team in* 1930.

49 **G. A. NORCHI** (Carshalton & Sunbeam Clubs)—F.N. Solo, 246 c.c., 1911. *Shaft drive and two speed gear were very up-to-date in* 1911, *and no doubt there was the same argument as to the relative merits of shafts and chains—or should it have been belts?*

NOTE REGARDING MARKS AND AWARDS.

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."



ROUND THE WORLD IN 20 DAYS?

Gordon Harker and Nellie Wallace (left), on the air, vividly describe their experiences in their attempt to girdle the globe in 20 days. "Apart from the engine getting a bit cold crossing the Himalayas and a bit hot crossing the Sahara," said Mr. Harker, "we've had no trouble of any kind. Methuselah" (in the background) "is a camel for petrol—she crossed the Sahara on one fill-up . . but then, of course, we're on ★Pratts High Test, the multi-mileage petrol." *Daily Tellacram.*

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