PROGRAMME OF THE *Price 3d.*

Jubilee Run

FOR ANCIENT MOTOR CYCLES

Organised by the Sunbeam M.C.C.

SUNDAY, 12th MAY - - - - - - - - 1935



Look for the

NEW PICTORIAL COVER

of the Enlarged and Improved

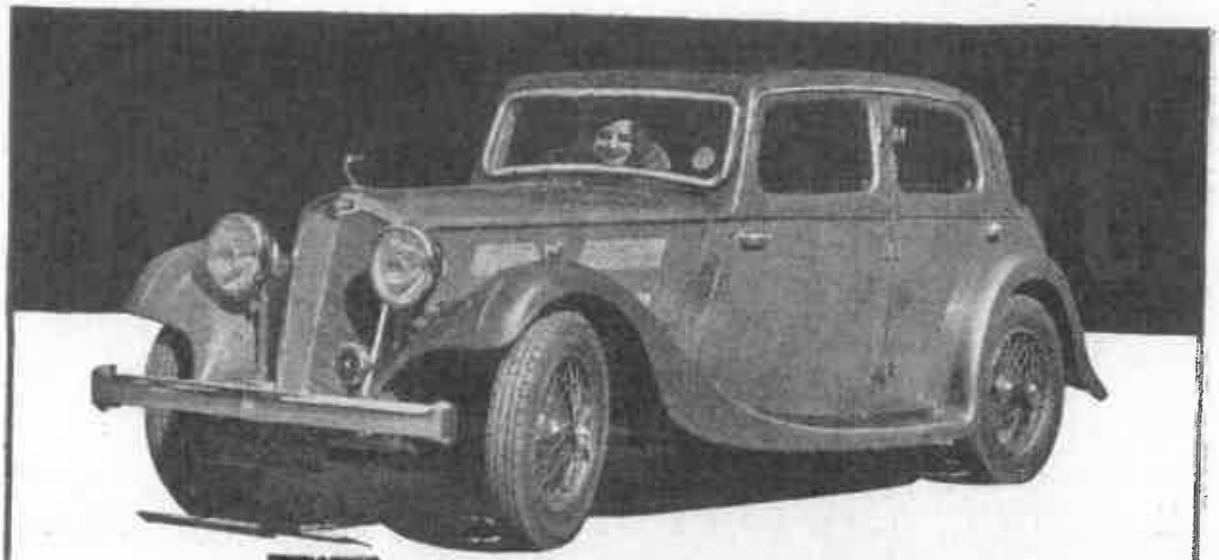
MOTOR CYCLING

- IMPROVED EDITORIAL CONTENTS
- HIGHER STANDARD OF ARTICLES
- MORE LAVISH USE OF ILLUSTRATIONS

Buy a copy to-day — you will be agreeably surprised

WEDNESDAYS
PRICE 3d.—*as usual*

Temple Press Limited
5-17, Rosebery Avenue, London, E.C.1



TRIUMPH Gloria

queen of cars

Extract from the " Coventry Standard " 23rd March 1935

When Gloria cars first appeared in the Triumph exhibit at Olympia in 1933, connoisseurs said **"THEY LOOK GOOD!"**

When, the following January, seven of them were entered for the Monte Carlo Rally and all seven finished the course on time, one in the hands of Donald Healey winning its class and beating all except two of the largest cars in the rally, the motoring public, beginning to take notice, said, **" THEY MUST BE GOOD!"**

And when in the Alpine Trials of last August the Triumph team won the Coupe des Alpes in its class, completing the course without the loss of a single mark, two individual Triumph drivers also securing Coupes des Alpes, the highest possible awards, and then went on to win the 1935 Monte Carlo Rally (Light Car Class) for the second year in succession, the obvious comment was **" THEY ARE GOOD!"**

A full range of Triumph-Gloria models may be seen and demonstration runs arranged at any Newnham showroom. Part exchange and privately financed hire purchase transactions are gladly undertaken.

Gloria 4-cyl. Saloon £285 ; Gloria 6-cyl. Saloon £350, and many other attractive body styles from £275.

Catalogue sent on request

NEWNHAMS

MAIN DEPOT	**235-7-9, Hammersmith Road, W.6**
WEST END	40-41, Berkeley Street, W.1
STREATHAM	136-8, Streatham Hill, S.W.2
GOLDERS GREEN	1-2, Willifield Parade, N.W.11

SHOWROOMS OPEN FROM 9 a.m. TO 8 p.m. SATURDAYS INCLUDED PHONE : RIVERSIDE 4646

TRIUMPH DISTRIBUTORS FOR LONDON & HOME COUNTIES.

THE JUBILEE RUN

NOW in its sixth year, the Pioneer Run has been renamed for Jubilee Year : a word of explanation to anyone who has not witnessed the run before will not be out of place.

Started as the result of a lunch-time discussion, the first Pioneer Run caused a hold-up lasting some two or three hours on the Purley Way, so a move was made to Tattenham Corner for the start; last year the finish was moved on to Peacehaven where there is more room than by the Aquarium in Brighton itself.

The programme shows briefly points of interest in the various machines as well as outstanding achievements ; after each rider's name you will notice a figure—this is interesting because it represents the rider's age for the special "Age Tankard." This award is made to the rider, whose age added to that of his machine comes to the greatest figure of merit, always provided he has won a plaque.

To win a plaque means a non-stop run for everyone except for those riders in Class A whose mounts have single gear only. Each rider is accompanied by a travelling observer, who renders a report at the finish.

There is also a team award for the best team of three.

Our thanks are due to many people who help to make the run a success—notably the Police authorities, the R.A.C., and those members of our own and other Clubs who act as observers and officials.

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, 1914, on Sunday, 12th May, 1935.

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

25 YEARS' EXPERIENCE

at your disposal



Get your free copy of 'Godfreys' Guide'

This year Godfrey's celebrate their Silver Jubilee. Twenty-five years in which they have grown from a small shop, with a showroom "display" of one machine, to the unchallenged position of the largest retail suppliers of motor cycles.

"That's all very nice," you say, "but what does that mean to me?" It means a lot. When you do a deal with Godfrey's you are dealing with a firm with a reputation for straight dealing which is worth more to them than all the money in the world. You have at your command the vast experience of motor cycles accumulated over 25 years. You *know* that you can trust Godfrey's to give you a square deal whether you buy a 1935 model, a selected second-hand or a pair of goggles. And to know that is worth something in these days of "sensational offers."

POST THIS COUPON

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

Please send me, post free, a copy of "Godfrey's Guide to the 1935 Models."

Name .....

Address .....

.....

Godfreys LTD

Head Office and Motor Cycle Showrooms

208-210 Gt. Portland Street, W.1

Museum 3401/3

Croydon : **228-234, London Road.** *Croydon* 3641/2

North London : **232, Stamford Hill, N.16.**

Stamford Hill 5048

The Official Half-Way Stop

THE THORNS HOTEL

(H. K. RICKARD, 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

CAFÉ AND LARGE DANCE HALL ADJOINING

Open 8 a.m. to 10 p.m.

OFFICIALS

Stewards : A. J. M. IVISION, Esq. (appointed by the A.C.U.), and G. O. FURLONG, Esq.

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

Chief Observer : H. M. NEWBERY, Esq.

Starter : J. A. WYLIE, Esq. **Scrutineer :** A. G. REYNOLDS, Esq.

Marshals : MESSRS. J. H. LEEDALE, R. T. NEWBERY, G. A. WOLSEY, G. B. NEWBERY, F. J. WILLIAMS, D. BIRNAGE, and Members of the Sunbeam Club.

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 and obtain your Observer's Card.

SCRUTINY.—The Scrutineer will check details of your machine.

START.—Competitors will start in programme order, the first man leaving at 10.31, 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 ...	(First non-stop section) ...	12 miles.
Horley to Pylons ...	(Second non-stop section) ...	22 miles.
Pylons to Blackrock ...	(Not observed)	5 miles.
Blackrock to Peacehaven	(Third non-stop section) ...	4 miles.

RETIREMENTS.—Any rider retiring must remove his numbers forthwith.

CONTROL.—Competitors and observers park in front of the Thorns Hotel, and restart at their schedule time, when called on by the Starter. Snacks and refreshments will be available at the Thorns.

LUNCH.—Lunch will be available at the Peacehaven Hotel at 2/6 per head.

FINISH.—Park where indicated in front of the Peacehaven Hotel, and sign your card where indicated. Then hand the card to the Chief Observer as soon as possible, i.e., before settling down to lunch, etc.

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 Peacehaven.

TEAMS.—Members of Teams please be on hand at the start for Team photographs to be taken.

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 the control 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 to the breakdown lorry.**

RETIREMENTS.—If your rider retires, he must remove his numbers forthwith.

FINISH.—Rider must sign in space "A" and Observer in space "B" ; refer any query to the Official in Charge at the Peacehaven Hotel at once.

N.B.—If for any reason, you cannot get along on Sunday, please advise me in writing or by telephone, TULSE HILL 4575.

F. W. PINHARD.

Clerk of the Course.

CLASS A (Made before 31st December, 1904)

1 **GEO. BROUGH** (42) (Sunbeam M.C.C.)—DREADNOUGHT Solo, 1902. *"George" has been No. 1 of the Pioneer Run on this wonderful old machine ever since the Run started. The "Dreadnought" has many trials behind it; it belongs to H. Karslake, Esq.*

2 **A. E. COOKE** (44) (Stamford Bridge M.C.C.)—700 cc. KERRY Solo, 1902. *This has a twin Sarcolea engine supposed to possess six horses. The springing is said to be terrible, but nevertheless Mr. Cooke (who is the organiser of the Combined Motor Clubs' Charity Ball, held at Covent Garden each year) has won several plaques. Surface carburettor, single gear, but NO pedals.*

3 **P. R. CRITTALL** (35) (Tunbridge Wells Club)—300 cc. HOBART Solo, 1902. *This rider and machine have taken part in every Pioneer Run since the first. Rigid forks, coil ignition and single gear help to keep the rider from getting bored. Four plaques, and first and second in the 1932 and 1933 Kent Messenger Races at Ashford respectively.*

4 **H. E. COHEN** (51) (A.P.M.C.)—ALLDAYS & ONIONS Solo, 1903. *Rigid forks again, also coil and single gear, but a single inside flywheel sounds like a little experimenting on the part of the 1903 designer.*

5 **K. WHEADON** (25)—300 cc. FAFNIR Solo, 1904. *Ran last year for the first time, and took a plaque; single gear, rigid forks and NO clutch.*

6 **E. A. MARSHALL** (43)—150 cc. BEESTON Tricycle, 1898. *Has the usual rigid forks, coil ignition and single gear of the period but is gear-driven and one of the first motor-driven tricycles to be made in England. By the way, a spoon front brake is a feature.*

7 **P. TESTER** (29)—250 cc. KERRY Solo, 1902. *Pedals are provided in case of need, to help along the single gear; rigid forks and coil added to the joys on this ancient; nevertheless it has won three Pioneer Run plaques.*

8 **G. R. W. CRUDDAS** (36) (Carshalton M.C.C.)—KERRY—A.K.D. Solo, 1904. *All the 1904 trimmings, single gear, rigid forks, and coil; quite reliable, however, as it won a plaque last year and was in the Carshalton winning team in 1933.*

9 **C. YATES** (18)—350 cc. HUMBER Solo, 1903. *A new-comer with all the usual specification of the period—rigid forks, single gear and coil ignition.*

10 **C. BULLEN-BROWN** (47) (A.P.M.C.)—142 cc. CLEMENT GARRARD Solo, 1902. *A very interesting machine which has taken part in every Pioneer Run, winning plaques in 1930-1-2, also many other awards, the earliest being at Plymouth in 1902. Has A.I.V., detachable cylinder head and other features of interest.*

11 **C. EMMANS**—235 cc. KERRY Solo, 1904. *Quite a standard machine for 1904; rigid forks, coil and single gear. Ran last year in the Pioneer Run.*

12 **A. F. ECKFORD** (28) (West Middlesex Amateur M.C.C.)—250 cc. MINERVA Solo, 1903. *A spring-up rear stand is a special feature of this machine; 1¾-in. tyres don't sound so very comfortable! Has single gear and rigid forks.*

13 **A. G. BLAKE** (30) (Bromley M.C.)—200 cc. SINGER Tricycle, 1899. *This marvellous machine has an engine built into the front wheel! Throttle control is by original twist-grip, also exhaust lifter. Surface carburettor (inside the front wheel, don't forget) and low-tension magneto, are in the specification.*

CLASS B. (Made before 31st December, 1909)

16 **E. N. STRETTON** (27) (Sunbeam and West Middlesex)—500 cc. TRIUMPH Solo, 1909. *The forks are said (by the rider) to be only SLIGHTLY sprung; but what about original plating and enamel? Awards gained include Team Award in 1934 and a silver plaque in the 1934 A.C.U. Rally—involving 403 miles in the Rally and 103 miles home again!*

17 **S. G. OSMAN** (26) (Sunbeam and Weybridge)—350 cc. DOUGLAS Solo, 1907. *One of the early horizontal opposed twins from Bristol. Has won many awards, including one in the 1934 National Rally; was third in the two-lap mountain race at Brooklands last year, and and has won several plaques.*

18 **G. E. BILLINGTON** (33) (Willesden Club)—498 cc. EXCELSIOR Solo, 1909. *A rear-hub clutch is a feature of the mechanical side of this machine. Seems pretty reliable as it won a plaque in 1932, 1933 (the wet year) and 1934, as well as the Old Crocks' Race at Brooklands last year.*

19 **U. C. GURNEY** (40)—344 cc. FAFNIR Solo, 1906. *Original spring forks and single gear, also A.I.V. (meaning automatic inlet valve). Competed in 1931 (plaque) 1933 (Ashtray) 1934 (retired). Perhaps the bike will make amends in Jubilee Year.*

20 **CLIFF BROWNE** (27) (M.C.C.)—250 cc. P. & M. Forecar, 1906. *Only 250 cc. seems so little for such a lot of motor! Probably the P. & M. two-speed epicyclic gear helps. Has competed in all previous runs and finished each time.*

21 **F. W. CLARK** (37) (Carshalton M.C.C.)—499 cc. TRIUMPH Solo, 1909. *There may be other Nobby's, but only one Nobby in the little motor cycling world! Captain of Carshalton, well-known rider-agent, he has won five plaques in five runs on this oldster.*

22 **E. L. TAYLOR** (24)—500 cc. BROWN Solo, 1909. *Not a modern design, even in 1909, says the owner. However, a plaque in each of the years 1932, 1933 and 1934 seems quite reliable. Rigid forks and single gear.*

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 and used machines. Singer cars and Morgans a speciality.

REPAIRS :: TUNING :: INSURANCE

Competition riders' requirements a speciality. Any make of car or motor supplied. Hire purchase on easiest terms

CLASS B (contd.)

23 **A. W. BAKER** (34)—490 cc. TRIUMPH Solo, 1908. *A new-comer ; spring forks, magneto and clutch sound quite up-to-date.*

24 **P. WEBB** (35)—490 cc. CENTAUR HUMBER Solo, 1908. *Ran in 1933, when it rained, and gained a plaque in spite of the weather. The rust was there before this notorious day however ; spring forks, magneto, but no clutch.*

25 **D. S. WITHERS** (56) (Norwood Club)—340 cc. DOUGLAS Solo, 1909. *Has won five awards in the five previous Pioneer Runs ; also is believed to have won a "Gold" in the 1921 Land's End. The engine has not been touched since the 1930 Pioneer Run.*

26 **W. A. GRIFFITHS** (35)—482 cc. F.N. Solo, 1908. *Four cylinders and shaft drive—no wonder it has collected two plaques in previous Pioneer Runs. Spring forks and two-speed gear are also fitted.*

27 **J. J. ALLEN** (23)—147 cc. MOTOSACOCHE Solo, 1909. *A new-comer ; one of the very popular "lightweights" (they really were) of those days. Spring forks and magneto, but a slipping pulley for clutch is not so good, possibly*

28 **P. C. SPOKES** (45) (Northampton M.C.C.)—493 B.S.A. and Trailer, 1909. *All the way from Northampton, this machine and Mr. Spokes have competed several times before ; sidecar passengers should be thankful for modern comforts when they see how the passenger rode in a trailer.*

29 **R. E. SPOKES** (22) (Northampton M.C.C.)— 248 cc. ARIEL Solo, 1906. *Also from Northampton, this is one of Mr. Ariel's earliest ; It was described fully in the issue of "The Motor Cycle" for 2nd May, page 860. The forks have a sprung attachment, but there is of course, a magneto.*

30 **HARRY BAGGS** (26) (Sunbeam and Cheltenham Clubs)—224 cc. MOTOSACOCHE Solo, 1908-9. *Spray carburettor, single gear but has sprung forks.*

Get Your Next Machine from

HEATH BROS.
—FRENSHAM—

All Leading Makes in Stock

PERSONAL ATTENTION

Excellent Service Facilities

The Best Price for your Present Machine

EASIEST PAYMENTS

PHONE : Frensham 60

CLASS C. (Made before 31st December, 1914)

33 **B. MARIANS** (49) (M.C.C.)—498 P. & M. Solo, 1914. *Has the famous P. & M. two-speed epicyclic gear, incorporating friction band clutch. Also spring forks and original finish and equipment.*

34 **GEORGE BENTLEY** (25)—550 cc. TRIUMPH Solo, 1914. *Three-speed hub gear and clutch, and spring forks are in the specification.*

35 **A. G. DAW** (46) (Sunbeam M.C.C.)—348 cc. DOUGLAS Solo, 1910. *In addition to spring forks, there is a spring seat pillar fitted; pedalling gear is provided if engine power needs assistance. As plaques were won in 1930-1-2, it seems unlikely. Also, it was second in the 1932 Old Crocks' Race at Brooklands.*

36 **W. B. JURY** (38) (Tunbridge Wells Club)—269 cc. SUN VILLIERS Solo, 1914. *Spring forks and two-speed gear. two-stroke enthusiasts will be interested to know that this machine has one of the first Villiers engines made; it was first registered in the Shetland Islands; has won five Pioneer Run Plaques.*

37 **A. H. HAMPSHIRE** (55) (A.P.M.C.)—499 cc. RUDGE Solo, 1912. *One of the famous Rudge Multis, that did so well in those days when gears were not so reliable as nowadays. Senspray, magneto and spring forks make it quite up-to-date.*

38 **W. WHITTLE** (53)—482 cc. F.N. Solo, 1910. *Quite up-to-date, this lot; has shaft drive (is shaft drive better than chain?) four cylinder (four-in-line) engine. Entered in all previous runs and has gained four plaques. In addition, Mr. Whittle and his mount have won the "Age Tankard" twice; this is awarded for the rider gaining a plaque whose age combined with that of his machine comes to the greatest figure of merit.*

See MOTOR CYCLING *NEXT WEDNESDAY*

FOR FIRST FULL REPORT of the PIONEER RUN

39 **R. C. ROWLAND** (25) (Weybridge Club)—499 cc. PREMIER Solo, 1913. *Hub gears were the fashion in 1913, so this has one. An exhaust whistle sounds a strange note!*

40 **H. R. NASH** (33) (Leatherhead Club)—300 cc. CALTHORPE Solo, 1914. *Nothing new under the sun—this machine has unit construction! Anyway, it has only served one owner so he must have been quite satisfied with it, even though Mr. Nash got it for 2/6 at a jumble sale after owner No. 1 had finished with it.*

41 **G. SOUTHON** (43)—499 cc. RUDGE Solo, 1911. *Mr. Southon, the second owner, bought this machine from the first owner for £28 10s. in 1916. It is of course quite reasonably up-to-date with spring forks, magneto and gearbox.*

42 **G. L. SCHWIND** (16)—600 cc. BRADBURY Solo, 1912/13. *All original parts, this machine has a two-speed gear. It weighs only 192 lbs. and might give some useful pointers to modern designers looking for weight reduction (perhaps).*

43 **F. COLLINS** (40) (Tunbridge Wells Club)—500 cc. TRIUMPH Solo, 1911. *Ridden in original condition, this machine has taken part in every Pioneer Run to date.*

44 **G. A. NORCHI** (36) (Sunbeam and Carshalton)—248 cc. F.N. Solo, 1911. *This is the single cylinder version of the famous Belgian shaft drive machine; has taken part in every Pioneer Run, and won a Plaque. Also won a race at West Ham Speedway for old crocks.*

CLASS C (contd.)

45 **J. W. BICKELL** (36) (B.M.C.R.C.)—248 cc. F.N. Solo, 1912. *A more modern version of the previous rider's mount ; can you spot the improvements from the one year to the next ? Shaft drive is of course on both machines.*

46 **C. B. BICKELL** (40) (Sunbeam & B.M.C.R.C.)—500 cc. TRIUMPH SOLO, 1913. *This is a standard model of* 1913, *having spring forks, three-speed rear hub gear and clutch.*

47 **E. COOK** (72) (A.P.M.C.)—550 cc. TRIUMPH Solo, 1914. *Hats off to Mr. Cook and his "trusty Triumph" for turning out every year for the Pioneer Run and riding from Portsmouth to the start and then from the finish home again. The bicycle is a standard* 1914 *Triumph.*

48 **ERIC WIGGALL** (24) (Cheltenham M.C.C.)—350 cc. DOUGLAS Solo, 1914. *This machine is a ladies' "open frame" model—how would it suit our modern ladies ? Sprung (?) forks and gearbox, also clutch (not used, according to owner).*

49 **WILLIAM BAGGS** (18) (Cheltenham M.C.C.)—494 cc. TRIUMPH Solo, 1913. *Quite an up-to-date model, so of course it has sprung forks, magneto and clutch, but—no gears.*

50 **W. F. RICKARD** (38) (Bromley M.C.)—F.N. Solo, 1914.

TEAMS

A.P.M.C.—C. BULLEN-BROWN, P. C. SPOKES, E. COHEN.
Sunbeam "A".—E. N. STRETTON, S. G. OSMAN, A. G. DAW.
Sunbeam "B."—GEO. BROUGH, C. B. BICKELL, J. W. BICKELL.
Tunbridge Wells.—P. R. CRITTALL, W. B. JURY, F. COLLINS.
Carshalton.—G. W. R. CRUDDAS, F. W. CLARK, G. A. NORCHI.
Cheltenham.—H. G. BAGGS, W. BAGGS, E. WIGGALL.

See MOTOR CYCLING ***NEXT WEDNESDAY***

FOR FIRST FULL REPORT of the PIONEER RUN

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	,,

TRAVELLING OBSERVERS

1. A. J. Fabbrini
2. C. W. Davis
3. E. D. Barker
4. L. G. Pankhurst
5. Mrs. Reeve
6. J. E. Hall
7. Chas. Seeley
8. R. E. A. Lacey
9. M. A. Volans
10. H. M. Palin
11. Miss P. Cooper
12. Miss Cox
15. R. T. Newbery
16. E. G. Brewin
17. V. J. Beauchamp
18. R. E. Browning-May
19. J. R. Garty
20. P. A. Matthews
21. R. A. White
22. L. Griffiths
23. H. A. Cubitt
24. W. E. E. Mallett
25. N. R. Illingworth
26. L. Gillingham
27. R. T. Viney
28. J. E. Sutton
29. P. G. N. Booth
30. G. S. Hadfield.
33. F. W. Iredale
34. L. A. Hunt
35. L. Foskett
36. W. Chipperfield
37. C. Davis
38. J. Chase
39. V. Cato
40. E. Daniels
41. H. F. W. Grimes
42. G. A. Wolsey
43. N. J. Wolsey
44. J. H. Leedale
45. D. A. W. Birnage
46. S. V. Habgood.
47. H. P. Guerrier
48.
49.
50.

Mr. F. J. Williams is kindly providing music and films at the finish

---

FORTHCOMING SUNBEAM EVENTS

SUNBEAM 200
WHIT-SUNDAY 9TH JUNE
AN APPROVED OPEN TRIAL

GATWICK
SPEED TRIALS—17TH AUG.

HACKFORD'S

OF BRIXTON

G. A. NORCHI PHONE - 3227/8 W. UNDERHILL

182, ACRE LANE, S.W.2.

A NEW NINE

B.S.A SCOUT

All Sportsmen and Sportswomen will be anxious to see and try this snappy new car. It has a graceful sporting appearance, and in performance—acceleration, road-holding, cornering, etc.—it fully lives up to its attractive looks. With a 9 h.p. engine that has been tried and proved for three years in the B.S.A. four-cylinder Three Wheeler this new car is remarkable value at £149 . 10s. A trial run with pleasure.

Clean Sporting Lines.
Snappy Performance.
Rock-steady cornering.
Perfect Road-holding.

£149 . 10s.

We are distributors for this new product South of the Thames of the B.S.A. concern. Write for terms "Personal Plan"

B.S.A. - NORTON
VELOCETTE
ENFIELD
COVENTRY EAGLE
ARIEL - A.J.S.
STEVENS

New and Second-hand



"DON'T STOP G. A. NORCHI on the road to BRIGHTON or he'll lose his award."

COME TO ACRE LANE AND INSPECT IN COMFORT

KNIGHT & SONS (PRINTERS) LTD., Woking