PROGRAMME OF THE

Price 3d.

PIONEER RUN

FOR VETERAN MOTOR CYCLES

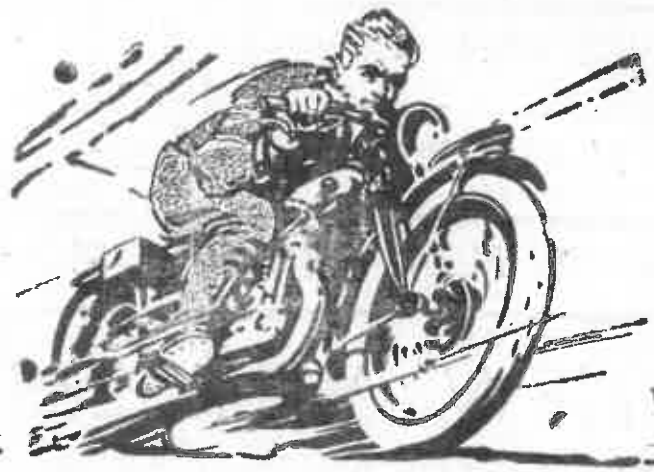
Organised by tne Sunbeam M.C.C.

SUNDAY, 19th APRIL - - - 1936

MOTOR CYCLING

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ALL IMPORTANT EVENTS



For Illustrated Description of this Event see Next WEDNESDAY'S ISSUE

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The Seventh Pioneer Run

19th APRIL, 1936.

AFTER starting off with the memorable block on the Purley Way, the Pioneer Run has settled down to become one of the regular features of the motor cycling calendar; it has its own following, riders coming year after year to give their machines an airing. To call these bikes "old crocks" is indeed a mistake: the first time out, faults are found, and then much time and loving care is spent on getting the machine ready for the next year.

The Pioneer Run has served to keep in existence many machines which would have otherwise gone to the scrap heap long ago; apart from the Run itself, they are nowadays shewn at Olympia, and the governing body of the whole sport of motoring is now compiling a register of these machines so as to keep track of them.

The change from the Brighton Road to the Portsmouth Road was debated at some length, and a letter was sent to every rider who had entered for the last three runs, asking for views on the proposed change: the verdict was almost unanimous in favour of a change. The new route will be more severe on the machines and the men, and more encouragement has been given to the older classes; the regulations are in the main the same, but a number of minor modifications have been made. Thus there is no "age" tankard and no team award, while classes B and C have been amalgamated.

We hope for a fine day and good fun for all concerned; competitors will join the club in thanking those riders who have offered their help as travelling observers, also the Police of Surrey, Guildford and Hampshire, the R.A.C., the British Motor Cycle Association, and the Association of Pioneer Motorcyclists.

Official Information.

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, 19th April, 1936.

JURISDICTION.—The Run will be 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.313 and will be open to any rider entering a machine having the necessary age qualifications as above.

OFFICIALS.

Stewards: P. CHAMBERLAIN, 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

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

Marshals: Members of the Sunbeam, Witley, Stamford Bridge, Carshalton and other Clubs.

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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 E. Fernihough's Garage, Byfleet Road, Weybridge, against their numbered spaces ; then report to the Chief Observer.

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

START.—Competitors will start in programme order, the first man leaving at 10 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."

ROUTE. From Fernihough's Garage follow directions of scouts and police till you join the main Portsmouth Road (A.3) continue on this throughout (it includes the Guildford by-pass). Stopping for refreshment at Hindhead (Sally Lunn Cafe) and then on to the finish, about 1 mile past the top of Butser Hill, at the Southdown Cafe, where lunch will be available at 2/- per head.

NON STOP SECTIONS.—Hindhead and Butser Hills will count as observed sections, the beginning and end of each being indicated by a large card. Stops in each section should be clearly shewn on the observer's card, to avoid being penalised more than once on each hill.

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

FINISH.—Competitors and observors park 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.—E Fernihough's lorry will follow the course to pick up any stranded machines. Riders wishing to have their machines 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.

INSTRUCTIONS TO TRAVELLING OBSERVERS.

START.—Please read the above carefully : report to the Chief Observer at the start at least 45 minutes before your man is due to leave, 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 finish at once.

N.B.—If for any reasons 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. (Machines manufactured before 31st December, 1904)

1 **A. E. COOKE** (Stamford Bridge M.C.)—700 cc. KERRY Solo, 1902. This machine won a plaque in 1935 (the last run on the Brighton route). It has all the 1902 equipment, or lack of it—comprising rigid forks, single gear, and very high build. The engine was made by Sareolea, and has a nominal rating of 6 h.p.

2 **HUGH E. COHEN** (A.P.M.C.)—2½ h.p. ALLDAYS & ONIONS Solo, 1903. Also a plaque winner in 1935 ; very fully equipped—solid forks, coil ignition, petrol gauge, and original American made "New Departure" back pedalling brake gear !

3 **EDGAR MARSHALL** (Veteran Car Club)—150 cc. BEESTON tricycle, 1898. Another plaque winner in 1935. Has spoon front brake, surface carburettor and gear drive ; was one of the first motor trikes to be made in England.

4 **PERCY TESTER**—250 cc. KERRY Solo. This machine has won quite a number of awards for its owner ; of course it has rigid forks, coil ignition and the like—and also an a.i.v. (or automatic inlet valve).

5 **G. R. W. CRUDDAS** (Carshalton M.C.C.)—KERRY—A.K.D. Solo, 1904. Rider and machine were members of the winning team in 1933, and have also won 2 other awards in Pioneer Runs. Coil ignition, single gear and no clutch.

6 **C. BULLEN BROWN** (A.P.M.C.)—142 cc. CLEMENT GARRARD, Solo, 1902. A very interesting machine which took part in every Pioneer Run on the Brighton Road, winning four plaques in six runs. Exhibited at Olympia last year ; its first sporting event was the Plymouth Argyle Sports in 1902 !

7 **E. P. HUXHAM** (Ringwood M.C. and M.C.C.)—REX Solo, 1903. A newcomer to the run ; usual specification of 1903—coil, rigid forks, single gear, etc.

8 **R. E. LEVESON-GOWER** — 225 cc. QUADRANT Solo, 1909. Surface carburation, rigid forks, coil ignition and single gear go to make this model's specification.

See—

MOTOR CYCLING

on 22nd April

FIRST FULL REPORT (with illustrations) OF THIS EVENT

CLASS B. (Machines made between 31st December, 1904 and 31st December, 1914.

11 **A. H. HAMPSHIRE** (Sunbeam M.C.C.)—499 cc. RUDGE MULTI, Solo, 1912. Spitdorf mag. and Senspray carburettor will bring memories to many who rode machines soon after and during the War fitted with these accessories. The gear is of course the famous Multi variable, which put Rudges right in front in those days.

12 **W. F. RICKARD** (Bromley M.C.)—2½ h.p. F.N. Solo, 1913/14. A two speed shaft driven machine very popular in those days; the clutch is considered a little doubtful in operation but otherwise the model seems to function well.

13 **G. E. BILLINGTON** (Willesden Club)—498 cc. EXCELSIOR Solo, 1908/9. Another famous make which has continued to this day. Rear wheel clutch, sprung forks, knock out spindle to front wheel—also hand and foot control to clutch. Won many awards including Pioneer Plaques and an o'd crocks race at Brooklands.

14 **GEORGE BENTLEY** (Leatherhead Club)—550 cc. TRIUMPH Solo, 1914. Spring forks and three speed hub gear with foot clutch figure in specification.

15 **R. N. JUDD**—990 cc. PEARCE ARROW Solo, 1911. This machine was described briefly in the recent issue of The Motor Cycle. It is a four cylinder with 3-bearng crankshaft, shaft drive, twist grip controls, and gear and clutch control combined. A remarkable machine.

16 **S. V. HABGOOD** (Sidcup Club)—2¾ h.p. DOUGLAS s.v. Solo, 1914. Another famous make. This machine is an early example of the well-known horizontal twin from Bristol. Chain-cum-belt drive and two cylinders gave a very smooth drive for those days.

17 **F. A. McNAB** (A.P.M.C.)—498 cc. B.S.A. Solo, 1911. We seem to have representatives of every well-known make—here is another. The rider at one time held a number of world's records in the 500 cc. class—from 50 miles to 12 hours—and was the first holder of the world's hour record.

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Class B (contd.)

18 **R. C. ROWLAND** (Weybridge Club)—500 cc. PREMIER Solo, 1911. A famous make now defunct; hub gear and clutch figure in the list; won a plaque in the 1935 A.C.U. Donington Rally.

19 **B. MARIANS** (M.C.C.)—475 cc. P. & M. Solo. 1913; yet another famous make, this machine has the well-known P. & M. two-speed clutch gear system, which was in use until well after the war.

20 **W. GOODRIDGE** (Chichester Club)—498 cc. SCOTT Solo, 1909. No list of machines would be complete without a twin two stroke Scott from Yorkshire; of course it is water-cooled and has the Scott two speed gear.

21 **J. E. SUTTON** (Weybridge Club)—499 cc. PREMIER Solo, 1912. This machine is a little bit hybrid, having spring front forks off a 1909 Rex, fitted to it by the previous owner.

22 **S. G OSMAN** (Weybridge Club and M.C.C.)—350 cc. DOUGLAS Solo. 1907. A very early example of the famous twin from Bristol; has won two plaques, a third at Brooklands in an old crocks race, and two golds in the A.C.U. National Rallies.

23 **ALEC JACKSON**—499 cc. TRIUMPH Solo, 1911. Has a hub clutch, and is original in every respect.

24 **J. J. ALLEN**—147 cc. MOTOSACOCHE Solo. 1909. The engine has one very queer feature—a double seated exhaust valve with the spring **on top** of the valve. Has a belt pulley clutch—you let the pulley out and the drive is disconnected.

25 **CLIFF BROWN** (M.C.C.)—250 cc. P. & M. Forecar, 1906. Another Cleckheaton product, probably abandoned in the interests of the passenger! Has the P & M. two speed gear.

26 **U. C. GURNEY**—344 cc. FAFNIR Solo, 1906. Has automatic inlet valve and pedalling gear. Has won two plaques and an ashtray.

27 **EDWIN COOK** (A.P.M.C.)—550 cc. TRIUMPH Solo, 1914 Mr. Cook, aged 73, has been one of the most consistent supporters of the Pioneer Run since its inception. In addition to riding in the event, he always rides up to the start, and when the finish was near Brighton, he rode home again to Southsea. This time he wont have so far to go.

28 **N. R. ILLINGWORTH** (Sunbeam Club)—434 cc ROYAL ENFIELD Solo, 1913. Another famous make which has survived from pre-war days: a very advanced design, this machine has cush-drive hub, Enfield two speed gear, all-chain drive, and a glass oil tank as part of the dry-sump system. It's first appearance in a Pioneer Run.

29 **C. B. BICKELL** (Sunbeam M.C.C. and B.M.C.R.C.)—493 cc. TRIUMPH Solo, 1913. Quite up-to-date with 3 speeds, clutch, magneto and spring forks.

30 **J. W. BICKELL** (B.M.C.R.C.)—244 cc. F.N. Solo, 1910. A good example of an advanced design—shaft drive, clutch, (the latter running in oil) and two speeds.

31 **A. F. WHEELER** (Leatherhead Club) 350 ROYAL ENFIELD Solo 1910. 2 speeds (Enfield clutch) cush drive and other bright ideas of the 1910 designer are included in this lot.

TRAVELLING OBSERVERS

1	W. H. GREEN
2	E. J. FORD
3	F. SATCHELL
4	G. WELCH
5	R. H. Q. FOWLER
6	Mrs. R. A. REEVE
7	S. A. KELSEY
8	R. T. VINEY
11	H. C. WAKE
12	F. COOPER
13	A. TAAFFE
14	Miss G. R. COX
15	D. P. WILSON
16	A. W. MAY
17	Miss P. COOPER
18	C. FISHER
19	E. G. WILMOT
20	R. MURRAY
21	H. SOSSICK
22	do. (friend)
23	E. C. HOLLEY
24	
25	To be filled later.
26	
27	
28	
29	
30	
31	

See—

MOTOR CYCLING

on 22nd April

FIRST FULL REPORT (with illustrations) OF THIS EVENT

For Information of Travelling Observers.

SUNBEAM M.C.C. 1936 PIONEER RUN

Comp. No. } *ADD THIS NUMBER TO STANDARD TIME TO OBTAIN CORRECT SCHEDULE*

	Miles	Class "A"	Class "B"
START (FERNIHOUGH'S GARAGE)	0	10.00	10.00
PASS DENNIS WORKS	14	10.56	10.42
PASS MILFORD	20	11.20	11.00
ARRIVE SALLY LUNN, HINDHEAD	26	11.44	11.18
DEPART ,, ,, ,,	—	12.15	12.15
ARRIVE TOP OF BUTSER HILL	15	1.15	1.00

After top of Butser Hill continue to finish (no time)

Enter details of ALL stops here.	*Don't write here*
1	
2	
3	
4	
5	
6	

State whether stops were on Hindhead, Butser or elsewhere.

I hereby declare the above to be a correct statement of stops incurred other than traffic stops.

Signed .....

Observer's Signature .....

HAND THIS CARD IN AT THE FINISH

ML .....

T .....

TL .....

MS .....

MR .....

A .....

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To the Hon. Secretary, _____ 1936

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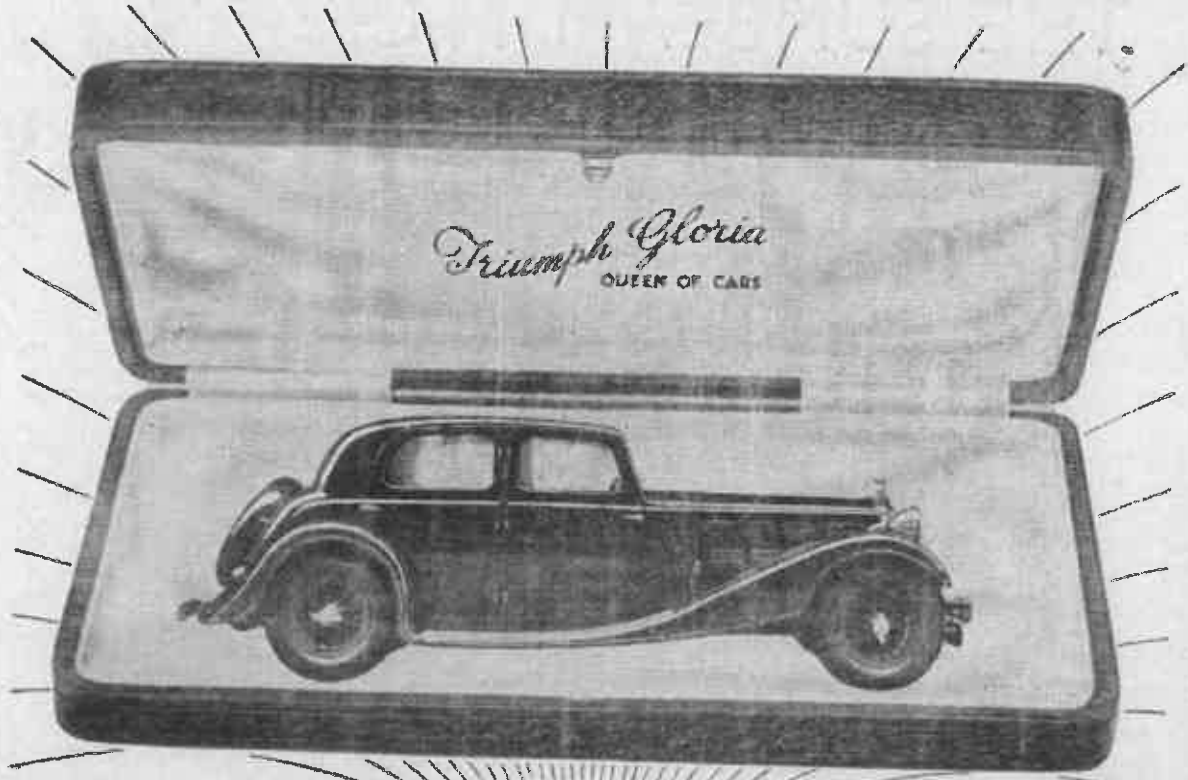
I wish to join the Sunbeam M.C.C. I enclose 10/- (7/6 Sub. and 2/6 Entry Fee), also 3/6 for machine badge (cross out if not required).

Signed _____

Name (**Block Letters**) _____

Address _____

_____



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