OBSERVERS

1. Stamford Bridge Member
2. L. Walsh
3. W. H. Crowe
4. J. von Arx
5. B. W. Mason
6. L. A. Garty
7.
8. A. W. Dean
9. C. Austin
10. L. Martin
11.
12. A. Thomas
14. G. Stevens
15. L. G. Pankhurst
16. R. Golding
17. W. E. Brownjohn
18. E. F. Chidley
19. A. Ward
20. Miss M. Hoodless
21. G. C. Hulbert
22. J. Head
23. P. Baker
24. A. J. Rayment
25. R. Green
26. G. Oldaker
27. G. E. Sayers
28. S. J. Jess
29. E. A. Woods
30. Vic Matthews
31.
32.
33.
34.

Riders without Observers are asked to notify Mr. F. W. Pinhard, if they have not been able to fix up.

TEAMS

TEAMS OF TWO (not three as previously arranged) may be entered free of charge up to the time of the start, provided entry is made in writing and handed to Mr. J. H. Leedale at the start, or sent to him by post previously.

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To Competitors : Entries close 15th April

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SUNDAY, 14th MARCH - - - 1937

MOTOR CYCLING

The Journal with the Pictorial Cover

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OFFICIALS :

Stewards :

CAPTAIN J. H. WYLIE (appointed by the Auto Cycle Union) and

H. A. SHARP, ESQ., appointed by the Sunbeam M.C.C.

Scrutineer : A. G. REYNOLDS, ESQ.

Timekeepers : CLIVE DAVIS, ESQ. and R. T NEWBERY, ESQ.

Clerk of the Course : F. W. PINHARD, ESQ., 3, Wavertree Road, Streatham Hill, S.W.2.

Hon. Secretary of the Meeting : J. H. LEDALE, ESQ., 10, Traps Lane, New Malden.

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 three-wheelers manufactured not later than 31st December, 1914, on Sunday, 14th March, 1937.

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. Permit No. Q347 and will be open to any rider (other than any disqualified or suspended person) entering a machine having the necessary age qualifications as above.

APPROXIMATE PASSING TIMES :

LEAVE TATTENHAM CORNER	10.1
PASS REIGATE LEVEL CROSSING	10.20
POVEY CROSS	10.40
"GEORGE," CRAWLEY	10.50
PEASE POTTAGE	10.55
PYLONS, BRIGHTON BOUNDARY	11.40
FINISH, DEVIL'S DYKE	11.55

(Times are for first man ; last man about one hour later)

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The Pioneer Run

Back to the Brighton Road, after a run down the Portsmouth Road last year, this is the seventh run on the Brighton route.

We are glad to find that there are again a number of newcomers to the entry list, including some very interesting machines. A large number of ancient machines have been saved from the scrap heap by the interest in them promoted through the Pioneer Run. In this connection we wish to acknowledge the help given by the Association of Pioneer Motor Cyclists in keeping motor cycling history before us all.

The regulations have been tightened up somewhat this year—a non-stop run is required of all riders, if they are to gain the coveted Pioneer Run Plaque.

A team award has been re-introduced through the kind offices of Mr F. A. McNab, the President for 1937 of the A.P.M.C.

We hope for a fine day and a good day's sport for all concerned, whether as riders, observers, officials or as spectators. Competitors will join the Club in thanking those riders who have given their help, and also the Police and the R.A.C.

MOTOR CYCLISTS !

I APOLOGISE for having to politely say "No" to the many tuning jobs you have offered me this Spring.

I'M SORRY that I shall have to miss Gatwick, the Inter-Varsity and other events which I have enjoyed for years.

I HAVE a big job of work, and if you give me the pleasure of supplying your requirements from a split pin to a complete machine, **YOU** will be helping my efforts for British prestige.

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LIST OF COMPETITORS

CLASS A

1 — START 10.1

A. E. COOKE (Stamford Bridge M.C.C.).
1902 KERRY (700 cc.) solo. *Rigid forks and other aids to discomfort. The engine is a twin Sareolea with surface carburettor. Won a plaque in 1934 and an ashtray on the 1936 Portsmouth Road run.*

2 — START 10.2

EDGAR MARSHALL (Veteran Car Club).
1898 BEESTON Tricycle (150 cc.). *This is the oldest English tricycle in existence; it has spoon front brake. The drive is through gears—not bad for 1898.*

3 — START 10.3

HUGH E. COHEN.
1903 ALLDAYS & ONIONS, solo. *The carburation is by spray (very tricky). There is no springing to the front forks but gears to ease the situation (or perhaps to complicate it).*

4 — START 10.4

H. I. LANGFORD.
1903 SINGER (198 cc.), solo. *Automatic inlet valve sounds more or less O.K. for 1903, but what about an exhaust valve worked by the flywheel? The cylinder head is of* **brass,** *whilst fitments include the original magneto carburettor, etc.*

5 — START 10.5

G. R. W. CRUDDAS (Carshalton M.C.C.).
1904 KERRYA. K.D., solo. *A.K.D. stands for Abingdon King Dick, we believe. This is the machine's fifth year in the run, with the same owner and rider.*

6 — START 10.6

L. F. COOK (London Ace M.C.).
1903 KELECOM (300 cc.) solo. *This machine was ridden in the Pioneer Runs of 1931 and 1932 by E. Marshall, who is riding No. 2 this year; it won plaques in those years. The engine has A.I.V. (see No. 4 for clue) and pedalling gear is thoughtfully provided in case of need.*

7 — START 10.7

C. S. BURNEY (Vintage C.C.)
1902 PEUGEOT MINERVA (189 cc.) solo. *Wooden rims and original tyres feature here; combined with rigid front forks, comfort may be questionable.*

8 — START 10.8

C. BULLEN BROWN (Association of Pioneer Motor Cyclists)
142 cc CLEMENT GARRARD, solo, 1902. *One of the best preserved and most interesting old machines in existence; it started its sporting career by winning an award at the Plymouth Argyle Sports Meeting in 1902; in more recent times it has six Pioneer Run Plaques to its credit. Specification is warranted original, including O.H.V.'s, and drip feed lubrication.*

9 — START 10.9

A. SCHLIENGER.
1904 STANLEY (277 cc.) solo. *Ran in 1935 Pioneer Run.*

10 — START 10.10

P. R. CRITTALL.
1902 HOBART (300 cc.) solo. *Another winner of six Pioneer Run Plaques; has also performed on Grass Tracks—won the Ken Messenger Cup at Ashford in 1932 and was second in the race for the same Cup in 1933. Rigid forks and coil ignition feature in the specification.*

11 — START 10.11

P. TESTER.
1902 KERRY (250 cc) solo. *Five Plaques stand to the credit of the rider and his machine. Coil ignition, solid forks, etc., but the finish is near home—only Worthing to go to!*

12 — START 10.12

CHARLES EMMANS.
1904 KERRY (235 cc.) solo. *Rigid forks, A.I.V. and pedalling gear, although the owner seems to have doubts about this essential part of the equipment.*

CLASS B

14 — START 10.31

GEORGE BENTLEY (Leatherhead & D.M.C.C.)
1914 TRIUMPH (550 cc.) solo. *Here we are getting up to date—if a three-speed hub gear can be called modern! A foot clutch is fitted and there are sprung front forks.*

15 — START 10.32

W. F. RICKARD (Bromley M.C.)
1913 F.N. (283 cc.) solo. *One of the very modern "F.N.'s with shaft drive, spring forks, two-speed gear, H.T. Magneto, and clutch, but this latter is said to be doubtful. Won a Prique in the 1936 Portsmouth Road Run.*

16 — START 10.33

R. C. ROWLAND (Sunbeam M.C.C.).
1911 PREMIER (500 cc.) solo. *Apart from winning awards in previous Pioneer Runs, this rider and machine rode in the 1935 A.C.U. Rally. A feature of interest (vide entry form!) is an exhaust whistle.*

17 — START 10.34

A. G. DAW (Sunbeam M.C.C.)
1910 DOUGLAS (348 cc.) solo. *A representative of the famous marque, the main feature of whose design—the horizontal opposed twin—have been preserved to this day.*

18 — START 10.35

HEDLEY MARIANS (Panther M.C.C.)
1912 P. & M. (498 cc.) solo. *A representative of the make now known as Panther; previously ridden by Mr. B. Marians. This model has two speed gear (expanding clutch type) and was the pattern standardised by the R.F.C. and the R.A.F. during the War.*

19 — START 10.36

WILLIAM FRUIN.
1909 TRIUMPH (500 cc.) solo. *This machine is in the original condition as turned out by the works in 1909. Single speed, spring forks, magneto, etc.*

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No. — START

20 — **NORMAN COX** (Scunthorpe M.C.C.) — 10.37
1910 ROYAL ENFIELD (350 cc.) solo. *A newcomer, all the way from Barton-on-Humber; it has single gear and other 1910 features, such as spring forks, magneto ignition and the like.*

21 — **J. J. ALLEN.** — 10.38
1909 MOTOSACOCHE (224 cc.) solo. *Everything except the carburettor is standard throughout; gear changing is by variable pulley; ran in 1936.*

22 — **E. L. TAYLOR.** — 10.39
1909 BROWN (500 cc.) solo. *Ran in 1935 and earlier, winning several plaques. Not modern, even in 1909, according to its owner; he seems to have mastered its ways however.*

23 — **ERNEST BAKER.** — 10.40
1913 ROYAL ENFIELD (300 cc.) solo. *One of the famous glass bottle party Enfields—lubrication visible at all times; two-speed expanding clutch gear is fitted, but the method of working is different from that of the P. & M. (No. 18)*

24 — **FRANK W. CLARK** (London Scott M.C.C.) — 10.41
1911 SCOTT (532 cc.) solo. *An early example of the famous twin-cylinder two-stroke marque, with yet another (foot operated) version of the expanding clutch two-speed gear. Member of the winning team in the first Pioneer Run.*

25 — **S. BULLEN** (Hillingdon & Uxbridge M.C.) — 10.42
1909 HUMBER (500 cc. solo. *A newcomer of a make which used to be well known in the motor cycling world but which has now disappeared from the list. Spring forks, single gear, etc.*

26 — **S. F. WHEELER** (Leatherhead & D.M.C.C.). — 10.43
1909 ROYAL ENFIELD (350 cc.) solo. *A twin engine, two-speed model, with all-chain drive. Very modern for 1909.*

27 — **CLIFFORD BROWNE** (Streatham & D.M.C.) — 10.44
1906 PHELON & MOORE (P. & M.) (250 cc.) Forecar. *Has run in every previous Pioneer Run with various drivers and probably a different passenger every time—if you look at the passenger accommodation you will understand why this is likely. Forks are rigid, but there is a two-speed P. & M. epicyclic gear to assist progress.*

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

28 — **E. H. SPRINGETT** (Edgware Mill Hill & D.M.C.) — 10.45
PIERCE ARROW (7—9 h.p.) solo. *The only American machine in the run; the specification is extremely interesting—shaft drive, the tanks (oil and petrol) are incorporated in the frame, which consists of very large diameter tubes. The four cylinder engine has a three-bearing crankshaft, whilst there is a twist-grip throttle (original) and a combined gear and clutch control.*

No. — START

29 — **R. N. JUDD.** — 10.46
1912 WILKINSON and sidecar. *Another four cylinder machine, water cooled; spring frame, sprung sidecar chassis, hand starter, speedometer, etc., A very interesting lot.*

30 — **R. M. RUFF.** — 10.47
1912 TRIUMPH (500 cc.) sidecar. *Sturmey Archer three-speed hub magneto, spring forks.*

31 — **N. R. ILLINGWORTH** (Sunbeam M.C.C. — 10.48
1913 ROYAL ENFIELD (439 cc.) solo. *Won a Plaque last year; fitted with spring forks, two-speed gear and twin engine, again with glass bottle type lubrication.*

32 — **J. F. SLOAN.** — 10.49
1910 PEUGEOT (350 cc.) solo. *Automatic inlet valve, spring forks, and gear box, looks as if they had got the years a bit mixed.*

33 — **EDWIN COOK** (A.P.M.C.) — 10.50
1914 TRIUMPH (550 cc.) solo. *Mr. Cook is 74 and enjoys the Pioneer Run as much as anyone, as well as riding from Portsmouth to the start, and back again after finishing.*

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