THE TENTH

Programme 2d.

PIONEER RUN

FOR MOTOR CYCLES OF HISTORIC INTEREST

SUNDAY, 16th APRIL, 1939

Stewards: Captain JOHN 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.

Clerk of the Course: F. W. PINHARD, Esq., 9 Aylmer Court, N.2.

Hon. Secretary of the Meeting: H. A. CUBITT, 18 Colehill Gardens, S.W.6.

Starting from Tattenham Corner at 11.31 a.m. and finishing at the Devil's Dyke, near Brighton, at about 1.30 p.m.

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, 16th April, 1939.

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 Restricted Permit Q.12, and will be open to any rider (other than any disqualified or suspended person) entering a machine having the necessary age qualifications as above.

TO THE SPECTATORS—

We are glad to have received a splendid entry for the tenth annual Pioneer Run, and hope you will find a lot to interest you in the machines.

Details in the programme are of necessity brief—all machines are solos unless otherwise stated, there are three tricycles, one forecar, three sidecars and such veterans as Harold Karslake's Dreadnought and Bullen-Brown's Clement-Garrard, both of which started competition work before many of you were born.

Since last year a lot of work has been done on the Pioneer Register, Certificates being issued for machines of proved origin and age, and many such Certificates have been issued. If you know of a friend who has an old machine, tell him to write to the Secretary of the meeting for details of the scheme.

We acknowledge gratefully the help of the Association of Pioneer Motor Cyclists, and of the Police authorities on the route—Metropolitan, Surrey, Reigate and Redhill, East Sussex, and Brighton—all of whom give us their assistance, also of the Brighton and District M.C.C.

CLASS "A"

Manufactured before 31st December, 1904.

		Time Report	Time Start
1.	**GEORGE BROUGH** (Sunbeam and M.C.C.) *1903-2 Dunelmensis. A real veteran which has many competition successes to its credit, particularly "Firsts" and "Golds" in pre-war and post-war Lands End and Edinburgh Trials. In the 1909 Edinburgh, it was disqualified for being 15 minutes ahead of schedule. Built by the present owner, Mr. Harold Karslake.*	11.01	11.31
2.	**E. A. MARSHALL** (Veteran Car Club) *1898 Beeston Tricycle (350 c.c.). Has three Pioneer Plaques to its credit and numerous awards in V.C.C. runs, also in the R.A.C. Brighton Run.*	11.02	11.32
3.	**H. E. COHEN** (A.P.M.C.) *1903 Alldays and Onions; has the usual fitments such as rigid forks, coil ignition, etc., and an early Amac carburetter.*	11.03	11.33
4.	**R. E. LEVESON-GOWER** *1903 Quadrant (225 c.c.).*	11.04	11.34
5.	**P. R. CRITTALL** (Tunbridge Wells Club) *1902 Hobart (300 c.c.). The engine was made by Fairer, and has a B. & B. Carburetter; has won no less than six Pioneer Plaques; also won awards at Ashford Grass Track "Old Crocks" events in 1931/32.*	11.05	11.35
6.	**G. R. W. CRUDDAS** (Carshalton M.C.C.) *1904 Kerry (600 c.c.). Has the standard single gear, rigid forks, coil ignition, etc. of the period, but has five Pioneer Plaques to its credit.*	11.06	11.36
7.	**N. C. B. HARRISON** (Sidcup M.C.C.) *1899 Singer Tricycle (900 c.c.). Single gear, etc. and has not always been too fortunate in previous Pioneer Runs although competing in 1934, 1935 and 1938; we wish the rider and machine better luck this time.*	11.07	11.37
8.	**R. J. PHILLIPS** *1902 Kelecom (350 c.c.). Rig. fks.; coil; sin. gr.; spr. carb.—as they say in the condensed smalls.*	11.08	11.38
9.	**H. M. SLOAN** (Caravan Club) *1898 De Dion Romain Orleans Tricycle (about 500 c.c.). A first run for this veteran, so we wish it all the best; has a differential in the back axle, rigid forks, coil, etc. Hope they work after 25 years rest.*	11.09	11.39
10.	**FRANK E. HAWKEN** (West Ham Speedway Club) *1904 F.N. (275 c.c.). This one has sprung forks—the first in the list to be so equipped; ignition has been converted to magneto, but single gear; won an ashtray last year; better luck this time.*	11.10	11.40
11.	**C. BULLEN-BROWN** (A.P.M.C.) *1902 Clement-Garrard (142 c.c.). A well-known veteran which first made the acquaintance of competitions in the Plymouth Argyle Sports meeting at Plymouth in 1902; has won many Pioneer Run Plaques and other awards.*	11.11	11.41
12.	**H. M. PHILLIPS** *1902 Matchless (275 c.c.). Has spring attached forks, coil ignition, float spray carburetter, etc. The property of the makers of Matchless motor cycles.*	11.12	11.42
13.	**ALBERT SCHLIENGER** *1902 Stanley (247 c.c.). Has the usual features—single gear, no clutch, etc.*	11.13	11.43
14.	**JACK BARTLETT** (West London M.C.C.) *1900-1902 Thorough (2400 c.c.).*	11.14	11.44

CLASS "B"

Manufactured between 1st January, 1905, and 31st December, 1914.

15.	**GEORGE BENTLEY** (Leatherhead M.C.C.) *1914 Triumph (550 c.c.).*	11.31	12.01
16.	**W. F. RICKARD** (Bromley M.C.C.) *1913 P.N. (286 c.c.).*	11.32	12.02
17.	**JOHN RENNISON** (Horsham M.C.C.) *1912-13 Rudge Multi (500 c.c.). Has 16 gears and holes on the tank for facilitating valve grinding.*	11.33	12.03
18.	**F. W. CLARK** (London Scott M.C.C.) *1911 Scott (532 c.c.).*	11.34	12.04
19.	**H. O. TWITCHEN** (C.S.M.A.) *1914-15 Rover (350 c.c.). A make now defunct as far as motor cycles are concerned, but still making the well-known Rover cars.*	11.35	12.05
20.	**S. V. HARGOOD** (Sidcup M.C.C. and The M.C.C.) *1913 Douglas (350 c.c.).*	11.36	12.06
21.	**V. F. SMITH** (C.S.M.A.) *1913 Triumph (500 c.c.). The owner writes:—"Has used to a chicken run for the past six years, but does not yet lay eggs."*	11.37	12.07
22.	**WILLIAM FRUIN** *1909 Triumph (500 c.c.).*	11.38	12.08
23.	**L. G. DOVE** (Rochester and Chatham Club) *1913 Triumph (498 c.c.).*	11.39	12.09
24.	**NORMAN COX** (Scunthorpe M.C.C.) *1913 Triumph (500 c.c.). Won a plaque in 1938 and as rider and machine come all the way from Barton-on-Humber, we wish him all the best for 1939.*	11.40	12.10
25.	**P. B. FLETCHER** (Hillingdon and Uxbridge M.C.C.) *1912 Humber (500 c.c.).*	11.41	12.11
26.	**A. G. THEOBALD** (Tunbridge Wells M.C.C.) *1914 Ldc-Francis (300 c.c.).*	11.42	12.12
27.	**B. H. BUDGETT** *1913 Douglas (350 c.c.). Reputed to have run a T.T. race.*	11.43	12.13
28.	**F. J. B. BUDGETT** *1912 Zenith Sidecar (770 c.c.). Has Gradon gear—the coffee mill type; watch the rider work it.*	11.44	12.14
29.	**N. E. DEDMAN** *1914 Douglas (344 c.c.). Did four years D.R. work in France, 1914-18.*	11.45	12.15
30.	**E. H. OCKLEY** *1912 Triumph (500 c.c.).*	11.46	12.16
31.	**R. C. ROWLAND** (Sunbeam M.C.C.) *1911 Premier (500 c.c.). Has competed in many previous Pioneer Runs, and won a plaque in the National Rally in 1938.*	11.47	12.17
32.	**E. L. TAYLOR** (Tunbridge Wells M.C.C.) *1909 Brown (500 c.c.). Was considered out-of-date even in the year it was made, but has six plaques to its credit all the same.*	11.48	12.18
33.	**W. G. R. SANDS** *1909 Triumph (498 c.c.). Plaques in 1931, 1932, 1933, 1934, 1938, as well as clocking 40.38 m.p.h. at a "Brooklands" Old Crocks" Race in 1932.*	11.49	12.19
34.	**H. N. TOOMEY** (Sunbeam M.C.C.) *1912 Premier (500 c.c.).*	11.50	12.20

35. **P. BEECHER** (*Wood Green M.C.C.*) 11.51 12.21
1910 F.N. (244 c.c.). Has shaft drive and cradle frame.

36. **REX JUDD** (*Edgware and Mill Hill M.C.C.*) 11.52 12.22
1912 Indian (790 c.c.). We hope Rex will have a better ride than he did last year on the Holden—and that he uses less shoe leather.

37. **S. JESS** (*Edgware and Mill Hill M.C.C.*) 11.53 12.23
1911 Triumph (490 c.c.).

38. **H. A. HAMPDEN** (*Edgware and Mill Hill M.C.C.*) 11.54 12.24
1912 Wilkinson Sidecar (990 c.c.). Spring frame, spring chassis to sidecar, shaft drive, water-cooled 4-cylinder engine. Watch the springing—it's marvellous.

39. **E. H. SPRINGETT** (*Edgware and Mill Hill M.C.C.*) 11.55 12.25
1911 Pierce Arrow (990 c.c.). This is the machine in which the petrol and oil tanks form the frame; the engine has four cylinders and mechanical oiling.

40. **J. J. ALLEN** 11.56 11.26
1914 Symplex Sidecar (245 c.c.). This machine was traced by a photograph and its registration number; it was found at the address given by the licence authority, under a tree where it had lain for six years.

41. **E. V. NEWTON** (*Tunbridge Wells M.C.C.*) 11.57 12.27
1914 Royal Enfield (346 c.c.) Enfield 2-speed gear.

42. **E. E. BAKER** 11.58 12.28
1912 Enfield (250 c.c.).

43. **A. L. SAVAGE** (*Witley M.C.*) 11.59 12.29
1911 B.S.A. (498 c.c.). A single-gear T.T. model—weighs 198 lb.

44. **D. A. G. ANDREWS** 12.00 12.30
1914 Douglas (344 c.c.).

45. **[illegible] WILFORD** (*Leatherhead M.C.C.*) 12.01 12.31
1906 Peugeot (334 c.c.). [illegible] machine has since been certified by the makers as 1906.

46. **CLIFFORD BROWNE** 12.02 12.32
1906 Phelon Forecar (only 250 c.c.).

47. **J. CREASEY** 12.03 12.33
1913 Triumph (499 c.c.).

Approximate Passing Times

	Miles	Class "A"	Class "B"
Check in at Start	0	11.00	11.00
START (Tattenham Corner) ...	0	11.30	11.30
Reigate Level Crossing ...	6.5	11.54	11.49½
Pease Pottage	18.0	12.36	12.24
Pylons, Brighton	33.5	1.33	1.10½
Devil's Dyke Hotel	38.5	1.51	1.25½
Plus Petrol Stop (5 minutes)		1.56	—

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