Rider—	Observer:	Time Report	Start
50 C. W. ROWE. Sunbeam M.C.C.	D. A. FOX. Sunbeam M.C.C.	11.50	12.13

N.U.T. 500cc., 1914. Another somewhat advanced machine for its day brings the entry to a close.

Reserve Travelling Observer: Miss B. MILLER.

NOTE: *The "Pioneer Plaques" referred to above were awarded for non-stop performances in pre-war days. They are not obtainable at present and so austerity requires "Pioneer Certificates" in place—but these carry a photograph of the Plaques for old times sake.*

The thanks of the Competitors and Organisers are due to the Brighton Corporation, the Royal Automobile Club, the Metropolitan Police, the Surrey Joint Police Force and the Sussex Police Force for their co-operation.

Also to the proprietors, management and staff of the Tattenham Corner Refreshment House and the Arlington Hotel, Marine Parade, Brighton, for their kind help.

Approximate times of passing:

	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
Brighton Front	38.5	1.51	1.25½

BOROUGH PRESS . SWINDON

Programme

Price 6d.

THE ELEVENTH

Pioneer Run

FOR HISTORIC MOTOR CYCLES

ORGANISED BY THE
SUNBEAM MOTOR CYCLE CLUB

Starting from Tattenham Corner. Finishing at Brighton

SUNDAY, 17th MARCH, 1946
At 11 a.m.

OFFICIALS:

Stewards:
Brigadier C. V. BENNETT, appointed by the Auto-Cycle Union and E. R. ADLINGTON, Esq., appointed by the Sunbeam M.C.C.

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

Secretary of the Meeting:
J. F. S. POLDEN, 34 Rose Glen, London, N.W.9.

Scrutineer: J. J. HALL.

ANNOUNCEMENT.—The Sunbeam M.C.C. (an affiliated Club of the S.E. Centre 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, 17th March, 1946.

JURISDICTION.—The Run will be held under the General Competition Rules of the A.C.U. together with Supplementary Regulations and Final Instructions under A.C.U. Special Restricted Permit No. Q.93 and will be open to any rider (OTHER THAN ANY DISQUALIFIED OR SUSPENDED PERSON) entering a machine having the necessary age qualifications as above.

The Pioneer Run

After a seven years break, the PIONEER RUN is resumed with an entry of 50 riders. Ten Runs were held before the war, and it is to be hoped that the present Run will be the start of a new series lasting many more than ten years.

The general arrangements have been kept much as before: no machine can be entered for the run unless it was made before 31st December, 1914—so that every machine competing is at least thirty-one years old, and some are nearing their fiftieth birthday.

Many machines of historic interest have been saved from the scrap-heap by the interest promoted in them by the Pioneer Run and much blood, sweat and tears have gone into making runners of them once again. Others, strange to say, were discovered in almost show-room condition, and required very little attention to put them on the road.

Whatever the history of the individual machines, the sum total is a pageant of progress covering the fifty years which have elapsed since self-propelled vehicles were first permitted on the roads of England.

Comparison with the present day machines which accompany the competitors will serve to bring home to all the advance which has been made in those fifty years—in 1896, uncertainty of locomotion and inadequate power; in 1946, reliability, power sufficient for all purposes, coupled with controlability in the highest possible degree.

NOTE TO COMPETITORS: *The interval between the reporting time and starting time has been slightly telescoped to allow all riders to finish in time for a meal and a drink at Brighton.*

CLASS "A"

Manufactured before 31st December, 1904.

	Rider—	*Observer*:	*Time Report*	*Start*
1	**E. A. MARSHALL.** Sunbeam M.C.C.	R. WELTON. Horsham & D. M.C.C.	11. 1	11.16
	BEESTON TRICYCLE, 200cc., 1898. This is the oldest British-made tricycle in existence — it has a spoon front brake and gear transmission — two features one would not expect to find in the same machine. It has competed in four previous Pioneer Runs.			
2	**Wing-Com. J. M. WEST, O.B.E.** Sidcup & D. M.C.C.	F. W. NEILL. Sunbeam M.C.C.	11. 2	11.17
	MATCHLESS, 275 cc., 1901. One of the earliest products of the famous factory at Plumstead, this machine is being ridden by an equally famous rider who finished second in the Senior T.T. in 1939. No gearbox, coil, and belt drive add to the interest of this machine, which is said to "run well if pedalled hard."			
3	**C. BULLEN-BROWN.** Assn. of Pioneer Motor Cyclists.	G. A. L. WINDERS. Sunbeam M.C.C.	11. 3	11.18
	CLEMENT-GARRARD, 142cc., 1902. A well-known veteran which first entered for competitions at Plpmouth in 1902. It has won many awards, including numerous Pioneer Plaques. In the 1939 Pioneer Run, this little machine was ridden from Parkstone, Dorset to compete and then ridden back again—320 miles in three days.			
4	**Sub-Lt. J. F. SLOAN, R.N.V.R.** British Two Stroke Club.	EDWARD BECKHAM. Sunbeam M.C.C.	11. 4	11.19
	DE DION ROMAIN TRICYCLE, 500cc., 1898. This machine won a Plaque in the 1939 event; it has no clutch, single gear (with differential), surface carburettor (the petrol for which is heated from the exhaust) and the original tyres.			
5	**HUGH E. COHEN.** Assn. of Pioneer Motor Cyclists.	S. COPPINS. Sunbeam M.C.C.	11. 5	11.20
	ALLDAYS AND ONIONS 250cc., 1903. This machine has won four plaques in past Runs for its rider and owner; the engine has a single inside fly-wheel. Braking is effected by original "New Departure" back-pedalling brake, made in U.S.A. Rigid forks, belt drive and coil ignition are features.			
6	**G. R. W. CRUDDAS** Wickham M.C.	R. PIERCE. Carshalton M.C.C.	11. 6	11.21
	KERRY, 500cc., 1904. Rigid forks and other discomforts have not prevented rider and machine from gaining seven Pioneer Plaques.			

CLASS "B"

Manufactured before 31st December, 1914.

7	**Captain J. F. KENTISH.** Sunbeam M.C.C.	A. H. MARTIN. Sunbeam M.C.C.	11. 7	11.30
	TRIUMPH, 300cc., 1906. The rider has a collection of old machines, some of greater antiquity than the present, but as he has just returned from service with the C.M.F., he used this one as being the fittest.			

	Rider—	Observer:	Time Report	Time Start
8	**CHARLES STANLEY.** Sunbeam M.C.C.	H. STANLEY.	11. 8	11.31
	DOUGLAS, 350cc., 1914. A specimen of the famous flat twin make that was so popular a "multi" of those days.			
9	**F. A. McNAB.** Assn. of Pioneer Motor Cyclists.	STEWART WHITE.	11. 9	11.32
	RUDGE MULTI, 498cc., 1914. Both owner and machine have been in many Pioneer Runs, winning a Special Pioneer Cup in the first run and Team Prize in 1932, as well as numerous Plaques since. Sprung forks, magneto ignition, belt drive and Senspray carburettor figure in the specification.			
10	**A. P. PHILLIPS.** London Douglas M.C.C.	W. BROOKER.	11.10	11.33
	DOUGLAS, 350cc, 1913. This machine is complete as supplied in 1913, with gas lighting, bulb horn, footboards, "La Grande" pan seat, belt rim rear brake, and hand pump oiling. Was dug out of a scrap heap in 1917 and since completely reconditioned.			
11	**GEORGE BENTLEY.** Leatherhead Club.	JOSEPH WHITE. Leatherhead Club.	11.11	11.34
	TRIUMPH, 550cc., 1914. Again, old hand at the Pioneer Run; plaques were won by rider and machine in 1936, 1937, 1938 and 1939. The machine is a complete specimen of the Triumph of the period.			
12	**ERIC KENNARD** Mont Christie Club.	R. S. MAUCHLINE.	11.12	11.35
	HUMBER, 500cc., 1909. This machine has a two-speed gear in the rear-wheel, with belt drive, magneto, and "B & B" Carburettor.			
13	**R. S. O'NEILL.** Sunbeam M.C.C.	E. HARDY. West Middlesex.	11.13	11.36
	DOUGLAS, 350cc., 1913. This machine is an open-frame ladies model of the famous flat twin marque.			
14	**R. H. COLEMAN.** Mont Christie Club	E. W. WHITE. Mont Christie Club.	11.14	11.37
	ZENITH, 500cc., 1913. This machine has one of the famous "Green-Precision" engines; it was purchased in Tottenham a few months back for £3. It is in good order—the only replacements required were two valves. It was on the road from 1913 to 1927. It has an expanding pulley, Amac carburettor and Bosch magneto.			
15	**EDWARD DAMADIAN.** Sunbeam M.C.C.	COLIN EDGE. Chester M.C.	11.15	11.38
	TRIUMPH, 499c., 1912. Machine, owner-ridden and observer all came from Cheshire to take part in the Pioneer Run. The Triumph is complete in every detail and everything is original.			
16	**J. RENNISON** Bar None M.C.C.	G. E. SAYERS.	11.16	11.39
	RUDGE MULTI, 500cc., 1912/13. So far, the lowest priced model in the run: bought for 17/6 from a scrap heap in 1938, it has been in one Pioneer Run, in 1939. It has variable gears (13 in all) and holes in the tank for valve grinding.			
17	**Lt. Cmdr. T. L. SECCOMBE, R.N.** Sunbeam M.C.C.	H. D. SECCOMBE.	11.17	11.40
	TRIUMPH, 500cc., 1909. Spring forks, magneto, and belt drive are in the specification.			
18	**C. S. H. DAVIS.** Sunbeam M.C.C.	JOHN MARSHALL.	11.18	11.41
	TRIUMPH, 500cc., 1910. The specification is similar to the previous machine.			
19	**W. FRUIN.**	M.WRIGHT.	11.19	11.42
	TRIUMPH, 500cc., 1911. Another, slightly later specimen, from the famous Coventry factory.			
20	**A. J. TARGETT.** Rochester and Chatham Club.	F. J. MILLBANK.	11.20	11.43
	HUMBER, 499cc., 1911. With a Roc two-speed gear, and a Phillipson governor Pulley the machine was ahead of its day; it has the original magneto and "B & B" single jet carburettor.			
21	**E. H. GAWN.** Hux M.C.C.	J. A. FENTON. Sunbeam M.C.C.	11.21	11.44
	MINERVA, 500cc., 1910. Another machine with the Roc two-speed gear.			
22	**J. LOCKETT.** Streatham & D. M.C.C.	F. L. BEART. Sunbeam M.C.C.	11.22	11.45
	PREMIER, 490cc., 1911. Three plaques stand to this machine's credit; it has also been ridden in the National Rally before the war.			
23	**S. V. HABGOOD.** Sidcup & D. M.C.C.	E. HARRISON.	11.23	11.46
	DOUGLAS, 350cc., 1914. Another specimen from Kingswood, Bristol: it has spring forks, magneto, and chain-cum-belt drive.			
24	**R. J. WILKERSON.** Hillingdon and Uxbridge Club.	G. R. READ. Hillingdon and Uxbridge.	11.24	11.47
	TRIUMPH, 494cc., 1912. Sturmey Archer three speed hub gear features on this machine; the engine pulley is adjustable thus giving a wide range of gears. Pedalling gears are provided in case of need; the carburettor is a Triumph.			
25	**F. H. PARKER.** Bristol M.C. and L.C.C.	G. C. HULBERT. Sunbeam M.C.C.	11.25	11.48
	MOTOSACOCHE, 224cc., 1911. Described in the 1911 catalogue as a machine for gentlefolk: No Vibration, No Oily Dirt, No Noise, No Gymnastics. In fact, what speakers at "Riders Discussion" meetings are always asking for.			
26	**J. J. ALLEN.** Sunbeam M.C.C.	H. KNIGHTS.	11.26	11.49
	REVERE, 269cc., 1914. This machine is fitted with one of the earliest Villiers Mark I 2-stroke engines, before the advent of the flywheel magneto, the sparks being provided by a separate Thompson-Bennett magneto.			

	Rider—	Observer:	Time Report	Time Start
27	**GRAHAM W. WALKER.** Wood Green & D. M.C.C. MATCHLESS, 998cc., 1912. Spring frame, single gear with belt drive and Amac carburettor, should give the famous T.T. Winner and Editor of "Motor Cycling" something to keep his mind occupied.	R. C. ASHTON ~~C. P. READ~~.	11.27	11.50
28	**F. E. HARDY.** Edgware and Mill Hill Club. RUDGE MULTI, 499cc., 1913. Another of the famous infinitely variable gear machines that made Rudge famous.	A. F. TONGE. Edgware and Mill Hill Club.	11.28	11.51
29	**ALF SAWFORD.** Edgware and Mill Hill Club. DOUGLAS, 350cc., 1909. This earlier version of the of the Douglas has automatic inlet valves.	S. E. MEADOWS. Edgware and Mill Hill Club.	11.29	11.52
30	**L. G. JESS.** Edgware and Mill Hill Club. INDIAN, 790cc., 1912. This product of the U.S.A. had all-chain drive and was up-to-date for its day.	R G. TOMSON. Edgware and Mill Hill Club.	11.30	11.53
31	**REX JUDD.** Edgware and Mill Hill Club. WILKINSON, 790cc., 1910. This very fully sprung machine (sprung in all joints) has such up-to-date features as shaft drive and internal expanding brakes.	B. EDWARDS. Edgware and Mill Hill Club.	11.31	11.54
32	**EDWARD L. TAYLOR** BROWN, 500cc., 1909. Apart from winning several Pioneer Plaques, this machine has clocked 25 seconds for the quarter mile at Gatwick and was second in a Veterans' Race at Layhams Farm in 1939.	P. W. ALCOCK.	11.32	11.55
33	**JOHN STAVELEY** Watford and D. M.C.C. SINGER, 350cc., 1911. Spring forks, magneto and single speed are features of this make now no longer extant.	W. SLOCOMBE. Watford and D. M.C.C.	11.33	11.56
34	**D. E. WHITEBREAD** Rochester and Chatham. SCOTT., 500cc., 1912/13. The only sidecar in the Run.	M. WHITEBREAD. Rochester and Chatham.	11.34	11.57
35	**P. C. WEBB** CENTAUR HUMBER, 490cc., 1908. Was found and disinterred from a quarry; won the "Kent Messenger" event and several Pioneer Plaques.	M. SAUNDERS. Horsham and District.	11.35	11.58
36	**C. W. SMITH** Edgware and Mill Hill Club. HUMBER, 500cc., 1910. Another machine representing a make not now extant in the motor cycle world.	T. McLACHLAN. Edgware and Mill Hill Club.	11.36	11.59
37	**D. J. H. GLOVER** Edgware and Mill Hill Club. PIERCE ARROW, 790cc., 1911. This machine comes from the United States, and is a four-in-line with two speed gear. The frame tubes constitute the petrol and oil tanks.	S. WORMAN. Edgware and Mill Hill Club.	11.37	12.00

	Rider—	Observer:	Time Report	Time Start
38	**E. V. NEWTON** ROYAL ENFIELD, 350cc., 1914. This type of machine was very advanced for its day, with all-chain, two speed transmission and dry-sump oiling.	R. E. BROOKS.	11.38	12.01
39	**D. G. TURLEY** LEA & FRANCIS, 500cc., 1914. Another machine with all-chain drive.	A. R. TURLEY.	11.39	12.02
40	**R. A. WILSON-JONES** Sunbeam M.C.C. ROYAL ENFIELD, 425cc., 1913/14. Another all-chain, dry sump Royal Enfield, ridden by the designer of the present day machines of that name.	J. J. BOOKER. Redditch M.C.C.	11.40	12.03
41	**ERIC ADLINGTON** Sunbeam M.C.C. DOUGLAS, 348cc., 1913. Another specimen of the famous Kingswood flat-twin.	CHARLES MARKHAM.	11.41	12.04
42	**R. R. HOLLIDAY** TRIUMPH, 500c., 1914. Direct belt transmission is a feature of this model.	C. QUANTRILL.	11.42	12.05
43	**F. R. EELES** Hillingdon and Uxbridge. TRIUMPH, 500cc., 1911. This Triumph has a two-speed engine shaft variable pulley.	R. C. RUSSELL. Hillingdon and Uxbridge.	11.43	12.06
44	**S. A. C. BULLEN** Hillingdon and Uxbridge. HUMBER, 500cc., 1909. Another make represented only in the car world nowadays; single gear with direct belt drive.	V. LUCK. Hillingdon and Uxbridge.	11.44	12.07
45	**H. L. DANIELL** Sunbeam M.C.C. NORTON, 490cc., 1906. This famous S.E. Centre T.T. Winner is riding an early version of the make that carried him to victory in 1938.	S. S. LANCEFIELD. Sidcup and D. M.C.C.	11.45	12.08
46	**A. J. HEYWOOD** Edgware and Mill Hill Club. F.N., 250cc., 1909. This well-known Belgian make had shaft drive—very advanced for 1909.	J. NOBLE. Edgware and Mill Hill Club.	11.46	12.09
47	**H. O. TWITCHEN** C.S.M.A. TRIUMPH, 498cc., 1911. Belt drive, with hub clutch.	H. RYAN. Sunbeam M.C.C.	11.47	12.10
48	**A. L. SAVAGE** Witley and D. M.C.C. B.S.A., 500cc., 1911. A "Tourist Trophy" model, and still capable of over 60 miles per hour. Gained a plaque in 1939.	D. C HULL. Witley and D. M.C.C.	11.48	12.11
49	**EDWIN HEWARD** Waterlooville M.C. BRADBURY, 554cc., 1912. Spring forks, magneto ignition,, and N.S.U. 2-speed hub gear; the carburettor is a 3-jet Binks. The frame and the crankcase are integral.	G. J. ALBERY.	11.49	12.12