Programme

Price 6d.

THE TWELFTH

PIONEER RUN

FOR HISTORIC MOTOR CYCLES

ORGANISED BY THE
SUNBEAM MOTOR CYCLE CLUB

Starting from Tattenham Corner Station. Finishing at Brighton

SUNDAY, 16th MARCH, 1947

At 10.30 a.m.

OFFICIALS:

Stewards:
J. C. LOWE, Esq., 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, 16th March, 1947.

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.128 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

The Pioneer Run was revived last year, after a break of seven years due to the War. Fifty machines were entered, and a great number of enthusiasts turned out to see riders and machines. Ten runs were held before the War, so that this is the twelfth of the series.

No machine can be entered for the Run unless it was made before 31st December 1914, so that every machine competing is now at least thirty-two years old, and some are nearing their fiftieth birthday.

The Pioneer Run has saved many old and interesting machines from the scrap heap, and this work has been reinforced by the institution of the Pioneer Register. There are now nearly one hundred machines on the latter, and more are being added all the time. Further applications are welcome, and riders and enthusiasts are invited to send to the Registrar the names of owners of machines likely to be interested in putting them on the Register.

The Sunbeam Club works in co-operation with the Association of Pioneer Motor Cyclists and the Vintage M.C.C., both of these bodies being interested in different aspects of the same subject—the encouragement of owners to preserve old motor cycles.

The Organisers wish to thank the Brighton Corporation, the Metropolitan Police, the Surrey Joint Police Force, the Sussex Police Force, and the Southern Railway for their help and co-operation. Also to the proprietors, management and staff of the Tattenham Corner Refreshment House, the Old Punch Bowl, at Crawley, and the Arlington Hotel, and the Aquarium Garage at Brighton. Messrs. Taylor-Matterson Limited, of Balham, we thank for providing the Breakdown Van following the riders.

There will be too many officials and observers to thank individually for their part in making the Run a success, but to them too, the Organisers say "Thank you."

CLASS 1.

Manufactured before 31st December, 1904.

*Riders in this Class will pass through Crawley and have a short stop there for "elevenses." Their schedule speed is lower (15 m.p.h.) than that for Class 2, so that although they start first, they will finish after the latter. Riders marked * gained a Certificate in 1946.*

	Rider:	*Observer:*	*Time Report*	*Start*
1	***J. F. KENTISH** Sunbeam M.C.C. PEUGEOT, 142cc., solo, 1902. This machine has a rawhide belt, coil ignition, rigid frame and surface carburettor.	R. H. LITTON Sunbeam M.C.C.	10.01	10.31
2	**T. L. SECCOMBE** Sunbeam M.C.C. BEESTON, 250cc., tricycle, 1899. Rigid forks, direct transmission and surface curburettor are part of the specification of this tricycle, which won an award in the R.A.C. run to Brighton at the end of last year.	H. D. SECCOMBE	10.02	10.32
3	**E. V. BELL** SWIFT, 317cc., solo, 1903. "XL-ALL" patent spring forks should assist the rider's comfort; Bosch magneto and worm primary drive—with a chain for the secondary—are features of the design, together with a Longuemare carburettor.	A. W. JOHNSON	10.03	10.33
4	***EDGAR MARSHALL** Sunbeam M.C.C. LAMAUDIERE, 300cc., solo, 1901. Whilst Mr. Marshall is certainly no newcomer to the Run, his mount this time is certainly something entirely new. Coil, belt, spray carburettor and rigid forks should keep him occupied.	C. W. SMITH Edgware & Mill Hill Club	10.04	10.34
5	***HUGH E. COHEN** A.P.M.C. & Sunbeam M.C.C. ALLDAYS & ONIONS, 250cc., solo, 1903. Both rider and machine have competed many times since the 1935 Run, when they first took part. All the usual features—belt, coil, rigid forks. Mr. Cohen is President of the A.P.M.C.	G. WALTER Sunbeam M.C.C.	10.05	10.35
6	**S/Lt. (A.) J. F. SLOAN** British Two-Stroke Club. TRIUMPH, 293cc., solo, 1903. Last year S/Lt. Sloan had a De Dion Romain Tricycle which wouldn't; we wish him better luck on this "Trusty"—which has a J.A.P. engine, J.A.P. carburettor, and J.A.P. Sparking plug.	C. H. GOODY	10.06	10.36
7	**S. J. HUMPHRIES** HUMBER, 746cc., forecar, 1904. A fresh air trip for the passenger in uncertain comfort; rigid forks, trembler coil and single gear will keep the driver busy.	S. A. SHORTLAND	10.07	10.37
8	**H. N. RYAN** Sunbeam M.C.C. CLEMENT-GARRARD, 142cc., solo, 1902. This machine was the property of the late Mr. C. Bullen-Brown, for many years a consistent and successful competitor in the Run. The present rider is the Registrar of the Pioneer Register. The machine is a famous specimen—coil, belt, rigid forks with spring attachment.	Miss T. WALLACH	10.08	10.38

CLASS 1. (Contd.)

		Rider:	Observer:	Time Report	Time Start
N.S.	9	**M. F. WALKER** JKX 131 CLEMENT VICTORIA, 142cc., solo, 1901/2. A newcomer to the Run, and apparently a blood relation to the Clement-Garrard (No. 8) above.	J. WELCH	10.09	10.39
R	10	***J. M. WEST** Sidcup Club GC 5859 MATCHLESS, 245cc., solo, 1902. Another early "Plumstead Product" with a famous T.T. rider in the saddle.	H. B. WIX Sunbeam M.C.C.	10.10	10.40
R	11	**C. L. DENSHAM** RALEIGHETTE, 350cc., forecar, 1904. Another fresh air ride for the passenger: coil ignition and chain drive are in thespecification.	L. SWABEY	10.11	10.41
2nd	12	***G. R. W. CRUDDAS** No 1773 KERRY, 500cc., solo, 1904. Eight previous Runs is the proud record of machine and owner. The design is straightforward and fairly advanced for the period.	S. A. PEARCE	10.12	10.42
1st	13	**W. GARRARD** FG 1111 HUMBER, 172cc., solo, 1902. A Lightweight of the early days with rigid forks, no gearbox, but a magneto.	E. KING	10.13	10.43
N.S.	14	**G. H. RAYMENT** GARRARD, 500cc., forecar, 1903. This fresh-air device has a spring frame, shaft drive and magneto iginition. It took part in the 1946 R.A.C. Run.	I. STOW	10.14	10.44
R	15	**E. DAMADIAN** JMH 463 Sunbeam M.C.C. WERNER, 322cc., solo, 1903. This rider comes all the way from Cheshire to take part in the Run and has competed many times before. The belt drive is by a flat leather device.	D. A. FOX Sunbeam M.C.C.	10.15	10.45
1st	16	**H. W. HATCH** PJ 3856 BROWN, 500cc., solo, 1901. Rigid forks, belt drive and coil ignition are features.	R. A. BRONER	10.16	10.46
2nd	17	**F. J. ROGERS** XD 3467 F.N., 243cc., solo, 1904. An early example of the famous Belgian make; belt drive etc.—pre-shaft drive.	C. WARD	10.17	10.47
2nd	18	**A. BUSH** CRD 460 FEATHERSTONE "THOROUGH," 200cc., solo, 1903. A make nearly forgotten—but not by the real enthusiasts.	F. W. LUKE	10.18	10.48

THE SUNBEAM CLUB'S NEXT EVENT—

THE POINT-TO-POINT

An Open, Supported Scramble

Saturday, 18th April, 1947

CLASS 2.

Manufactured after Class 1 but before 31st December, 1914.

Riders in this Class will use the Crawley by-pass; their schedule speed is higher (24 m.p.h.) so that they will finish before Class 1.

	Rider:	Observer:	Time Report	Time Start	
21	*ERIC KENNARD FC 731 Sunbeam M.C.C. HUMBER, 500cc., solo, 1911. This machine has a two-speed gear in the rear wheel.	R. S. MAUCHELINE	10.21	10.51	2nd
22	C. J. H. DAY DX 1164 Vintage M.C.C. TRIUMPH, 499cc., solo, 1914. Three-speed hub gear, barrel spring forks, and other standard Triumph fitments are in the specification. The rider comes from Nottingham, so we wish him all the best.	K. NEWMAN	10.22	10.52	N.S.
23	*A. J. TARGETT DU 9205 Sunbeam M.C.C. RUDGE, 499cc., solo, 1912. Same rider as No. 20 last year, but different machine; spring forks and the multi gear are the features of the plot.	H. J. MILLBANK Sunbeam M.C.C.	10.23	10.53	1st
24	F. A. McNAB XB 1293 A.P.M.C. and Sunbeam M.C.C. RUDGE MULTI, 498cc., solo, 1914. Both rider and machine have completed many Runs—McNab set up the original hour record at Brooklands in 1909, a fact to think back on.	STEWART WHITE Sunbeam M.C.C.	10.24	10.54	1st
25	*C. W. ROWE XA 4796 Sunbeam M.C.C. N.U.T., 500cc., solo, 1914. Rider and machine have completed many Pioneer Runs in the past; the carburettor—Binks—will bring back memories to many riders.	EDWARD BECKHAM Sunbeam M.C.C.	10.25	10.55	1st
26	*GEORGE BENTLEY CPH 77 Leatherhead Club TRIUMPH, 550cc., solo, 1914. A museum piece of the period, complete in all details.	I. WHITE Leatherhead Club	10.26	10.56	1st
27	*R. J. WILKERSON XB 3087 Hillingdon & Uxbridge Club TRIUMPH, 494cc., solo, 1912 (described last year in error as 1812—even Triumphs have not achieved that age yet). Adjustable pulley gives variety of gear ratios; help can be given via the pedals.	C. L. J. FISHER	10.27	10.57	2nd
28	*H. O. TWITCHEN U 1525 Sunbeam M.C.C. TRIUMPH, 499cc., solo, 1911. Single gear, Bosch magneto, and Triumph carburettor. A model worth watching for.	R. C. ASHTON Sunbeam M.C.C.	10.28	10.58	2nd
29	*D. J. H. GLOVER DMP 757 Edgware & Mill Hill Club PIERCE ARROW, 790cc., solo, 1911. An early American product; a four-in-line with two speed gear. The frame tubes constitute the pearol and oil tanks.	S. WORMAN Edgware & Mill Hill Club	10.29	10.59	1st

CLASS 2. (Contd.)

		Rider:	Observer:	Time Report	Time Start
1st	30	**C. S. BURNEY** SG 626 A.P.M.C. and Vintage M.C.C. MOTOSACOCHE, 246cc., solo, 1910. Spring forks, chain-cum-belt with Albion gear box, this little machine came from the famous Swiss factory and made a name for itself. The rider is Hon. Secretary of the A.P.M.C. and the Vintage M.C.C.	S. H. LAWRENCE	10.30	11.0
1st	31	**Mrs. M. SAVAGE** AM 8603 B.S.A., 500cc., solo, 1911. Spring forks, magneto, single gear and belt drive are the specification for this lady's mount.	D. COLEMAN	10.31	11.01
1st	32	***A. L. SAVAGE** LPC 83 Witley Club RUDGE, 500cc., solo, 1909. Spring forks, magneto, single gear and belt drive are in the specification here too.	D. C. HULL Sunbeam M.C.C.	10.32	11.02
1st	33	**R. F. FRYER** D 5758 TRIUMPH, 498cc., solo, 1909. A straightforward of the period.	E. E. M. DEANE	10.33	11.03
N.S.	34	**P A. SEYMOUR** ROYAL ENFIELD, 350cc., solo, 1909. Spring frame, chain drive, and magneto. The rider is well known for his piloting of a Douglas combination at Brand's Hatch and other fast venues.	L. TAYLOR	10.34	11.04
1st	35	**OWEN TYLER** FOR 719 Sunbeam M.C.C. SCOTT, 532cc., solo, 1913. Scott spring forks, Binks carburettor, are in the equipment of this representative of the famous two-stroke.	A. J. PARSONS	10.35	11.05
1st	36	***GRAHAM WALKER** AOK 200 NORTON, 490cc., solo, 1912. Headline: "Famous T.T. Rider and Editor returns to his old make." Graham gained a Certificate last year on a big twin Matchless. This time his mount is Donovan's famous "Wizard" which lapped Brooklands at 92 m.p.h.	R. GRIMSDELL DIX Cygnets Club	10.36	11.06
1st	37	***CHARLES STANLEY** Sunbeam M.C.C. DOUGLAS, 350cc., solo, 1914. A specimen of the most popular "multi" of the day.	L. G. WALDEN Sunbeam M.C.C.	10.37	11.07
2nd	38	**E. STOKES-HARDY** Sunbeam M.C.C. LINCOLN ELK, 246cc., solo, 1908. A make which has disappeared with the years, like too many others. Spring forks, magneto, and belt drive with B. & B. carburettor.	J. SHERINGDON	10.38	11.08
1st	39	***W. FRUIN** TRIUMPH, 500cc., solo, 1911. Has completed many Pioneer Runs.	R. WRIGHT	10.39	11.09
N.S.	40	**G. C. DAVIS** AE 127 DOUGLAS, 350cc., solo, 1910. As is fitting, this machine and its rider and observer come from Bristol.	J. C. BAILEY	10.40	11.10
2nd	41	***F. H. PARKER** AP 3168 Sunbeam M.C.C. PREMIER, 490 cc., solo, 1911. The rider took part in last year's Run on a 224cc., Motosacoche, but appears to feel a little more urge would help.	T. YEARDYE Sunbeam M.C.C.	10.41	11.11

CLASS 2. (Contd.)

	Rider:	Observer:	Time Report	Time Start
42	*J. J. ALLEN OA 5744 Sunbeam M.C.C. SYMPLEX, 318cc., solo, 1914. With Brampton Biflex forks, Cox Atmos carburettor, Armstrong three-speed hub gear, this machine was designed by the rider's father.	W. J. THURLOW Sunbeam M.C.C.	10.42	11.12
43	G. R. YEARDYE LP 919 Sunbeam M.C.C. REVERE, 269cc., solo, 1914. This machine has one of the earliest Villiers Mark I two-stroke engines. It has a separate Thompson Bennett magneto. It was ridden last year by J. J. Allen.	DEREK CRACKNELL	10.43	11.13
44	G C. HULBERT Y 2009 Sunbeam M.C.C. MOTOSACOCHE, 224cc., solo, 1911. Another specimen from the Swiss factory; spring, single blade forks, and whittle belt are in the specification.	H. EDWARDS Alperton & Wembley	10.44	11.14
45	KARL PUGH D 6442 Tenterden & District ROVER, 490cc., solo, 1911. Direct belt drive, spring forks, Bosch magneto and B. &B. carburettor will no doubt enable K.P. to have a bash.	C. T. McCALLAN Streatham	10.45	11.15
46	D. W. CHAPMAN TRIUMPH, 500cc., solo, 1912. Another Triumph of the period; has come all the way from Leighton Buzzard to compete.	J. R. CHAPMAN	10.46	11.16
47	H. MACKECHNIE HUMBER, 500cc., solo, 1909. Another make that only exists in the car world nowadays.	E. DUNN	10.47	11.17
48	*D. E. WHITEBREAD D 5772 Sunbeam M.C.C. SCOTT, 500cc., sidecar, 1913. All chain transmission and the famous Scott two-speed gear are fitted.	W. WEIR	10.48	11.18
49	R. D. THOMAS LMC 941 F.N., 498cc., solo, 1906/7. A specimen of the famous Belgian make that used to be one of the leaders of design.	L. A. LINTER	10.49	11.19
50	H. LONG TRIUMPH, 500cc., solo, 1909. Spring forks, single gear and belt drive.	J. FRYZER	10.50	11.20
51	S. G. VANE-HUNT BM 537 TRIUMPH, 494cc., solo, 1906. Single gear, belt drive.	J. M. HAWTHORN	10.51	11.21
52	H. MARIANS Y 2612 P. & M., 498cc., solo, 1914. This famous Cleckheaton machine has the two-speed all-chain drive that made the make famous.	R. MANSELL	10.52	11.22
53	C. S. H. DAVIS AJ 5852 Sunbeam M.C.C. TRIUMPH, 500cc., solo, 1910. Single gear, belt drive.	G. E. SAYERS	10.53	11.23
54	L. A. DAVIS P. & M., 500cc., solo, 1911 Another of the Cleckheaton two-speeders.	H. A. REID	10.54	11.24

CLASS 2. (Contd.)

		Rider:	*Observer*:	*Time Report*	*Start*
N.S.	55	***R. H. COLEMAN** LH 815 Mont Christie Club ZENITH, 500cc., solo, 1913. This machine has a "Green-Precision" engine, water cooled, and the famous "Zenith Gradua" gear.	E. W. WHITE Mont Christie Club	10.55	11.25
1st	56	**F. LACEY** GD 2289 DOUGLAS, 350cc., solo, 1913. Belt drive tnd two-speed gear.	F. D. ELLIOT	10.56	11.26
1st ✓	57	***S. V. HABGOOD** FA 4421 Sidcup Club DOUGLAS, 350cc., solo, 1914. Another specimen from Bristol. Has competed in many Pioneer Runs.	E. H. HARRISON	10.57	11.27
1st	58	**H. LOWING** LF 1950 SCOTT, 500cc., solo, 1911/12. Another machine with all-chain drive and two-speed gear.	C. SMITH	10.58	11.28
R	59	***REX JUDD** T.A.C., 790ccc., solo, 1911. A shaft drive specimen from the extensive collection of the famous Brooklands rider.	H. WRAY	10.59	11.29
2nd	60	**H. S. CUSSENS** 047 GR TRIUMPH, 499 cc., solo, 1914. The machine is a straight-forward Triumph of the period. The rider used to perform on Rudges in competitions, and we welcome him back to the game.	E. T. BARTLETT Walton Club	11.00	11.30
R	61	**F. E. COLLIS** LM 2147 MATCHLESS, 650cc., sidecar, 1913/14.	E. R. SEARCHFIELD	11.01	11.31
1st	62	**A. S. PEARSON** REX, 450cc., solo, 1908. A spring wheel anticipates current inventions.	L. HOLE	11.02	11.32
2nd	63	**Capt. F. G. ELLIOT** MOTO-REVE, 250cc., solo, 1906. Another foreign make, from France this time.	F. TAYLOR	11.03	11.33
N.S.	64	**M. WHITEBREAD** HM 495 NEW HUDSON, 770cc., sidecar, 1914. Chain cum belt drive, with a countershaft clutch, and Armstrong hub gears.	M. NICHOLLS	11.04	11.34
1st ✓	65	**H. APPLEBY** LB 2250 HUMBER, 500cc., solo, 1911. A two-speed rear hub gear is a feature.	F. PARIS	11.05	11.35
1st	66	**A. M MACLACHLAN** CALTHORPE, 250cc., solo, 1914. Single gear, belt drive, will keep the gallant Wing-Commander, who is Motor Cycle Manager of the R.A.C. busy on this trip to the coast.	L. J. J. MARSHALL	11.06	11.36
2nd	67	**W. T MANSBRIDBE** DP 1105 TRIUMPH, 498cc., solo, 1913.	T. W. WINDIATE	11.07	11.37
2nd	68	**S. K ROLFE** AP 1740 TRIUMPH, 498cc., solo, 1911.	JOHN ROFLE	11.08	11.38

CLASS 2. (Contd.)

	Rider:	*Observer:*	*Time* Report	Start	
69	***F. R. EELES** LU 2673 Hillingdon & Uxbridge TRIUMPH, 500cc., solo, 1911.	M. D. WHITWORTH Sunbeam M.C.C.	11.09	11.39	1st
70	***A. G. SAWFORD** TRIUMPH, 494cc., solo, 1914.	S. MEADOWS	11.10	11.40	2nd
✓ 71	**J. SHELDON** Sunbeam M.C.C. XW 959 NEW HUDSON, 770cc., solo, 1914. The machine was bought for instructional purposes in connection with the Sunbeam Club Cadet Training Scheme and turned out to be eligible for the Run. The rider is one of the Instructors, and the Observer one of the Cadets who have been trained. The Observer's machine is the Club's instructional machine.	N. A. EDWARDS Sunbeam M.C.C.	11.11	11.41	2nd
72	**E. S. SYMES** Sunbeam M.C.C. HARLEY-DAVIDSON, 989cc., sidecar, 1912. Harley bottom link forks figure on this U.S.A. product.	J. H. LONG	11.12	11.42	2nd
✓ 73	**G. D. MILLWARD** XC 836 HUMBER, 498cc., solo, 1914.	J. G. MILLWARD	11.13	11.43	1st
74	**E. HEWARD** EOU 208 BRADBURY, 554cc., solo, 1912. This 1912 model has spring forks and a Binks 3-jet carburettor.	J. BARBER	11.14	11.44	R
75	**NORMAN COX** Sunbeam M.C.C. EE 563 TRIUMPH, 500cc., solo, 1910. The rider and machine and Observer come all the way from Barton-on-Humber.	Mrs. COX	11.15	11.45	2nd
✓ 76	***E. L. TAYLOR** H 2350 BROWN, 500cc., solo, 1909.	H. JOHNSON	11.16	11.46	1st
77	***F. E. HARDY** RUDGE MULTI, 499cc., solo, 1913.	A. DOLPHIN	11.17	11.47	1st
78	**MURRAY WALKER** Sunbeam M.C.C. DOUGLAS, 350cc., solo, 1913. The rider is the son of the Editor of *Motor Cycling;* the mount is one of the many popular Kingswood multies of the period.	A. V. S. LeROY	11.18	11.48	1st
79	***A. P. PHILLIPS** AR 2898 London Douglas Club DOUGLAS, 350cc., solo, 1913. Another Kingswood product, making up a team with the preceding and following mounts.	P. OKE	11.19	11.49	1st
80	**D. WITHERS** HW 7974 London Douglas Club DOUGLAS, 350cc., solo, 1911. Father is riding the old Douglas, his son is observing—also on a Douglas, as are the preceding observers. The Withers family have been staunch supporters of the Run for many years.	E. WITHERS London Douglas Club	11.20	11.50	2nd

CLASS 2. (Contd.)

	Rider:	Observer:	Time Report	Time Start
N.S. 81	**E. H. RUSSILL** HUMBER, 500cc., solo, 1906.	P. PHELAN Walton Club	11.21	11.51
R 82	**R. L. ARCHDALE** AE 8825 DOUGLAS, 348cc.,solo, 1909. A single gear, belt driven model from Bristol.	E. CHAINEY	11.22	11.52
R 83	**V. C. MANTON** INDIAN, 725cc., solo, 1914. A Hedstrom carburettor, Splitdorf magneto and chain drive are in the specification of this American machine.	G. W. PRETTY	11.23	11.53
R 84	**W. H. OWEN** AC 3738 MINERVA, 412cc., solo, 1912. Sprung bottom link forks.	W. H. OWEN (jun.)	11.24	11.54
✓ 2nd 85	**ERIC GAWN** MMC 116 Watford & District Club MINERVA, 577cc., solo, 1910.	KEN RICKARD	11.25	11.55
2nd 86	**D. B. SHERLOCK** Bromley Club LO 1283 ZENITH, 500cc., solo, 1908. The Zenith has got the famous Gradua gear that earned it the trade mark. "Barred."	H. R. MOSS Bromley Club	11.26	1156
1st 87	***D. G. TURLEY** ROYAL ENFIELD, 350cc., solo, 1914.	L. NEWING	11.27	11.57
2nd 88	**R. F. FORD** F.N., 243cc., solo, 1910. This is one of the shaft drive models from Belgium.	E HOUGHTON	11.28	11.58
2nd 89	**R. S. O'NEILL** Sunbeam M.C.C. DOUGLAS, 350cc., solo, 1913.	R. NARRACROFT	11.29	11.59
2nd 90	**L. A. O'NEILL** Sunbeam M.C.C. LEVIS, 211cc., solo, 1913.	F. GILLBRIDE	11.30	12.00
2nd 91	**CHAS. BROAD** AC 4424 HARLEY-DAVIDSON, 989cc., solo, 1914.	J. SOUTHWELL Harringay Club	11.31	12.01
2nd 92	**J. F. KELLEHER** MATCHLESS, 998cc., solo, 1912. The rider is a Director of Associated Motor Cycles Limited; the machine has featured before in the Run; last year Graham Walker rode it in the Run, winning a Certificate.	B. W. SANDERS	11.32	12.02
1st 93	**K. COBBING** EH 554 Vintage M.C.C. HUMBER, 500cc., solo, 1911.	J. ELLIOTT Harringay Club	11.33	12.03
1st 94	***P. WEBB** LA 2787 TRIUMPH, 490cc., solo, 1908.	C. STEFF Harringay Club	11.34	12.04

TEAM ENTRIES

CLASS 1.

Sunbeam A: 1. J. F. Kentish, 2, T. L. Seecombe, 4, E. A Marshall.
do. B: 5. H. E. Cohen, 8. H. N. Ryan, 15. E. Damadian.

CLASS 2.

Hillingdon & Uxbridge: 27. R. J. Wilkerson, 47. H. Mackenzie 69, F. R. Eeles.
London Douglas: 78. Murray Walker, 79 A. Phillips, 80. D. Withers.
Savage: 31. Mrs. M. Savage, 32. A. L. Savage, 35. O. Tyler.
A.P.M.C.: F. A. McNab, C. S. Burney, and another.
Sunbeam C: 42. J. J. Allen, 43. G. R. Yeardye, 44. G. C. Hulbert.
Sunbeam D (Triumph): 28. H. O. Twitchen, 53. C. S. H. Davis, 75. N. Cox.
Sunbeam E (Douglas): 37. C. Stanley, 89. R. S. O'Neill and another.
Sunbeam F: 21. Eric Kennard, 23. A. J. Targett, 90. L. A. O'Neill.
Sunbeam G: 25. C. W. Rowe, 38. E. Stokes-Hardy, 41. F. H. Parker.
Sunbeam H: 48. D. E. Whitebread, 72. E. S. Symes, 71. J. A. Sheldon.

EXTRACTS FROM THE SUPPLEMENTARY REGULATIONS

7. **SCHEDULE AND TIME:** The following schedule speeds will be set together with allowances as shewn:
Class 1—15 m.p.h. with 30 minutes allowance, early or late.
Class 2—24 m.p.h. with 20 minutes allowance, early or late.

12. **DEFINITIONS:** A stop shall be deemed to have occurred if (*a*) the front wheel or wheels cease to revolve in a forward direction in relation to the course. (*b*) if the driver or passenger do not remain on the vehicle.

13. **CLASSES:** Class "1" machines manufactured not later than 31st December, 1904; Class "2" machines manufactured not later than 31st December, 1914. To come within the above definitions, machines must comprise essentially original designs of frame engine and gearbox. Subsidiary parts may be of modern manufacture.

14. **INDIVIDUAL AWARDS:** To every entrant finishing the course non-stop and complying with the above regulations:
A SPECIAL PIONEER RUN CERTIFICATE

To every competitor finishing the course and complying with the above regulations:
A SECOND CLASS AWARD

15. **TEAM AWARDS:** Teams may be entered free of charge. Teams must comprise three riders in either Class 1 or Class 2, and must not include a mixture of the two classes. Separate Team Awards for Class 1 and Class 2 will be given. A rider may not be a member of more than one team.
The winning team in each class will be the team gaining the greatest number of Special Pioneer Run Certificates; in the event of a tie, then total second class awards shall decide or failing that, the team with the smallest time error, at the finish check, shall be adjudged the winner.

Approximate Passing Times
(FIRST MAN)

REIGATE	**Class 1:**	**10.57**	**Class 2:**	**10.51**
CRAWLEY	"	**11.33**	"	**11.07**
BOLNEY	"	**12.29**	"	**11.55**
PYLONS	"	**1.05**	"	**12.25**
AQUARIUM	"	**1.25**	"	**12.39**

Register of Pioneer Motor Cycles.

As a natural sequence to The Pioneer Run the Sunbeam M.C.C. in conjunction with the Association of Pioneer Motor Cyclists, in 1938 commenced a Register of Pioneer Motor Cycles.

There are now over 80 machines manufactured up to 31st December, 1914 entered on this register.

After submission of details of any machine on the appropriate form, particulars are verified by a Joint Committee, and in appropriate cases one of two certificates is issued:—

THE "A" CERTIFICATE in cases where a Motor Cycle manufactured prior to 1st January 1915, is in original condition, or has been restored to comply in all detail to the manufacturer's original specification.

THE "B" CERTIFICATE in the case of a Motor Cycle manufactured prior to 1st January 1915, which is considered to be in the main according to the specification of the Manufacturer, but which may have had certain minor modifications.

Machines qualifying at the time for an "A" or "B" certificate would automatically be eligible for participation in The Pioneer Run

It is the aim of the Committee to have a record of as many Pioneer Motor Cycles which are still in being, as is possible, otherwise with the passing of years some of these worthy veterans may pass into the "unknown." All enthusiasts who have treasured Pioneer Machines, will, desire to support any scheme likely to prevent such loss.

Every owner whose machine is on the Register is asked to notify immediately any change of address or ownership, to enable the Committee to know the whereabouts of Pioneer Machines.

Whenever possible two photographs (one from each side) of the machine should accompany the Registration Form, for inclusion in The Photographic Register which forms part of the scheme.

Any further information will be gladly given.

H. N. RYAN, Registrar,
91 East Lane,
Wembley, Middx.

THE SUNBEAM MOTOR CYCLE CLUB

Associated with the Royal Automobile Club
Affiliated to the S.E. Centre Auto Cycle Union

PARTICULARS OF MEMBERSHIP & ACTIVITIES FROM
Hon. Secretary, F. W. PINHARD, 9 AYLMER COURT, N.2.

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