PRICE 6D

PART OF THE PROCEEDS WILL BE GIVEN TO CHARITY

THIRTEENTH

PIONEER RUN

FOR MOTOR CYCLES OF HISTORIC INTEREST

Organised by
SUNBEAM MOTOR CYCLE CLUB

SUNDAY, MARCH 20, 1949

STARTING FROM TATTENHAM CORNER, FINISHING AT BRIGHTON

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EVERY THURSDAY, FOURPENCE

The Pioneer Run

THE Pioneer Run was revived in 1946, after a break of seven years due to the War. Ninety-four machines were entered for the 1947 Run and a great number of enthusiasts turned out to see the riders and machines. Ten Runs were held before the War, so that this is the thirteenth of the series.

These motor cycles are all VETERANS and cannot take part in the run if manufactured later than 31st December, 1914, so that every model competing is now at least thirty-four 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 and forty 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 County Borough of Brighton Police, the Metropolitan Police, the Surrey Joint Police Force, the Sussex Police Force and the British Railways (Southern Region) for their help and co-operation; also the proprietors, management and staff of 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, observers and programme sellers to thank individually for their part in making the Run a success, but to them too, the Organisers say "Thank you."

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

THE THIRTEENTH

PIONEER RUN

FOR HISTORIC MOTOR CYCLES

Organised by The Sunbeam Motor Cycle Club

Starting from Tattenham Corner Station. **Finishing at Brighton.**

SUNDAY, 20th MARCH, 1949
at 10.30 a.m.

OFFICIALS

Stewards:

J. C. LOWE, Esq., appointed by the Auto-Cycle Union and
H. R. WATLING, Esq., O.B.E., J.P.,
E. R. ADLINGTON, Esq., } appointed by the
LEN HEATH, Esq., } Sunbeam M.C.C.

Clerk of the Course:
J. F. WHITFIELD, 1 Great Winchester Street, London, E.C.2.

Secretary of the Meeting:
J. H. LEEDALE, 48 Church Lane, London, S.W.17.

Scrutineer: J. J. HALL

Timekeepers:
Epsom: M. Rubeck. Crawley: N. H Bennett. Brighton: T. N. Blockley.

Chief Marshals:
Epsom: R. T. Newbery. Brighton: G. B. Newbery.

Commentators at Brighton:
Harry Louis, Assistant Editor of "The Motor Cycle"
Graham Walker, Editor of "Motor Cycling" (who is competing)

In charge of Programmes: Mrs. R. C. Walker.

Official Photographer: T. E. Moring.

Photographic Marshal: E. Atchelor.

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, 20th March, 1949.

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.318 and will be open to any rider (OTHER THAN ANY DISQUALIFIED OR SUSPENDED PERSON) entering a machine having the necessary age qualifications as above.

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CLASS 1.

Manufactured before 31st December, 1904

Riders in this Class only will pass through Crawley and have a short stop there. The schedule speeed is 12 m.p.h. so that although they start first they will not be first to finish.

	Rider:	*Observer:*	*Time Report*	*Time Start*
1	**T. L. SECCOMBE (Chobham)** Sunbeam M.C.C.	S. AYLARD Sunbeam M.C.C.	10.01	10.31
	* 1899 BEESTON tricycle 175c.c. A real period piece complete with coil ignition, rigid forks, surface carburettor etc.			
2	**W. GARRARD (London, W.10)**	W. S. HORTON	10.02	10.32
	* 1903 HUMBER 172c.c. solo. A typical lightweight of the early days. Trouble-free run in 1947 gained this rider an award.			
3	**J. F. KENTISH (Headley, Bordon)** Sunbeam M.C.C.	P. J. MELLERS Sunbeam M.C.C.	10.03	10.33
	1902 PEUGEOT 142c.c. solo. Features include the usual coil ignition, raw-hide belt, surface carb., etc. Belt trouble caused retirement in 1947. On his racing machine which brought home "The Governor's Trophy" in last year's "Ulster" the rider would take 29½ minutes to travel the distance to Brighton, today he is allowed over 3 hours for the trip.			
4	**H. N. RYAN (Wembley)** Sunbeam M.C.C.	J. A. SHELDON Sunbeam M.C.C.	10.04	10.34
	1902 CLEMENT-GARRARD 142c.c. solo. This machine previously owned by the late Mr. C. Bullen-Brown. first won an award at Plymouth in 1902. It has gained awards in nine previous Pioneer Runs. so knows the way to Brighton quite well.			
5	**C. S. BURNEY (Haslemere)** A.P.M.C. & Sunbeam M.C.C.	A. W. S. KINNON Sunbeam M.C.C.	10.05	10.35
	1899 WERNER 217c.c. solo — this front drive machine is a grandfather even amongst veterans and a true spartan model which many enthusiasts will yearn to possess. The rider, who is a past President of the A.P.M.C. discovered this machine in a derelict mill in 1948 and has spent much care in renovating it.			
6	**E. V. BELL (Epsom)** Sunbeam M.C.C.	A. W. JOHNSON	10.06	10.36
	1903 SWIFT 317c.c. solo. A rare specimen complete with XL-ALL spring forks, worm primary drive. Bosch mag., Longuemare carb., etc. Gained an award in 1947.			
7	**H. E. COHEN (New Malden)** A.P.M.C. and Sunbeam M.C.C.	S. H. LAWRENCE Sunbeam M.C.C.	10.07	10.37
	1903 ALLDAYS & ONIONS 250c.c. solo. This desirable piece of veteran machinery has successfully completed the run many times and the gaining of an award has become a habit. All the usual features — rigid forks. coil ignition, etc. The rider is another past president of A.P.M.C.			
8	**E. H. RUSSILL (Worcester Park)**	R. C. THORNYCROFT	10.08	10.38
	* 1902 HUMBER 402c.c. solo. Although made in 1902 this model is fitted with such features as all-chain drive. clutch. etc.			

* Indicates that details of this machine have not been submitted for inclusion on The Pioneer Register and the date of manufacture is that claimed by the rider.

A Message from the Mayor of Brighton

THE MAYOR'S PARLOUR.
TOWN HALL,
BRIGHTON 1.
8th March, 1949.

I am delighted to have this opportunity of extending a welcome to the competitors and all those concerned with the organisation of this interesting and popular event.

This is the thirteenth Annual Run organised by the Sunbeam Motor Cycle Club for motor cycles of historic interest and the Club are to be commended for their initiative in sponsoring such an event which must, in addition to the public interest which it arouses, also result in the careful preservation of machines of an earlier age.

Those who enjoy the almost effortless and trouble-free performance of modern motor cycles will be reminded during this run of the difficulties their fathers endured at the beginning of the century.

On behalf of Brighton I wish all our visitors on this occasion a thoroughly enjoyable visit.

P. F. Trend-James

Mayor of Brighton.

CLASS 1 (Cont.)

	Rider:	*Observer:*	*Time Report*	*Start*
9	**F. J. ROGERS (London, E.6)** West Ham & Dist. * 1904 F.N. 243c.c. solo. An early example of the famous Belgian make, belt drive etc., — pre shaft drive.	T. ALLAN West Ham & Dist.	10.09	10.39
10	**S. J. HUMPHRIES (Woking)** N.L.E.C.C. * 1904 HUMBER Forecar 746c.c. An interesting 3-wheeler with water cooled single cyl. engine, single gear, trembler ignition, etc. The passenger acts as buffer and windshield.	D. BRUIN Sunbeam M.C.C.	10.10	10.40
11	**J. F. SLOAN (Plymouth)** Sunbeam M.C.C. 1903 TRIUMPH 293c.c. solo fitted with J.A.P. engine (No. 193) J.A.P. carburettor and plug — probably the only example of the complete J.A.P. installation still in existence. This machine was discovered in Cumberland in 1946 where it had stood for 25 years. The bits were collected in a sack and much midnight oil was burned before it took on the shape seen today.	C. H. GOODY British Two-stroke C.	10.11	10.41
12	**F. C. DIMOND-HOGG (Cheltenham)** Sunbeam M.C.C. * 1903 BUCHET 402c.c. solo. Sheepskin coat and leggings is the correct attire for riding this recreated early French steed — the only known one in captivity and its first Brighton Run, so all the best to the rider.	G. E. SAYERS Sunbeam M.C.C.	10.12	10.42
13	**D. J. H. DAY (London, S.E.18)** C.S.M.A. 1899 RALEIGH 239c.c. solo — Schwan engine — a most desirable rarity — with front wheel drive similar to No. 5. Most definitely worthy of close inspection.	F. SIBBETT C.S.M.A.	10.13	10.43
14	**M. F. WALKER (Kenton)** Vintage M.C.C. 1902 CLEMENT VICTORIA — 142c.c. solo, a newcomer to the run, the engine is similar to No. 4 in the programme. The rider, past Secretary of the Vintage M.C.C. was prevented from starting in the 1947 Run through last minute mechanical difficulties.	R. A. BEECROFT Vintage M.C.C.	10.14	10.44
15	**Brig. C. V. BENNETT (Hereford)** Sunbeam M.C.C. 1902 ORMONDE — 3½ h.p. Kelecom engine — solo. First time out for both rider and machine in the Pioneer Run. The Brigadier's interest in motorcycling is so well known as to need no comment.	A. H. MARTIN Sunbeam M.C.C.	10.15	10.45
16	**D. STANFORD (Tunbridge Wells)** * 1903 ROBINSON & PRICE 2 h.p. solo — the makers of this old-timer were a Liverpool Firm well known for the excellent workmanship of their products. The plot has rigid forks and all the other "inconveniences" of the day including a "new special lubricator" controlled from the saddle.	K. HODSON	10.16	10.46
17	**H. W. HATCH (Ewell)** 1903 BROWN 500c.c. solo. Although this veteran was discovered in a Blacksmith's shop in Salisbury where it had lain neglected for years it was still capable of a first-class award in three Pioneer Runs and looks like repeating the performance this time out.	A. RUDD	10.17	10.47

The Message of the Pioneers

FIFTY years have passed since the first organised motor cycle trial was staged in 1899. The fact that it was over a 1,000 miles course is in itself a tribute to the reliability of British motor cycles of half a century ago; and for all I know you may be cheering one of these machines into Brighton today.

Britain is the home of the motor cycle. The fore-runner of this great industry was built by Edward Butler in the days of the grandfathers of most of you, as far back as 1884. After the Butler motor tricycle the Daimler motor cycle arrived next year; then the De Dion tricycle and the Hildebrand, and by 1896 there were enough of them to hold an exhibition at the Imperial Institute. There followed machines weirder-looking than those we now see chunking south from Tattenham Corner — tandems, the first practical motor cycle built specially for ladies and then the motor tricycles used in the South African War from 1899 to 1902.

Weird-looking they would doubtless appear to the eyes of this generation; but the craftsmen who designed them and the riders who rode them were the pioneers who have made possible our magnificent machines of 1949.

Britain makes the world's best motor cycles. She makes more of them than any other country, and her riders are the world's best. This is not boasting: last year, in the International Six Days' Trial, British riders on British mounts won for Great Britain from twelve competing countries the International Trophy and the International Silver Vase; and the Sunbeam Club who have organised to-day's Run won the Club Team Prize from all the Clubs of Europe.

You are seeing today a cavalcade of the machines which made these triumphs possible.

H. R. WATLING.

Director, British Cycle and Motor Cycle Manufacturers' and Traders' Union Ltd.

CLASS 1 (Cont.)

	Rider:	*Observer:*	*Time Report*	*Start*
18	**F. W. BURKITT (Wilby)**	F. LONG	10.18	10.48
	* 1902 MINERVA 281c.c. solo. Another desirable piece of ancient machinery on which many hours of patient work has been spent and we hope the rider's efforts will not be unrewarded. Note particularly the line of handlebar and the snappy line in saddle position.			
19	**E. STOKES-HARDY (Barnet)** Sunbeam M.C.C.	J. McWILLIAM	10.19	10.49
	* 1904 LINCOLN ELK 246c.c. solo. A make now long extinct the nick-name of which was "The Whelk." This model seems of doubtful origin and was previously described as a 1909 model.			
20	**A. L. S. DENYER (Alton)** Sunbeam M.C.C.	W. OLIVER	10.20	10.50
	* 1900 Werner 217c.c. solo — another "grandfather" from the same stable as No. 5. The rider will be remembered for his performances on "Duggies" in Trials in past days.			
21	**F. W. LUKE (Reading)** California M.C.C.	J. PEARSON California M.C.C.	10.21	10.51
	1903 FEATHERSTONE THOROUGH 200c.c. solo. Only the real enthusiasts will recollect this relic of past days. The silencer is worthy of special note.			
22	**N. E. DEDMAN (New Malden)**	A. T. M. GREGOR MACGREGOR Sunbeam M.C.C.	10.22	10.52
	1903 KERRY 400c.c. solo — a popular make during the early nineteen hundreds with the usual features of the era. Only a few samples seem to have survived the passage of time.			
23	**J. M. WEST (London, S.E.18)** Sidcup & D. M.C.C.	C. NEWTON Sidcup & D. M.C.C.	10.23	10.53
	1902 MATCHLESS 245c.c. solo — the grandfather of all Matchless machines. The frame number of this plot is No. 1 and a famous T.T. rider is at the helm to-day. The machine has already six awards to its credit.			
24	**W. A. YOXEN (London, N.W.7)** Edgware & Mill Hill.	B. K. TAYLOR	10.24	10.54
	* 1902 WERNER 250c.c. solo — another newcomer with a very old name from the same stable as Nos. 5 & 20 and the make all old-timers claim to have ridden.			
25	**C. EMMANS (Southwick)**	E. G. DENMAN	10.25	10.55
	* 1904 KERRY 235c.c. solo — a Saroloa engine provides the urge for this job which after retirement for 10 years is having another airing.			

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CLASS 2

Machines manufactured between 1st January, 1905 and 31st December, 1909
Schedule speed — 18 m.p.h.

Riders in this Class will use the Crawley by-pass.

	Rider:	Observer:	Time Report	Time Start
26	**J. SOFTLEY (Jnr.) (Loughborough)** Vintage M.C.C.	D. M. ALSOP	10.26	10.56
	* 1908 FAFNIR 500c.c. solo — a newcomer from Leicestershire. The make of engine in this job was very popular with early enthusiasts.			
27	**A. S. PEARSON (Sutton)**	L. HOLE	10.27	10.57
	* 1908 REX 450c.c. solo — a famous make of the pre-'14 era. Specification includes such a modern feature as a spring wheel.			
28	**S. W. SIMES (Staines)** Sunbeam M.C.C.	F. HEINE Weybridge M.S.C.	10.28	10.58
	1906 F.N. 498c.c. 4 cyl. solo — "A" cert: machine. Another beautifully restored model from "The Thomas Stable" Gained award in 1947 run.			
29	**R. F. FRYER (Staines)** Sunbeam M.C.C.	E. E. M. DEANE Sunbury M.C.C.	10.29	10.59
	1909 TRIUMPH 498c.c. solo — "B" certificate. This machine was previously owned by Geo. Reynolds and later by competitor No. 1 — T. L. Seccombe. The present owner gained an award in the 1947 run.			
30	**F. MIRES (Chatham)** Sidcup & D. M.C.C.	E. W. AUGER	10.30	11.00
	* 1909 BRADBURY 517c.c. solo — an "Owd Brad from Owdham" — a make that has passed with the years. A straightforward job with several novel features, very popular during 1910-12.			
31	**J. RIDGWELL (Loughborough)** Vintage M.C.C.	W. P. BEACHY-HEAD	10.31	11.01
	* 1908 CHATER LEA 615c.c. solo — yet another newcomer from the Midlands.			
32	**D. B. SHERLOCK (Redhill)** Redhill, Reigate & North Downs.	L. COOK Redhill, Reigate & N. Downs	10.32	11.02
	* 1908 ZENITH 500c.c. solo—with the famous Gradua Gear as fitted to this model you "flew up the hills with the greatest of ease" — hence the trade-mark "Barred."			
33	**P. A. SEYMOUR (Ashtead)** Leatherhead & D. M.C.	D. H. WELLINGS Leatherhead & D. M.C.	10.33	11.03
	1909 ROYAL ENFIELD solo—an interesting product of the famous Redditch Factory with a Motosacoche 2¾ h.p. engine. Note the unusual finning on the cylinder and the shape of inlet and exhaust pipes. The rider is a well-known competitor at Brands Hatch and other fast venues.			
34	**G. WILLIAMS (London, S.W.2)**	D. R. SANKEY Sunbeam M.C.C.	10.34	11.04
	1909 TRIUMPH 494c.c. solo — one of many representatives of a famous Coventry factory. This "Trusty" is in original condition and a machine well worth inspecting. Has competed successfully in previous runs.			

* Indicates that details of this machine have not been submitted for inclusion in The Pioneer Register and the date of manufacture is that claimed by the rider.

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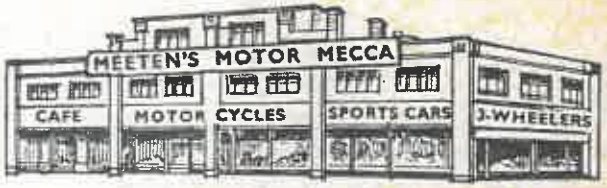
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CLASS 2 (cont.)

	Rider:	Observer:	Time Report	Time Start
35	**H. WILLIAMS (London, N.W.9)**	J. CAREY	10.35	11.05
	* 1909 TRIUMPH 494c.c. a sister machine to No. 34 above.			
36	**E. R. WINTER (Thames Ditton)** B.M.C.R.C.	B. THORNE	10.36	11.06
	* 1909 F.N. 500c.c. 4 cyl. solo — a newcomer to the run, but from an old and famous Belgian Factory.			
37	**E. L. TAYLOR (Speldhurst)**	A. G. LEIGH-LYE	10.37	11.07
	1909 BROWN 500c.c. solo — a regular competitor with six previous awards.			
38	**S. G. WOOLRIDGE (Launceston)** North Cornwall M.C.	E. FINNAMORE	10.38	11.08
	* 1908 TRIUMPH 494c.c. solo — machine and rider have come all the way from Cornwall so we wish them the best of luck.			
39	**R. J. PHILPOTTS (Wimbledon)**	H. W. HOPKINS	10.39	11.09
	* 1906 PEUGEOT 334c.c. solo — an early example of an early French make.			
40	**E. S. SYMES (Bishops Waltham)** Bishops Waltham M.C.	T. S. FLOATE Bishops Waltham M.C.	10.40	11.10
	* 1908 BRADBURY 554c.c. solo — another specimen from the same stable as No. 30 of which unfortunately very few now survive.			
41	**H. E. CASTLEMAN (Surbiton)**	H. CLAY	10.41	11.11
	* 1906 HUMBER 490c.c. solo — a make which only exists in the car world nowadays.			
42	**A. W. BAKER (Maidstone)**	F. D. BRYANT Chertsey M.C.	10.42	11.12
	1909 TRIUMPH 494c.c. solo — another sister machine to Nos. 34 and 35. Note the patent clutch in the rear wheel.			
43	**P. C. WEBB (Maidstone)** Maidstone Aces M.C.C.	R. BALLARD Chertsey M.C.	10.43	11.13
	1908 CENTAUR-HUMBER 490c.c. solo — a straightforward but rare veteran that has already several awards to its credit.			
44	**C. P. READ (London E.C.)**	E. BRIGGENSHAW	10.44	11.14
	* 1907 DOUGLAS 600c.c. V 4 cyl. solo — Even the most ardent Douglas enthusiasts will find it hard to believe this most unique Bristolian really exists. It was discovered by the rider who is a well known Motor Cycling journalist — have a good look if you can get near enough.			
45	**H. MACKECHNIE (Hayes, Midd'x)**	S. R. WOODWARD Chertsey M.C.	10.45	11.15
	1909 HUMBER 500c.c. solo — this competitor was No. 47 in the last run and gained his award.			



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CLASS 2 (Cont.)

	Rider:	Observer:	Time Report	Time Start
46	**D. COLEMAN (Farnborough)** C.S.M.A.	J. D. BROWN C.S.M.A.	10.46	11.16
	* 1909 RUDGE 500c.c. solo — one of the oldest surviving samples of this famous make. This model is fitted with a handlebar controlled 2 speed gear.			
47	**J. H. WILLIAMS (Kendal)** Westmorland M.C.	A. WILLIAMS Westmorland MC.	10.47	11.17
	* 1905 THOMAS 200c.c. solo — a very rare veteran perhaps the only one now in existence. The rider has travelled nearly 280 miles to compete — the record distance of to-day's competitors. Everyone will wish him success.			
48	**E. H. GAWN (Wealdstone)** West London M.C.	K. RICKARD B.M.C.R.C.	10.48	11.18
	1909 MINERVA 412c.c. solo — a regular competitor on Minervas, this year using another model from his collection.			
49	**R. NORRIS (Thames Ditton)**	L. E. ZOUCH	10.49	11.19
	* 1909 REX 500c.c. solo — a specimen of the make advertised "King of Motors" brings Class 2 to an end.			

CLASS 3

Machines manufactured between 1st January, 1910 and 31st December, 1914

Schedule speed — 24 m.p.h.
Riders in this Class will use the Crawley by-pass.

	Rider:	Observer:	Time Report	Time Start
50	**GRAHAM W. WALKER (Enfield)** B.M.C.R.C.	BERNAL OSBORNE I.M.T.C.	10.50	11.20
	1913 SUNBEAM 350c.c. solo. This year the famous Rider and Editor returns to another of the makes on which he gained fame. The machine, one of the earliest Sunbeams, is a beautiful and rare specimen which holds an "A" certificate.			
51	**E. V. EVANS (Otford)** Sunbeam M.C.C.	E. ATCHELOR Sunbeam M.C.C.	10.51	11.21
	1913 ROYAL ENFIELD 770c.c. V twin J.A.P. & sidecar — a de-luxe touring outfit of the period in original condition. The style of the sidecar may not now be considered exactly up to the minute but is very comfortable. Multi-cylinders, chain drive, and handle starting are all there.			
52	**R. S. O'NEILL (London, N.W.2)** Sunbeam M.C.C.	R. A. NARRAMORE	10.52	11.22
	* 1913 DOUGLAS 348c.c. solo. This rider gained an award on the same machine in 1947.			

CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
53	**L. A. O'NEILL (London, N.W.2)** Sunbeam M.C.C.	R. AUSTIN West Middx. Amateur	10.53	11.23
	* 1913 LEVIS 211c.c. solo — a two-stroke from a very famous factory. The rider rode this machine in 1947 and gained an award.			
54	**R. D. THOMAS (Hayes)** Sunbeam M.C.C.	A. J. COLEMAN Vintage M.C.C.	10.54	11.24
	1913 A.B.C. 495c.c. solo — "A" Certificate. Both machine and rider are well known and have won awards in various events during the last year. The original owner of the machine takes a keen interest in the activities of this rejuvenated model.			
55	**EDGAR MARSHALL (Cromer)** Sunbeam M.C.C.	C. J. DALBY Edgware. Mill Hill & D. M.C.C.	10.55	11.25
	1911 TRIUMPH 499c.c. solo. A T.T. job of the period. Note particularly the short wheel base, large drilled engine pulley and dropped bars. It has a high compression engine and was considered definitely "naughty." The rider hails from Cromer and this is his twelfth Pioneer Run.			
56	**H. LOWING (Bromley, Kent)** * 1912 SCOTT 532c.c. solo. "The bus with the zoom like a plane." Used to be an advertising slogan for these Yorkshire tykes — listen when the rider takes off.	C. SMITH	10.56	11.26

* Indicates that details of this machine have not been submitted for inclusion on The Pioneer Register and the date of manufacture is that claimed by the rider.

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CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
57	**J. KNIGHT (Arundel)** Sunbeam M.C.C.	R. CHANNER	10.57	11.27
	1914 DOUGLAS 348c.c. solo — a machine from a very famous factory. Both rider and model are making their first entry.			
58	**F. LACEY (Lower Kingswood)** Sunbeam M.C.C.	F. D. ELLIOTT	10.58	11.28
	1913 DOUGLAS 348c.c. solo — a magnificent example of the famous flat twin which was purchased new by the present rider in 1913. With the exception of tyres, belts and chains, everything is original.			
59	**H. A. APPLEBY (Piltdown)** Lewes Unity M.C.C.	F. PARIS	10.59	11.29
	1911 HUMBER 498c.c. solo entered on the Pioneer Register and holds "B" certificate. Appeared in the 1947 run and gained its owner an award.			
60	**H. O. TWITCHEN (Kingston)** Sunbeam M.C.C.	R. C. ASHTON Sunbeam M.C.C.	11.00	11.30
	1911 TRIUMPH 499c.c. solo. A well preserved example of the 1911 Triumph in original condition. Gained an award in both the 1946 and 1947 Runs.			
61	**J. R. CLEW (Tadworth)** Sunbeam M.C.C.	G. MITCHELL	11.01	11.31
	1914 TRIUMPH 550c.c. solo. This "Trusty" was formerly the property of the late Edwin Cook. It has suffered from the ravages of time but the rider has spent many hours on restoration and we hope his first run will be trouble free.			
62	**S. V. HABGOOD (Esher)** Sidcup & D. M.C.C.	D. E. EELES	11.02	11.32
	1914 DOUGLAS 348c.c. solo. Another good specimen from Bristol which left the Factory on 22nd May 1914. The rider has competed on this machine in Pioneer Runs since 1936.			
63	**R. G. EFFAMY (Hindhead)** Sunbeam M.C.C.	D. ELLIS	11.03	11.33
	1910 MOTOSACOCHE 224c.c. solo — specification includes single speed, direct belt drive aided by pedal gear. The rider is a newcomer to the run having knowledge that on the last run the machine made a non-stop trip.			
64	**J. R. MACDOUGALL (Hounslow)** Sunbeam M.C.C.	G. A. L. WINDERS Sunbeam M.C.C.	11.04	11.34
	1914 TRIUMPH 550c.c. solo — an excellent example of renovation carried out by its previous owner C. J. H. Day who, in Aug. '47 covered 252 miles in 12 hrs. to win the Sunbeam Rally.			
65	**C. J. H. DAY (West Bridgford)** C.S.M.A.	C. A. WARD C.S.M.A.	11.05	11.35
	1914 TRIUMPH 550c.c. solo — without doubt one of the finest specimens of its year in existence. Features include belt drive, 3 speed Sturmey Archer Hub gear, Bosch magneto etc. After riding from Nottingham in 1947 mechanical trouble experience before the start deprived this enthusiast of his ride. Better luck this time.			

CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
66	**C. W. ROWE (London, S.E.)** Sunbeam M.C.C. * 1914 N.U.T. 400c.c. solo. This rider has competed on this machine in many Pioneer Runs, and will be familiar to many. Good luck for another trouble-free run.	A. LIMA	11.06	11.36
67	**W. FRUIN (Wembley)** Sunbeam M.C.C. 1910 TRIUMPH 499c.c. solo — another good "Trusty" which can be relied upon getting its rider to the finish. The rider is a regular award winner since 1937.	R. WRIGHT Kenton & Kingsbury M.C.C.	11.07	11.37
68	**G. R. YEARDYE (London, N.W.7)** Sunbeam M.C.C. * 1914 REVERE 269c.c. solo fitted with one of the first Mk. 1 Villiers two-stroke engines and separate Thompson-Bennett magneto. This machine has competed in a number of Pioneer Runs and last year carried the same rider to Brighton.	D. CRACKNELL Sunbeam M.C.C.	11.08	11.38
69	**D. E. WHITEBREAD (Rochester)** Sidcup & D. M.C.C. 1912 SCOTT 532c.c. & sidecar. Another specimen of the famous water cooled two-stroke. Both rider and machine have been before.	L. SWINDELL	11.09	11.39
70	**A. J. TARGETT (Middle Woodford)** Sunbeam M.C.C. 1912 RUDGE WHITWORTH 499c.c. solo. This machine, which ran in the first Pioneer Run, has as stable companions later models of this famous firm, now regrettably no longer producing motor cycles. The same rider gained an award on it last year.	H. J. MILLBANK	11.10	11.40
71	**L. A. DAVIS (Bexleyheath)** Sidcup & D. M.C.C. 1911 P & M 490c.c. solo — another early model of a make still distinctive for the inclined engine and lack of front down-tube. Carried the same rider through to the finish in 1947.	D. TAYLOR Sidcup & D. M.C.C.	11.11	11.41
72	**V. H. WILLOUGHBY (London, N.9)** Sunbeam M.C.C. 1914 NEW HUDSON 770c.c. solo V-twin. The rider, well known in racing circles is sampling a new branch of the game. The machine made the trip in 1947 — No. 71.	W. F. DUNN	11.12	11.42
73	**J. D. McKAY (Shepshed)** Vintage M.C.C. * 1913 B.A.T. 5/6 h.p. solo — J.A.P. engine. Rider and machine are newcomers to the run and come from the little Leicestershire village which, among other things, boasts some of the keenest riders.	A. McKAY Vintage M.C.C.	11.13	11.43
74	**F. J. B. BUDGETT (Redhill)** 1912 ZENITH 770c.c. solo — the twin with the famous "coffee mill" gear. Ask for a demonstration. Welcome return of a rider and machine who gained awards in pre-war Pioneer Runs.	A. A. B. BAINES Sunbeam M.C.C.	11.14	11.44
75	**E. DAMADIAN (Grappenhall)** Sunbeam M.C.C. * 1913 VELOCE 292c.c. solo. The owner is to be congratulated on unearthing this rare representative of a very famous stable. This is its first Brighton Run and we wish the rider better luck than in 1947 when his Werner decided to "call it a day" at Reigate.	G. DALTREY Sunbeam M.C.C.	11.15	11.45

CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
76	**E. H. HARRISON (Bickley)** Sidcup & D. M.C.C. * 1914 DOUGLAS 350c.c. solo—"Competitors" in the "1914-18 Continental Trials" will know all about this famous product from Bristol.	R. G. RAY	11.16	11.46
77	**A. J. DOLPHIN (Edgware)** Edgware, Mill Hill & D. M.C.C. * 1911 PIERCE ARROW 790c.c. solo. The "Fierce Sparrow" comes from Uncle Sam's country. In addition to four cylinders in line and a two speed gear it has petrol and oil tanks — in the frame tubes — hence its rather naked look. Has successfully competed previously.	J. W. SLOCOMBE Edgware, Mill Hill & D. M.C.C.	11.17	11.47
78	**F. A. O. BUSSEY (Atherstone)** Leicester Query 1912 RUDGE 499c.c. solo. Another T.T. model and definitely a "fast motor" of the 1912 era. Note the rakish appearance of the job and the sporty exhaust system.	L. H. WILLS	11.18	11.48
79	**S. STANWAY (Kempston)** 1910 MINERVA 577c.c. solo. "B" Certificate No. 205. Product of a well known Belgian factory. This machine has just changed ownership and carried its previous owner to Brighton in 1947.	J. LINDLEY	11.19	11.49
80	**C. STANLEY (Weybridge)** 1914 DOUGLAS 350c.c. solo. Another old favourite from Bristol. Famous for easy starting and reliability.	J. RISDON	11.20	11.50
81	**C. W. SMITH (Kenton)** Edgware, Mill Hill & D. M.C.C. * 1910 F.N. 244c.c. solo. Another representative from the Continent complete with the modern feature — shaft drive.	E. CARYL Watford & Bushey M.C.	11.21	11.51
82	**L. A. LUCAS (Haywards Heath)** Lewes Unity M.C.C. * 1914 TRIUMPH 550c.c. solo. A straight forward Triumph of the period and a marque far famed for reliability. Note the peculiar action of the front forks. As the rider comes from near Brighton he will be doing a two-way run today.	L. T. HUMPHREY S. Observers.	11.22	11.52
83	**W. W. SWAIT (Tewkesbury)** Vintage M.C.C. * 1912 P & M 465c.c. solo. Features of this make from the earliest days are the sloping engine and all-chain drive. This make was extensively used by the R.F.C. during the 1914-18 war.	F. H. BANKS	11.23	11.53
84	**E. KENNARD (London N.20)** Grasshopper M.C. * 1914 B.A.T. 7 h.p. s/car. Particularly note the splendid condition of this outfit which is entirely original. J.A.P. engine, 3 speed countershaft gear and clutch in the rear wheel are features.	G. ROBERTS	11.24	11.54
85	**M. BANKS (London, E.4)** Grasshopper M.C. 1912 HUMBER 499c.c. solo — features include Roc two-speed gear, original magneto and B & B single jet carburettor. Previously owned and ridden by A. J. Targett and now a member of the Kennard stable.	R. E. EMERY Grasshopper M.C.	11.25	11.55

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CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
86	**G. C. DAVIS (Bristol)** Sunbeam M.C.C. 1910 DOUGLAS 348c.c. solo — another good specimen of the famous flat twin from Bristol. Holder of an "A" certificate. Entered but was a non-starter in the 1947 run.	M. BRADSHAW	11.26	11.56
87	**G. C. HULBERT (Bristol)** Sunbeam M.C.C. 1910 A.C. SOCIABLE 630c.c. forecar — a beautifully restored example of a three-wheeler of the day. This will attract the particular attention of modern three-wheeler enthusiasts.	H. F. BLACKIE	11.27	11.57
88	**M. WHITEBREAD (Rochester)** Rochester M.C. 1914 NEW HUDSON 750c.c. V-twin s/car. Favours a slightly larger capacity outfit to his brother—No. 69. Features include chain-cum-belt drive with countershaft clutch and Armstrong Hub gears; and "totally enclosed" passenger when the hood is up.	P. WATSON Rochester M.C.	11.28	11.58
89	**B. H. BUDGETT (Reigate)** * 1913 DOUGLAS 348c.c. solo — another example from Bristol and it is claimed that the engine was a spare for the T.T. of that year. Since last appearing in the Pioneer Run in 1939 this machine remained buried in rubble following Enemy Action, for about 2 months before its owner could dig it out and keep it for yet another run.	P. MASON	11.29	11.59
90	**J. F. KELLEHER (London, S.E.18)** O.W.L.S. 1914 MATCHLESS 998c.c. s/car. The well known A.M.C. Director is again faithful to his firm's make and this year has the third wheel.	B. W. SANDERS O.W.L.S.	11.30	12.00
91	**F. A. McNAB (Churt)** A.P.M.C. & Sunbeam M.C.C. 1914 RUDGE-MULTI 498c.c. solo — another machine of a famous make and a famous rider now aged 70, but as keen as the day in 1909 when he became the first holder of the "Classic Hour" record covering nearly 50 miles in that time, and 100 miles in 1 hr. 51 mins. Has ridden in, and won awards, in numerous Pioneer Runs.	N. H. McNAB Sunbeam M.C.C.	11.31	12.01
92	**G. SOUTHON (Shalford)** Witley & D. M.C.C. 1911 RUDGE 499c.c. solo. Yet another from the famous Coventry factory. The rider, who appeared in a number of pre-war Runs, makes a welcome return.	G. A. DAYNES	11.32	12.02
93	**S. GILKS (Ickenham)** * 1913 CHATER LEA 800c.c. s/car. Another family outfit typical of the day. Both rider and machine are making their debut.	A. WILSHER S. Sporting	11.33	12.03
94	**S. HUNTLEY (Crawley)** Handcross M.C. 1912 B.A.T. 998c.c. s/car — another specimen from the Penge factory. Note the novel springing.	R. SHOEBRIDGE	11.34	12.04

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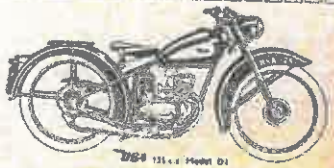
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CLASS 3 (cont.)

	Rider:	Observer:	Time Report	Time Start
95	**E. R. JAY (Partridge Green)** Brighton & Hove M.C.	D. WHALE	11.35	12.05
	* 1911 COVENTRY PREMIER 499c.c. solo. Very few samples of this make seem to have survived the passing of the years. Old timers will remember the Premier as a sterling job with the usual features of the day plus the special auxiliary exhaust release which may or may not have been an advantage.			
96	**C. E. ALLEN (Loughborough)** Vintage M.C.C.	J. SWINDLEHURST Vintage M.C.C.	11.36	12.06
	* 1912 HUMBER 499c.c. solo — a marque particularly popular during the 1909 — 1914 era but has now been defunct for many years. The rider is well known in Vintage Club Circles and will be "fathering" his Midland contingent.			
97	**R. J. FISHER (Enfield)**	W. WAGHORN	11.37	12.07
	* 1911 HUMBER 499c.c. solo — As above this model has the usual features and represented good value for the £45 which which was its cost new.			
98	**J. J. ALLEN (London S.W.4)** Sunbeam M.C.C.	H. S. BOOTH	11.38	12.08
	1914 SYMPLEX 318c.c. two-stroke s/car. This rather unique veteran has numerous awards to it's credit. It's life history is most interesting — ask the owner all about it.			
99	**J. L. H. SIMMANCE (Bristol)** Sunbeam M.C.C.	J. R. HILL Bristol M.C.C.	11.39	12.09
	1911 MOTOSACOCHE 229c.c. solo — a completely original example of a famous lightweight of the era in specially well preserved condition. Note particularly the rocking pedal method of operating the Grado Variable pulley and the magneto drive which is by bevel gearing. This machine has entered in Pioneer Runs continously since 1935 and has gained many awards.			
100	**KARL PUGH (Tenterden)** Tenterden & D. M.C.	D. G. R. FREEMAN Tenterden & D. M.C.	11.40	12.10
	* 1914 ROVER 490c.c. solo. A make which now only exists in the car world. The 1914 Rover was a beautifully made job ahead of it's years in design and embodied such features as hinged rear mudguard and foot boards. The magneto was mounted behind the engine as in modern practice and even a system of fork rebound springs were incorporated. A short time after this the firm marketed a single speed model with a 75 mph gait — no mean achievement for a low compression single cylinder s.v. engine even in these days.			
101	**I. V. MUTTON (Redditch)** Sunbeam M.C.C.	E. G. OXENHAM Vintage M.C.C.	11.41	12.11
	* 1910 PRECISION 499c.c. solo — In the far off days of 1910 it would have cost you just £45 to acquire this model brand new and provided you also possessed a cap with the peak at the back you would have been all set for touring. The "works" were made by Messrs. F. E. Baker of Birmingham a name synonymous with a good job.			

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CLASS 3 (Cont.)

	Rider:	Observer:	Time Report	Time Start
102	**G. W. GOODALL (Epsom)** B.M.C.R.C. * 1909 CENTAUR 500c.c. solo. An interesting veteran from the same stable as No. 43.	A. C. PHILLIPS B.M.C.R.C.	11.42	12.12
103	**K. COBBING (Enfield)** Vintage M.C.C. 1913 HUMBER 500c.c. solo. The latest in gents' touring motorcycles in 1913 — still touring in 1947 when it gained an award.	T. ELLIOT Harringay & D. M.C.C.	11.43	12.13
104	**G. S. CHEAVIN (Putney)** London Douglas M.C.C. * 1912 DOUGLAS 348c.c. solo — one more representative from the Kingswood factory — 37 years old and still going strong.	A. V. HILL London Douglas M.C.C.	11.44	12.14
105	**A. PHILLIPPS (Guildford)** London Douglas M.C.C. 1913 DOUGLAS 348c.c. solo — "A" certificate — a younger sister to No. 104. The rider has been a competitor in many Pioneer Runs.	G. BROWN London Douglas M.C.C.	11.45	12.15
106	**J. H. WRIGHT (New Barnet)** Edgware, Mill Hill & D. M.C.C. * 1914 RUDGE 500c.c. solo — another "fast motor of yesteryear."	S. LOVERIDGE Edgware, Mill Hill & D. M.C.C.	11.46	12.16
107	**R. E. ADLINGTON (Richmond)** Sunbeam M.C.C. * 1914 CALTHORPE 250c.c. solo — this machine features single gear and belt drive and was last run in 1947 as No. 66.	D. A. FOX Sunbeam M.C.C.	11.47	12.17
108	**R. F. FORD (Stanmore)** Edgware, Mill Hill & D. M.C.C. * 1913 SINGER 298c.c. solo — a change of mount for this rider who competed in 1947 on an F.N. The only example of this marque in to-day's run.	R. P. COWTAN Edgware, Mill Hill & D. M.C.C.	11.48	12.18
109	**E. HEWARD (Petersfield)** Sunbeam M.C.C. 1912 BRADBURY 554c.c. solo — an "A" certificate machine which is only one of the models in this member's collection.	G. GRAY	11.49	12.19
110	**L. C. NEWMAN (Swindon)** Sunbeam M.C.C. * 1914 RUDGE-MULTI 499c.c. solo — The rider is well-known to many and is a past "Manx G.P." rider. The machine, appearing in its first Pioneer Run had completed only 1053 miles when the owner was called-up in 1914; the machine was stored in a cellar where it remained until being disturbed during a London Blitz in the 1939-45 war!	E. BECKHAM Sunbeam M.C.C.	11.50	12.20
111	**F. E. COLLIS (Sidcup)** 1914 MATCHLESS 650c.c. J.A.P. v-twin s/car — A complete family outfit with basket sidecar, entered as No. 61 in the last run but trouble set in and prevented the rider reaching his goal.	J. EDEN	11.51	12.21

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CLASS 3 (cont.)

	Rider:	Observer:	Time Report	Time Start
112	**C. G. MARSHALL (Faversham)** * 1912 BRADBURY 450c.c. solo — yet another "Brad."	R. WRIGHT	11.52	12.22
113	**R. D. MILLS (Speldhurst)** * 1914 SUN-VILLIERS 269c.c. — another two-stroke with similar engine to No. 68; in original mechanical condition. This machine won 6 consecutive awards in Pioneer Runs from 1930 to '35 and is now making a welcome reappearance.	D. THAKE	11.53	12.23
114	**D. G. TURLEY (Speldhurst)** * 1914 ROYAL ENFIELD 350cc solo — another Redditch product which gained a first class award last time as No. 87.	A. THORPE	11.54	12.24
115	**G. MURRAY WALKER (Enfield)** Sunbeam M.C.C. 1912 NORTON 490c.c. solo — The Editor's son is this year taking over the famous "Old Miracle" the record breaker ridden by D. R. O'Donovan which obtained 31 World's records. The only Norton on The Register.	I. BRINES	11.55	12.25
116	**H. PRICE (Edgware)** Edgware Mill Hill & D. M.C.C. * 1912 TRIUMPH 500c.c. solo — another Edgware clubman on a "Trusty."	D. MAC LAUGHLAN Edgware Mill Hill & D. M.C.C.	11.56	12.26
117	**F. E. HARDY (Elstree)** Edgware Mill Hill & D. M.C.C. * 1912 TRIUMPH 500 c.c. solo and another who with the above rider and No. 106 make up a Team.	D. A. BROOKS Edgware Mill Hill & D. M.C.C.	11.57	12.27
118	**C. BROAD (Bexley Heath)** Vintage M.C.C. * 1914 INDIAN 725c.c. solo. This year the rider changes his mount but still appears on an American machine. Last year — No. 91 Harley Davidson.	F. J. BRIDGEMAN	11.58	12.28
119	**R. E. HOPKINS (London, N.20)** * 1912 P & M 498c.c. s/car — the only Cleckheaton model in today's Run with sidecar attached.	E. W. DRAYCOTT	11.59	12.29
120	**A. M. BUSH (Arborfield)** California M.C.C. * 1914 SPARKBROOK 200c.c. solo a typical example of a lightweight two-stroke of the day. The rider rode the "Featherstone-Thorough"— No. 21 last time.	H. WINDSOR California M.C.C.	12.00	12.30
121	**W. H. LEWIS (Wokingham)** California M.C.C. * 1914 O.K. 200c.c. solo — another lightweight from a well-known factory.	M. ALLAN California M.C.C.	12.01	12.31
122	**E. N. ADLINGTON (Elstree)** Sunbeam M.C.C. 1913 DOUGLAS 348c.c. solo — another excellent example of the Kingswood production. Rider and machine completed the course in 1946.	E. T. BARTLETT Robin Sporting	12.02	12.32

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CLASS 3 (cont.)

	Rider:	Observer:	Time Report	Time Start
123	**G. ALBERY (Petersfield)** Waterlooville & D. M.C.C. 1913 CALTHORPE 175c.c. Precision engine — solo — another "lightweight" — holds "B" certificate.	R. MARSH Witley & D. M.C.	12.03	12.33
124	**C. R. COLLIER (London, S.E.18)** B.M.C.R.C. 1912 MATCHLESS 998c.c. solo — the name of Collier is synonymous with Matchless. To-day's rider won the 1st T.T. race — single cylinder class — in 1907 on a Matchless at a speed of 38.23 m.p.h. In 1910 he was again the winner on the same make and his winning speed was 50.63 m.p.h. The model he rides to-day will be recognised by many.	D. S. HEATHER Sunbeam M.C.C.	12.04	12.34
125	**D. W. CHAPMAN (Leighton Buzzard)** Sunbeam M.C.C. * 1913 TRIUMPH 500c.c. the same trio entered in 1947 but were non-starters.	J. R. CHAPMAN Mid-Bucks.	12.05	12.35
126	**H. LYNCH (Weybridge)** Sunbeam M.C.C. * 1911 F.N. 496c.c. solo — another example of the famous Belgian make.	D. PRESTON	12.06	12.36
127	**E. R. WITHERS (London, S.E.27)** London Douglas M.C.C. * 1911 DOUGLAS 350c.c. solo — the rider continues the tradition set by his Father. The name of Withers appears in the awards lists of nearly every Pioneer Run.	A. LE ROY	12.07	12.37
128	**REX JUDD (Edgware)** Edgware Mill Hill & D. M.C.C. 1911 WILKINSON 790c.c. — features — 4 cyl. shaft drive, leaf springing. The driver's seat should be even more comfortable than the modern saddle. The famous "Brooklands" rider can claim probably the largest individual collection of veteran motorcycles in the country.	H. T. WRAY Edgware Mill Hill & D. M.C.C.	12.08	12.38
129	**C. S. PATTRICK (London, N.12)** Edgware Mill Hill & D. M.C.C. * 1913 RUDGE 499c.c. another member of the Edgware Club on a "race-bread" machine.	E. BENNETT Edgware Mill Hill & D. M.C.C.	12.09	12.39
130	**G. T. NICOLL (Farnham)** Sunbeam M.C.C. 1911 F.N. 425c.c. 4 cyl. shaft drive — this is the sixth machine of this make in to-day's entry list.	J. HANN Weyburn L.C. & M.C.C.	12.10	12.40
131	**MRS. M. SAVAGE (Farnham)** North Hants M.C. * 1913 DOUGLAS 350c.c. flat twin Ladies' model. The only lady rider with the only Ladies' machine. Her husband takes over the model which she successfully rode in 1947.	P. G. COOK North Hants M.C.	12.11	12.41
132	**A. L. SAVAGE (Farnham)** North Hants M.C. 1912 B.S.A. 498c.c. solo "T.T." model — 2 speed clutch hub. This machine completes the run normally on 2¼ pints of Petrol. Maximum speed in excess of 60 is claimed by its owner who, with his wife and competitor No. 138 form the North Hants Team.	A. H. LOVESAY Sunbeam M.C.C.	12.12	12.42

PIONEER MACHINES are fine fun and jolly interesting — we know as several of our staff are riding in this Event!

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CLASS 3 (cont.)

	Rider:	Observer:	Time Report	Time Start
133	**M. KITSON (London, W.1)** London Scott M.C.C. * 1912 SCOTT 482c.c. solo — ridden by a member of the "London Specialists" of this make.	A. ADAMS	12.13	12.43
134	**J. HAMMOND (Surbiton)** B.M.C.R.C. * 1911 DOUGLAS 344c.c. solo — The rider was a Bemsee Travelling Marshal in the days of Brooklands, and rode Indians. To-day he tries a smaller twin.	H. BOSTOCK B.M.C.R.C	12.14	12.44
135	**D. A. TOWNSEND (Ashford, Kent)** 1911 ROVER 499c.c. solo — this machine in the hands of Karl Pugh gained a first-class award in the last run.	A. SCHLIENGER	12.15	12.45
136	**G. W. MAC ILWAINE (Brough)** * 1912 TRIUMPH 499c.c. solo — a newcomer all the way from the East Riding, with his son as observer.	A. MAC ILWAINE Sunbeam M.C.C.	12.16	12.46
137	**W. T. MANSBRIDGE (Basingstoke)** * 1912 TRIUMPH 498c.c. solo gained an award on this machine in 1947.	G. A. CARTER Carshalton M.C.C.	12.17	12.47
138	**H. LONG (London, S.W.3)** Vintage M.C.C. * 1914 TRIUMPH 550c.c. solo — the last of today's Triumphs.	L. P. PETERS Sunbeam M.C.C.	12.18	12.48
139	**OWEN TYLER (South Warnborough)** North Hants M.C. 1913 SCOTT 532c.c. solo — this well preserved example of the famous twin cylinder two stroke brings to a close this record entry list.	A. J. PARSONS North Hants M.C.	12.19	12.49

Read . . . .

THE MOTOR CYCLIST

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LIST OF TEAM ENTRIES

CLASS 1						
Sunbeam "A"	1	T. L. Seccombe	3	J. F. Kentish	11	J. F. Sloan
" "B"	4	H. N. Ryan	6	E. V. Bell	7	H. E. Cohen
" "C"	5	C. S. Burney	15	Brig. C. V. Bennett	20	A. L. S. Denyer
"The Newcomers"	12	F. C. Dimond-Hogg	14	M. F. Walker	18	F. W. Burkitt
CLASS 2						
"The Multis"	28	S. W. Simes	33	P. A. Seymour	44	C. P. Read
"The Williams"	34	G. Williams	35	H. Williams	47	I. H. Williams
"The Triumphs"	29	R. Fryer	38	S. G. Wooldridge	42	A. W. Baker
CLASS 3						
Sunbeam "D"	51	E. V. Evans	58	F. Lacey	63	R. G. Effamy
" "E"	54	R. D. Thomas	55	E. A. Marshall	67	W. Fruin
" "F"	52	R. S. O'Neill	53	L. A. O'Neill	57	J. Knight
" "G" (Triumph)	60	H. O. Twitchen	61	J. R. Clew	64	J. R. MacDougall
" "H" (Rudge)	70	A. J. Targett	91	F. A. McNab	110	L. C. Newman
"I"	87	G. C. Hulbert	98	J. J. Allen	99	J. L. H. Simmance
"J"	66	C. W. Rowe	68	G. R. Yeardye	75	E. Damadian
" "K"	72	V. H. Willoughby	101	I. V. Mutton	115	G. M. Walker
" "L"	86	G. C. Davis	107	R. E. Adlington	122	E. N. Adlington
" "M"	109	E. Heward	126	H. Lynch	130	G. T. Nicoll
"The Scots"	56	H. Lowing	69	D. E. Whitebread	133	M. Kitson
"Kennard"	84	E. Kennard	85	M. Banks	97	R. J. Fisher
Edgware, Mill Hill & D. M.C.C. — No. 1	77	A. J. Dolphin	81	C. W. Smith	129	C. S. Pattrick
No. 2	106	J. H. Wright	116	H. Price	117	F. E. Hardy
London Douglas M.C.C.	104	G. S. Cheavin	105	A. Phillipps	127	E. R. Withers
North Hants	131	Mrs. M. Savage	132	A. L. Savage	139	O. W. Tyler
B.M.C.R.C.	50	G. W. Walker	124	C. R. Collier	102	G. W. Goodall
Sidcup & D. M.C.C.	62	S. V. Habgood	71	L. A. Davis	76	E. H. Harrison
Vintage M.C.C. — No. 1	73	J. D. McKay	83	W. W. Swait	96	C. E. Allen
No. 2	103	K. Cobbing	118	C. Broad	138	H. Long

The Sunbeam Club's Next Event . . .

THE POINT-TO-POINT

An Open Trade Supported Scramble

To be held near **LIPHOOK, HANTS.** on

SATURDAY - 9th APRIL - 1949

EXTRACTS FROM THE SUPPLEMENTARY REGULATIONS

7. **SCHEDULE AND TIME:** The following schedule speeds will be set together with allowances as shewn:

Class 1—12 m.p.h.

Class 2—18 m.p.h. All classes with 20 minutes allowance, early or late.

Class 3—24 m.p.h.

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, 1909; Class "3" 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 PLAQUE

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, 2 or 3 and must not include a mixture of classes. Separate Team Awards for each class 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 Plaques; 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 in each class)

Place	*Class 1.*	*Class 2.*	*Class 3.*
Reigate . .	11.03	11.18	11.36
Povey Cross	11.28	11.34	11.49
Crawley ...	11.48	11.46	11.57
Handcross ...	12.31	12.06	12.12
Bolney Five Ways	12.43	12.14	12.19
Bolney Cross Roads	12.53	12.21	12.24
Albourne Green	1.13	12.34	12.34
The Pylons	1.36	12.49	12.45
Aquarium ...	2.01	1.06	12.58

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 130 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 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.

Wherever possible two photographs (one from each side) of the machine should accompany the Registration Form, for inclusion in The Register.

Any further information will be gladly given.

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

The 130 odd machines recorded on the Register comprise the following makes, many of which will probably be new names to present day riders, whilst to others they will bring back memories.

Ariel (tricycles)
A.C. Sociables
Alldays & Onions
A.B.C.

Beeston (tricycle)
Brown
B.S.A.
Bradbury

Clement Garrard
Clement Victoria
Chater Lea Clarendon
Centaur Humber
Calthorpe Precision

De Dion Bouton (tricycle)
Douglas

Excelsior

Feathertone-Thorough
F.N.

Holden

Humber
Harley Davidson

Indian

Kerry
Kelecom

Lamaudiere
Lea Francis

Matchless
Motosacoche
Minerva

New Hudson
Norton

O.K. Junior
Ormonde

Phelon Forecar
P & M
Premier
Peugeot

Quadrant

Rex
Rudge-Multi
Royal Enfield.
Rover
Raleighette
Raleigh

Singer
Stanley
Symplex
Swift
Sunbeam
Scott

Triumph

Wilkinson
Werner

Zenith