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SUNBEAM MOTOR CYCLE CLUB

FOURTEENTH

PIONEER RUN

FOR MOTORCYCLES OF HISTORIC INTEREST

SUNDAY, MARCH 19th, 1950.

STARTING AT TATTENHAM CORNER —

— FINISHING AT BRIGHTON



MOTOR CYCLING

THURSDAYS SIXPENCE

THE MOST POPULAR MOTORCYCLING JOURNAL

The Pioneer Run

LAST YEAR all previous records were broken with entries closing with 139 competitors. This year, even that figure is made to look small.

That the Pioneer Run is established as the most eagerly awaited event of the year for the ever increasing band of enthusiasts who get untold pleasure from the veteran machines is an unquestioned fact. Some of the riders you will see today are riding machines which were owned perhaps by their fathers, some remember Mr. X having the particular model delivered brand new in 19...? and one competitor rides the model of which he took delivery in 1913 and which has never passed from his possession.

The chart on page 32 will show you how the entries have climbed to the present high level.

The increased interest in this most fascinating branch of the sport is due in no small way to the increased knowledge of the existence of THE REGISTER OF PIONEER MOTOR CYCLES and the work of the Pioneer Sub-Committee, which includes representatives of the Association of Pioneer Motor Cyclists and the Sunbeam M.C.C. Anyone possessing a machine which they believe to be a Veteran—that is, one manufactured not later than 31st December, 1914, may submit details on the form * together with photographs of the machine, and if after scrutiny by the Committee, they are satisfied that it conforms to standard, an appropriate certificate will be issued. Registration costs the modest sum of one shilling.

It is much more satisfactory to the Organisers and the competitors to know the exact date of manufacture of machines taking part in this event. To-day, there are some machines competing which the Committee have not had the opportunity of verifying and these are suitably marked in your programme: it is, however, probable that in future, entries will only be accepted of machines which are enrolled on the Register and by this means the risk of an odd incorrectly dated machine should be eliminated. Already there are over 160 machines on the Register.

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."

* Obtainable from the Registrar: H. N. RYAN,
91, EAST LANE,
WEMBLEY, MIDDX.

THE FOURTEENTH

PIONEER RUN

FOR HISTORIC MOTOR CYCLES

Organised by The Sunbeam Motor Cycle Club

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

SUNDAY, 19th MARCH, 1950

at 10–30 a.m.

❖

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E. R. ADLINGTON, Esq.,
LEN HEATH, Esq., } appointed by the Sunbeam M.C.C.

Clerk of the Course:

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J. H. LEEDALE, 48 Church Lane, London, S.W.17.

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Epsom: R. T. NEWBERY. Brighton: G. B. NEWBERY.

Commentator at Brighton:

HARRY LOUIS, Assistant Editor of "The Motor Cycle"

In charge of Programmes: H. E. HARRIDGE

❖

A. ANNOUNCEMENT & JURISDICTION

1. The Sunbeam M.C.C. (an affiliated Club of the S.E. Centre A.C.U.) will hold on Sunday, 19th March 1950, the Pioneer Run comprising a run open to any driver (OTHER THAN ANY DISQUALIFIED OR SUSPENDED PERSON) entering a motor cycle (solo or sidecar) tricycle or three wheeler manufactured not later than 31st December 1914.

2. The Run will be held under the General Competition Rules of the A.C.U. together with these Supplementary Regulations and the Final Instructions to be issued which shall have the same force as these regulations and under A.C.U. Special Restricted Permit No. Q421.

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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 speed is for vehicles other than Tricycles and Front wheel drive machines 15 m.p.h. but the Tricycles and F.W.D. models have only to average 10 m.p.h.

	Driver:	*Observer:*	*Time Report*	*Start*
1	**M. F. WALKER (35) Harrow** Vintage M.C.C. 1902 CLEMENT VICTORIA—142 c.c. solo. No. 14 in last years list leads the way in the 1950 run to Brighton. A nicely preserved specimen of the "Lightweight" class.	F. MOSS	10.01	10.31
2	**J. F. KENTISH (32) Bordon** Sunbeam M.C.C. 1902 PEUGEOT—142 c.c. solo. Another example of the Lightweight of the period which has been seen on Brighton runs at intervals since 1932. The rider is no newcomer either.	Miss P. NORMAN Sunbeam M.C.C.	10.02	10.32
3	**T. L. SECCOMBE ( ) Chobham** Sunbeam M.C.C. 1899 BEESTON tricycle—175 c.c. a most interesting example of the early three-wheeler. Last year the rider of this model model was No. 1 but was an early retirement. Better luck to-day.	D. N. BILL Triumph M.C.C.	10.03	10.33
4	**E. A. MARSHALL (59) Cromer** Sunbeam M.C.C. 1898 BEESTON tricycle—175 c.c. another tricycle even earlier than No. 3 The rider has only missed one Pioneer Run since the series started in 1930. This machine has already gained awards on runs in 1935-6-7-9 and 1946.	C. J. DALBY Edgware M.H. & D.M.C.	10.04	10.34
5	**J. F. SLOAN (36) Plymouth** Sunbeam M.C.C. 1903 TRIUMPH—293 c.c. solo—JAP engine—a rare specimen and the earliest recorded example of the make which has maintained popularity at a very high level for nearly half a century.	C. H. GOODY Sunbeam M.C.C.	10.05	10.35
6	**F. J. B. BUDGETT (44) Redhill** Sunbeam M.C.C. 1904 RALEIGHETTE Forecar—265 c.c. Another unique example of the early 3-wheeler, probably unknown to many of to-days followers. It is making it's first appearance in this event but the driver is a regular competitor.	J. BIGNALL	10.06	10.36
7	**A. H. GRUNDY (53) Grimsby** Grimsby M.C.C. 1903 QUADRANT tricycle—2¾ h.p. Minerva engined tricycle —the reverse pattern to Nos. 3 & 4. We wish these newcomers a trouble-free run.	V. PEBERDY	10.07	10.37
8	**F. N. DIMOND-HOGG (49)** Sunbeam M.C.C. **Cheltenham** * 1903 BUCHET—402 c.c. solo—won a First class award on its first appearance last year.	W. F. CARTWRIGHT Triumph M.C.C.	10.08	10.38

* 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.

The figures in brackets after each Riders name indicates his age.

A MESSAGE FROM THE MAYOR OF BRIGHTON

THE MAYOR'S PARLOUR,
TOWN HALL,
BRIGHTON.

IT IS with great pleasure that I welcome to Brighton all the competitors and others concerned in this popular sporting event.

At the same time I should like to congratulate the Sunbeam Motor Cycle Club on the manner in which they tackle the problem of organising the Run—which gives so much pleasure to the public all along the route.

The road from London to Brighton has always been one of the most popular thoroughfares ever since the inception of the internal combustion engine and many a veteran will be reminded to-day of the much less trouble-free trips of his youth along that same road.

On Brighton's behalf I wish all our visitors a thoroughly enjoyable visit on the occasion of this Fourteenth Annual Pioneer Run.

Ernest Marsh

Mayor.

CLASS 1 (Cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
9	**A. L. S. DENYER (49) Alton** Sunbeam M.C.C.	W. OLIVER	10.09	10.39
	* 1898 WERNER—217 c.c. solo—front wheel drive machine—a definite example of a real veteran. Trials followers of the late twenties will remember the "driver."			
10	**E. H. RUSSILL (38) Worcester Park**	W. Mc CLYMONT	10.10	10.40
	1902 HUMBER—402c.c. solo—a very early example of all-chain drive. Too fast for an award last year!			
11	**O. LANGTON ( ) Leeds**	L. C. OLIVER Triumph M.C.C.	10.11	10.41
	* 1903 REX—350 c.c. solo—an early example of a very famous make ridden by one who needs no introduction to riders of the twenties and thirties.			
12	**E. LANGTON ( ) Shipley** Bradford & D.M.C.	J. HORTON Triumph M.C.C.	10.12	10.42
	* 1902 ZEDEL—244 c.c. A quaint foreigner and believed to be the only one of the make to have faced the starter. It is probably quite a few years since Southerners have seen The Longton Brothers both competing together, but it is bound to bring back exciting memories to many.			
13	**W. D. STANFORD (37) Rusthall** Tunbridge Wells	R. PHILPOTT Triumph M.C.C.	10.13	10.43
	* 1903 ROBINSON & PRICE—232 c.c. solo. This Liverpool product reached Brighton last year but was outside time schedule.			
14	**E. V. BELL (44) Epsom** Sunbeam M.C.C.	A. W. JOHNSON	10.14	10.44
	1903 SWIFT—317 c.c. solo. A make rarely seen now. This rider hopes to complete his hat-trick this time.			
15	**R. A. BEECROFT (36) Wembley** Vintage M.C.C.	V. ROWE Vintage M.C.C.	10.15	10.45
	1902 ORMONDE-ANTOINE—3½ hp. Kelecom engine—solo ridden by the Sec. of the Vintage M.C.C. who is making his first appearance in this event.			
16	**F. W. LUKE (39) Woodley, Reading** California M.C.C.	Mrs. I. LEWIS California M.C.C.	10.16	10.46
	1903 FEATHERSTONE THOROUGH—200 c.c. solo—this rare specimen of a make now unknown has appeared on most of the recent runs.			
17	**C. G. WILLIAMS (24) Slough** Vintage M.C.C.	G. BUCKLAND	10.17	10.47
	1901 BEESTON HUMBER—392 c.c. solo—a beautifully preserved sample claimed to be the fifth vehicle to be registered in Cumberland.			
18	**F. J. ROGERS (39) London E.6.** Vincent H.R.D. Owners Club	Mrs. S. FINCH West Ham & D.M.C.C.	10.18	10.48
	1904 F.N.—243 c.c. solo—one of the earliest examples from Le Fabrique Nationale. Belgique.			
19	**A. H. SMITH (30) Southampton** Southampton & D.M.C.C.	G. READ Southampton & D.M.C.C.	10.19	10.49
	1903 WERNER—2¾ h.p. solo—another specimen of the make that most old-timers claim to have ridden.			
20	**D. P. GARRETT (31) Dartford** B.M.C.R.C.	A. I. BOTTERHILL	10.20	10.50
	1903 KERRY—308 c.c. solo—this Bemsee member has selected an old timer which was very popular during the early part of the century, but of which few now survive.			

LOOKING BACK . . .
AND LOOKING FORWARD

THE PIONEER RUN is an event to which all leaders of the Industry must look forward with great pleasure, as it gives them an opportunity once more of observing the progress that has been made since 1884, when the first motorcycle was built by an Englishman, Mr. Edward Butler.

Those of us who are concerned with the day to day problems and difficulties of the Motor Cycle Industry, welcome the pleasant break provided by this unique event and we ponder for a while upon the trials and tribulations which beset the pioneers who made—and the stalwarts who rode—our very earliest models.

Indeed, a visit to the Sunbeam Pioneer Run refreshes and inspires one after seeing the earliest models of the Industry contrasted with the present machines, which one may justly claim to be "second to none" in the world.

It may not, perhaps, be out of place to point out that the contribution of the British Motor Cycle Industry may well be measured by the fact that during the year ended 31st December, 1949, it exported motor cycles to the value of £5,724,941 to various of the world's markets, including U.S.A. and Canada, and in so doing played its part in dealing with the problems of the dollar crisis.

In the sporting world, Great Britain has continued its successful career, and amongst those riders who enable us to retain our pre-eminence are members of the Sunbeam M.C.C., to whom I extend my best thanks.

Once more I congratulate the Sunbeam M.C.C. on their initiative and enthusiasm which is not only in the best traditions of the motor cycling movement, but is itself a real contribution to the success of the sport and pastime of motor cycling.

H. R. WATLING,

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

CLASS 1 (Cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
21	**E. S. SYMES (28) Bishops Waltham** Bishops Waltham M.C.C.	J. MACHLIN Bishops Waltham M.C.C.	10.21	10.51
	1904 ARIEL & COUPLING—2¾ h.p. The cycle portion is a 1912 Dursley Pederson and the whole ensemble is one of the most unique on parade to-day.			
22	**D. J. H. DAY (31) London S.E.18.** C.S.M.A.	F. H. STEPHENS C.S.M.A.	10.22	10.52
	1899 RALEIGH—239 c.c. solo. Engine by Schwan aided by L.P.A. "Pa" follows on No. 82.			
23	**E. HARRISON ( ) London E.8.**	C. SPICER	10.23	10.53
	1904 F.N.—243 c.c. solo. Another "continental' as No. 18.			
24	**J. M. WEST (41) London S.E.18.** Sidcup & D.M.C.C.	C. NEWTON Sidcup & D.M.C.C.	10.24	10.54
	1902 MATCHLESS—245 c.c. solo—frame No. 1 from the Plumstead Factory with seven previous awards. The famous T.T. rider needs no introduction.			
25	**H. W. HATCH (43) Ewell**	T. H. HARDING Leatherhead & D.M.C.	10.25	10.55
	1903 BROWN—500 c.c. solo—quite a regular entrant, the make will be an unknown one to many of the younger generation.			
26	**C. EMMANS (37) Southwick**	G. DENNAN	10.26	10.56
	1904 KERRY—400 c.c. solo with Belgian Sarolea engine. The rider gained a second class award on this machine last year.			
27	**N. E. DEDMAN (39) New Malden** Malden & D.M.C.	A. T. GREGOR Mac. GREGOR Sunbeam M.C.C.	10.27	10.57
	1903 KERRY—400 c.c. solo another of the same make. No. 22 last year.			
28	**P. R. CRITTALL (50) Crowborough** O.W.L.S.	R. D. WALL	10.28	10.58
	1903 HOBART—300 c.c. solo—a welcome return by a most regular and consistent award winner in all pre-war runs.			
29	**L. T. HUMPHREY ( ) Lewes** Southern Observers	C. COX Triumph M.C.C.	10.29	10.59
	1904 WERNER—322 c.c. solo—another newcomer to the run. Machine from the same stable as Nos. 9 and 19.			
30	**H. E. COHEN (65) New Malden** Sunbeam M.C.C.	P. A. BENNETT Wimbledon M.C.C.	10.30	11.00
	1903 ALLDAYS & ONIONS—250 c.c. solo—one of the most interesting veterans in the run to-day. Probably the only machine with a single inside flywheel. Has already many first class awards to it's credit.			
31	**F. W. BURKITT (38) Wilby**	E. A. THAME Triumph M.C.C.	10.31	11.01
	1902 MINERVA—281 c.c. solo—a well restored specimen of a marque popular with grandfather.			

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CLASS 2.

Machines manufactured between 1st January, 1905 and 31st December, 1909.

Schedule speed — 20 m.p.h.

Riders in this Class will use the Crawley By-Pass

	Driver:	*Observer:*	*Time Report*	*Start*
32	**E. H. GAWN ( ) Wealdstone**	K. RICKARD B.M.C.R.C.	10.32	11.02
	1909 MINERVA—412 c.c. solo. Class 2 to-day is led by a regular competitor who gained a first class award last year on this machine.			
33	**P. A. SEYMOUR ( ) Ashtead** Leatherhead & D.M.C.	D. WELLINGS Leatherhead & D.M.C.	10.33	11.03
	1909 ROYAL ENFIELD—2¾ h.p. solo—fitted with twin cylinder Motosococche engine. This model has appeared in numerous Pioneer Runs since 1930. The rider—winner of Sidecar class—S.E. Centre Speed Competition 1949, is now one of the regular competitors in this event.			
34	**J. C. COLLINS ( ) East Molesey**	H. HOPKINS	10.34	11.04
	* 1906 PEUGEOT—344 c.c. solo—this early French machine carried No. 39 last year when it was ridden by R. J. Philpotts who is No. 72 in your programme.			
35	**R. F. FRYER ( ) Staines** Sunbeam M.C.C.	E. E. M. DEANE Sunbury M.C.C.	10.35	11.05
	1909 TRIUMPH—498 c.c. the second sample of a long line of Trusties that will be seen to-day. Machine and rider have completed the course more than once.			
36	**C. W. SMITH ( ) Kenton** Edgware M.H. & D.M.C.C.	D. E. Mc LACHLAN Edgware M.H. & D.M.C.C.	10.36	11.06
	1909 F.N.—244 c.c. solo—an early shaft driver from the famous Belgian Factory. Both rider and machine have competed previously.			
37	**E. R. WINTER ( ) Thames Ditton** B.M.C.R.C.	B. THORN Leatherhead & D.M.C.	10.37	11.07
	* 1909 F.N.—a four cylinder plot from to-day's Belgian contingent.			
38	**S. H. SIMES (32) Staines** Weybridge M.S.C.	J. G. HEYWOOD Vintage M.C.C.	10.38	11.08
	1906 F.N.—498 c.c. another sample just in case you should miss No. 37.			
39	**R. L. ARCHDALE (41) Leigh on Sea**	A. WATSON	10.39	11.09
	* 1909 DOUGLAS—348 c.c. solo—one of the earliest representatives of the famous Kingswood Factory.			
40	**H. WILLIAMS (41) Kingsbury** Vintage M.C.C. **(N.W.9.**	J. CAREY Alperton & D.M.C.C.	10.40	11.10
	* 1909 TRIUMPH—3½ h.p. solo—old Trusties never die.			
41	**D. B. SHERLOCK (34) Redhill** Redhill, Reigate & N. Downs	L. COOK O.W.L.S.	10.41	11.11
	* 1908 ZENITH—550 c.c. solo "Barred"—but not from the Brighton Run.			
42	**G. W. GOODALL (45) Epsom** B.M.C.R.C.	E. PHILLIPS B.M.C.R.C.	10.42	11.12
	*1909 CENTAUR—500 c.c. solo. An interesting veteran of which few samples remain.			

* Indicates that details of this machine have not been submitted for inclusion on The Pioneer Register and the date of manufacturer is that claimed by the rider.
The figures in brackets after each Riders name indicates his age.

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CLASS 2 (cont.)

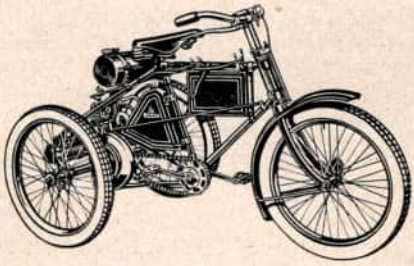
	Driver:	*Observer:*	*Time Report*	*Start*
43	**D. McBAIN ( ) Morden** B.M.C.R.C. * 1907 KERRY—200 c.c.—a newcomer to the run but a mount with a very old name. We wish him luck.	V. BRADY B.M.C.R.C.	10.43	11.13
44	**W. SPENCER (42) Hailsham** Eastbourne & D.M.C.C. * 1909 TRIUMPH—498 c.c. solo. Note the unusual spring forks on this and the other Triumphs.	R. J. EARTHROWL Eastbourne & D.M.C.C.	10.44	11.14
45	**R. C. SYMES (63) Bishops Waltham** * 1906 P & M—3½ h.p. sidecar. The "chic" in side-baskets on this job should appeal to the ladies. Ask the driver for catalogue.	G. MEARS	10.45	11.15
46	**J. F. BILLINGS ( ) Woodford Bridge** * 1909 TRIUMPH—498 c.c. no prizes for guessing the name of this one.	J. KNIGHT	10.46	11.16
47	**H. E. CASTLEMAN (38) Surbiton** * 1908 HUMBER—500 c.c. solo—a popular line in touring ironmongery in 1908.	E. JAMES	10.47	11.17
48	**A. E. JEFFREY (35) Great Missenden** Chalfonts & Amersham * 1908 SINGER—210 c.c. solo—there are not many of these about so take a good look. A newcomer to the run so may the belt never slip.	A. DIBLEY Chalfonts & Amersham	10.48	11.18
49	**W. J. ROBINS ( ) Sutton** A.P.M.C. * 1909 HUMBER—2 h.p. solo. A brother to No. 47 but just a year younger. We welcome the return of this rider after a long break.	W. F. CULLINGHAM Leatherhead & D.M.C.	10.49	11.19
50	**H. H. BEERLING (34) Iver Heath** * 1907 CHATER LEA—680 c.c. solo—another rare make whose designer believed in lots of c.c's.	E. BUTTERWORTH	10.50	11.20
51	**N. W. PEARCE (44) Woking** Windlesham M.C. & L.C.C. * 1907 BROWN PRECISION—2½ h.p. solo. A value for money job of 1907. "Works" by "Mr. Baker."	G. NICHLEY	10.51	11.21
52	**D. G. TURLEY (24) Speldhurst** 1909 BROWN—500 c.c. solo—a stable companion of above but with more "horses."	A. THORPE	10.52	11.22
53	**D. L. M. MILNER (27) Pinner** * 1909 REX—500 c.c. solo—"The King of Motors"— see advertisement. May a plaque "crown" the riders efforts this time.	Miss C. P. CONYBEAR	10.53	11.23
54	**F. MIRES (34) Chatham** Sidcup * 1908 BRADBURY—517 c.c. solo. There are a number of unusual features on this plot. Ask the driver to point them out.	E. D. JELF Rochester	10.54	11.24
55	**J. H. WILLIAMS (23) Kendal** Westmorland * 1905 THOMAS—200 c.c. solo—a special welcome to this rider who makes the long journey from Westmorland with this very rare veteran.	A. WILLIAMS Westmorland	10.55	11.25

ARIEL

IN

1898

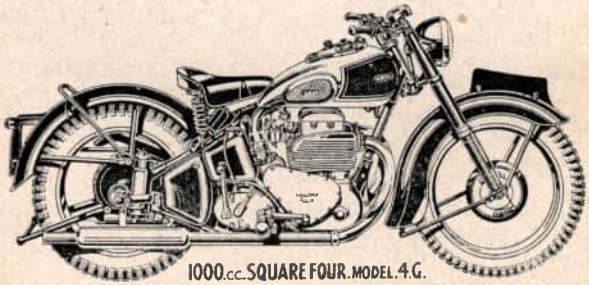
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CLASS 2 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
56	**E. BRIGGENSHAW (30) London**	R. CARCASS	10.56	11.26
	London Douglas **(S.E.27.**	B.M.C.R.C.		
	* 1907 DOUGLAS—600 c.c. the unique "Fourglas" is having another airing to-day.			
57	**E. G. OXENHAM (40) Harrow Weald**	F. H. BANKS	10.57	11.27
	Vintage M.C.C.	Vintage M.C.C.		
	* 1908 FAFNIR—500 c.c. solo. The details of this engine in are worth noting, Fafnir's were a popular favourite in the pre '14 era. The rider is making his first run.			
58	**S. G. WOOLDRIDGE (48)**	J. N. PETERS	10.58	11.28
	N. Cornwall M.C. **(Launceston**			
	* 1908 TRIUMPH—498 c.c. another long distance competitor —from Cornwall this time. May he catch up with a plaque.			
59	**F. WARD ( ) Hull**	S. N. SHILTON	10.59	10.29
	Sunbeam M.C.C.			
	* 1909 TRIUMPH—498 c.c. solo this rider makes the long trek from Hull to make his first run. May good luck attend him.			
60	**J. L. LONG (21) Tadworth**	G. T. JEFFERY	11.00	11.30
	* 1907 TRIUMPH—498 c.c. solo another from the City of Three Spires.			
61	**D. BRUIN (27) Sutton**	P. S. MASON	11.01	11.31
	Sunbeam M.C.C.			
	*1909 WILKINSON T.A.C. 750 c.c. solo—the first run for this beautifully restored "Wilk." Countless hours have been spent on the work and we hope a just reward will attend the driver's efforts.			
62	**J. BRISTOW ( ) REDHILL**	D. MACKREILL	11.02	11.32
	Redhill, Reigate & N. Downs M.C.C.	Redhill, Reigate & N. Downs M.C.C.		
	*1908 MATCHLESS—600 c.c. solo. An early sample from the famous Plumstead works making it's debut to-day.			
63	**L. FENTON (47) Hillingdon**	R. WOOLER	11.03	11.33
	Vintage M.C.C.			
	* 1909 WOOLER—350 c.c. two-stroke—probably the most interesting veteran on parade to-day. Note it's amazing condition and ask the rider to point out the many novel features.			
64	**L. H. PEARSON (46) Sutton**	L. HOLE	11.04	11.34
	* 1908 REX—450 c.c. solo—another member of the regal stable which performed last year. Note the spring wheel.			
65	**P. WEBB ( ) Maidstone**	W. A. LIDDIATT	11.05	11.35
	Maidstone Aces M.C.C.	Sunbeam M.C.C.		
	1908 CENTAUR HUMBER—490 c.c. solo—from the same stable as No. 47—this rider has been a competitor over a number of years.			
66	**A. W. BAKER ( ) Maidstone**	W. J. MASSEY	11.06	11.36
		Sunbeam M.C.C.		
	1909 TRIUMPH—498 c.c. solo—yet another Trusty which brings to an end the entries of Class 2.			

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

	Driver:	*Observer:*	*Time Report*	*Time Start*
67	**C. W. ROWE (53) London S.W.** Sunbeam M.C.C. * 1914 N.U.T.—400 c.c. solo. Class 3 is led by this modern looking veteran which well knows the way to Brighton	A. F. LIMA	11.07	11.37
68	**K. COBBING (27) Enfield** Vintage M.C.C. 1913 HUMBER—500 c.c. solo. Forty-five pounds worth of touring machinery in 1913. This model has already a certificate and plaque to its credit.	T. ELLIOT Harringay & D.M.C.C.	11.08	11.38
69	**R. F. FORD (40) Stanmore** Edgware M.H. & D.M.C. *1913 SINGER—298 c.c. solo. A specimen of a marque of which unfortunately very few now survive.	R. P. COWTAN Edgware M.H. & D.M.C.	11.09	11.39

* 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.

The figures in brackets after each Riders name indicates his age.

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CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
70	**J. F. KELLEHER (42) London S.E.** O.W.L.S.	B. W. SANDERS O.W.L.S.	11.10	11.40
	* 1913 MATCHLESS—990 c.c. sidecar. With a Director of the Company again in the saddle this machine should have no difficulty in securing another 1st.			
71	**F. LACEY (68) Kingswood, Sy.** Sunbeam M.C.C.	E. A. FULLER Triumph M.C.C.	11.11	11.41
	1913 DOUGLAS—348 c.c. solo. One owner since new and still new.			
72	**R. J. PHILPOTTS (39) Wimbledon** Malden	D. TOWNSEND	11.12	11.42
	* 1911 SCOTT—534 c.c. solo. This driver tries "Scotting" this year for a change.			
73	**H. PRICE ( ) Edgware** Edgware M.H. & D.M.C.	B. PITTS Watford & Bushey M.C.	11.13	11.43
	* 1912 TRIUMPH—500 c.c. solo. A make that needs no advertisement.			
74	**E. H. HARRISON (22) Bromley** Sidcup D.M.C.C.	G. R. RAY	11.14	11.44
	1914 DOUGLAS—2¾ h.p. solo. Another Bristolian that should collect a 1st.			
75	**S. V. HABGOOD (33) Esher** Sidcup & D.M.C.C.	C. J. RAY Vincent H.R.D. Owners M.C.	11.15	11.45
	1914 DOUGLAS—2¾ h.p. solo. Another regular customer with four previous awards to his credit.			
76	**C. F. CAUNTER (50) Farnborough,** C.S.M.A. **(Hants.**	P. M. CAUNTER	11.16	11.46
	1914 B.S.A.—557 c.c. solo. A welcome to the rider and his interesting and well preserved veteran on their first run.			
77	**S. C. STANLEY (59) Weybridge** M.C.C.	J. RISDON	11.17	11.47
	* 1914 DOUGLAS—348 c.c. solo. One of Mr. Everymans models of 1914, with hopes of repeating last years performance.			
78	**A. T. ROBINSON (21) Worcester** Surrey Hills M.C. **(Park.**	E. ROLFE Leatherhead & D.M.C.C.	11.18	11.48
	1913 RUDGE—499 c.c. solo. A first run for this very desirable piece of "Rudgery." We hope a plaque will attend their efforts.			
79	**D. COLEMAN ( ) Farnborough,** C.S.M.A. **(Hants.**	C. J. STONEMAN C.S.M.A.	11.19	11.49
	1911 RUDGE—499 c.c. solo. A fast motor of yesteryear.			
80	**Mrs. M. SAVAGE (—) Farnham** N. Hants M.C.	G. D. BROWN N. Hants M.C.	11.20	11.50
	1913 DOUGLAS—348 c.c. solo. Our regular lady competitor and the only ladies model in to-days run.			
81	**A. L. SAVAGE ( ) Farnham** N. Hants M.C.	P. G. COOK N. Hants M.C.	11.21	11.51
	1913 B.S.A.—498 c.c. solo. This model has proved it's reliability on eight previous Brighton runs.			
82	**C. J. H. DAY (57) West Bridgford,** C.S.M.A. **(Nottingham.**	C. A. WARD C.S.M.A.	11.22	11.52
	1914 TRIUMPH—550 c.c. solo—still one of the finest Triumphs in existence.			

CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
83	**L. A. O'NEILL (30) London N.W.2.** Sunbeam M.C.C.	R. AUSTIN West. Middlesex M.C.C.	11.23	11.53
	* 1913 LEVIS—211 c.c. solo—a very popular two-stroke of the day.			
84	**R. S. O'NEILL (32) London N.W.2.** Sunbeam M.C.C.	R. A. NARRAMORE Sunbeam M.C.C.	11.24	11.54
	* 1913 DOUGLAS—348 c.c. solo. Rider is brother of No. 22 —1st class winner last year.			
85	**H. A. APPLEBY (39) Piltdown** Lewes Unity	F. PARIS	11.25	11.55
	1911 HUMBER—498 c.c. solo—has appeared in previous runs and gained awards each time.			
86	**C. R. COLLIER (64) London S.E.**	A. S. HEATHER	11.26	11.56
	1912 MATCHLESS—990 c.c. solo. Again we welcome the winner of the first T.T.—1907 (single cylinder class). He rides the same machine as last year when he gained another first place.			
87	J. LINDLEY (35) Kempston	S. STANWAY	11.27	11.57
	1910 MINERVA—600 c.c. solo. Last years rider/owner of this representative Belgian make acts as observer this time.			
88	**A. WATKINS (33) Peaslake** Vintage M.C.C.	F. FULLER Triumph M.C.C.	11.28	11.58
	1912 ZENITH—770 c.c. solo. This famous twin with "coffee grinder" gear made it's debut in the Pioneer run of 1938.			



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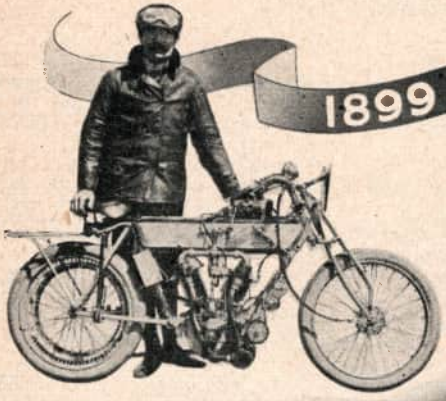
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CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
89	**B. H. BUDGETT (50) Reigate** Sunbeam M.C.C. 1913 DOUGLAS 348 c.c. sidecar—The only member of the "Kingswood Contingent" with a "chair."	W. A. H. SALISBURY Triumph M.C.C.	11.29	11.59
90	**R. D. MILLS (24) Speldhurst** * 1914 SUN-VILLIERS—269 c.c. solo—a lightweight with a whole string of awards to it's credit.	D. THAKE	11.30	12.00
91	**W. FRUIN (48) Wembley** Sunbeam M.C.C. 1910 TRIUMPH—498 c.c. solo—Forty years young and still "Trusty."	B. WRIGHT Kenton & Kingsbury	11.31	12.01
92	**O. TYLER (50) Basingstoke** N. Hants M.C. 1913 SCOTT—532 c.c. solo. Scott fans will covet this well preserved Yorkshire Tyke.	A. J. PARSONS N. Hants M.C.	11.32	12.02
93	**H. J. T. KEY (26) Corringham** 1910 SCOTT—464 c.c. solo. A newcomer to the run. One of the best specimens of Scott extant. Note particularly the air-cooled cylinder barrels.	F. J. HALSEY	11.33	12.03
94	**W. G. HERRIDGE Jnr. (26)** Southall & D.M.C.C.)**Wembley** 1914 RUDGE—499 c.c. solo. An old competitor with a new jockey.	W. HERRIDGE Snr. Southall & D.M.C.C.	11.34	12.04
95	**H. LOWING (28) Bromley** * 1912 SCOTT—532 c.c. solo. Another sample from Saltaire which has appeared before.	C. SMITH	11.35	12.05
96	**S. H. GODDARD (42) Brixton** Leatherhead & D.M.C. * 1912 SUNBEAM—343 c.c. solo—the first of the Sunbeams in to-days run.	A. E. PERRIGO	11.36	12.06
97	**E. KENNARD (37) Whetstone** Sunbeam M.C.C. 1914 B.A.T.—8 h.p. s/car—a typical example of a popular 1914 combination in entirely original condition.	G. WRIGHT Grasshopper	11.37	12.07
98	**R. J. FISHER (38) Enfield** 1912 HUMBER—499 c.c. solo—a touring motorcycle of the 1912 era with the well known Roc 2 speed gear.	W. WAGHORN	11.38	12.08
99	**W. MOORE (57) Reading** 1914 DOUGLAS—348 c.c. solo. A good specimen of a famous make, complete with period gas lighting. This machine was taken off the road 23 years ago. Rider, a 1912 Brooklands Cup winner, and machine are entered for the first time.	J. MOORE	11.39	12.09
100	**I. V. MUTTON (32) Redditch** Vintage M.C.C. * 1914 TRIUMPH—499 c.c. solo. An enthusiast who has travelled many miles to compete to-day.	J. STEELE	11.40	12.10
101	**J. BUTCHER (21) Streatham** * 1913 TRIUMPH—499 c.c. solo—another of the numerous Trusties.	D. WHITEHOUSE	11.41	12.11



H. A. Collier with the Matchless on which he single-handed set up a world's record in 1908 by covering 776 miles in 24 hrs. on the ½ mile Canning Town Track.



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CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
102	**J. KNIGHT (34) Arundel** Sunbeam M.C.C.	A. VINCE Carshalton M.C.C.	11.42	12.12
	1914 DOUGLAS—348 c.c. solo—both rider and machine are making their first run.			
103	**G. R. YEARDYE (37) London, (N.W.7.** Sunbeam M.C.C.	D. CRACKNELL Sunbeam M.C.C.	11.43	12.13
	* 1914 REVERE—269 c.c. solo—this rather unique veteran usually collects a "first".			
104	**S. H. LAWRENCE (55) Tadworth** Sunbeam M.C.C.	D. W. LAWRENCE	11.44	12.14
	1910 TRIUMPH—500 c.c. solo. Another first-timer—the rider has spent many hours on rebuilding this veteran and we hope he will have a trouble-free run.			
105	**R. G. EFFAMY (43) Hindhead** Sunbeam M.C.C.	R. E. SMITH Sunbeam M.C.C.	11.45	12.15
	1910 MOTOSOCOCHE—224 c.c. solo. An interesting light-weight of the pre '14 era in beautifully preserved condition.			
106	**E. R. JAY (42) Partridge Green**	J. HOLMES Ilford M.C.	11.46	12.16
	* 1911 COVENTRY PREMIER—490 c.c. solo. Another interesting old-timer of which few now exist.			
107	**P. D. LLOYD ( ) Kenton, Harrow** Edgware M.H. & D.M.C.	J. NARRAMORE Edgware M.H. & D.M.C.	11.47	12.17
	* 1911 PIERCE ARROW—790 c.c. solo. The "Fierce Sparrow" makes another flight.			
108	**R. JUDD (50) Edgware** Edgware M.H. & D.M.C.	B. WHITE Edgware M.H. & D.M.C.	11.48	12.18
	1911 WILKINSON—750 c.c. watercooled solo. Although nearly forty years old this famous veteran includes most of the modern features in it's specification. The rider's fame is so well known as to need no mention.			
109	**P. R. JUDD (18) Edgware** Edgware M.H. & D.M.C.	B. BROOKS Edgware M.H. & D.M.C.	11.49	12.19
	* 1914 SUN-VILLIERS—244 c.c. solo—Rex's son, making his debut, follows in father's wheeltracks.			
110	**E. T. PINK (44) Harrow** Sunbeam M.C.C.	F. R. NICHOLAS Kenton & Kingsbury M.C.	11.50	12.20
	* 1913 RUDGE—499 c.c. solo. Famous Isle of Man rider joins "The Go-Slow Brigade" for the first time and chooses a mount with 13 gears.			
111	**R. A. MAY ( ) Chilworth** Witley M.C.C.	G. EDWARDS Witley M.C.C.	11.51	12.21
	* 1911 RUDGE—499 c.c. solo. Another competitor who intends to "Rudge it, not trudge it."			
112	**G. SOUTHON (59) Shalford** Witley M.C.C.	E. JOHNSON	11.52	12.22
	* 1914 DOUGLAS—2¾ h.p. solo. The rider who is no newcomer decides on two cylinders this year.			
113	**F S. SIMMONDS (48) Caversham**	R. NESBITT	11.53	12.23
	* 1912 ROVER—3½ h.p. solo—lone specimen of a make which now only exists in the car world.			

CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
114	**J. R. Mac DOUGALL (32) Hounslow** Sunbeam M.C.C. 1914 TRIUMPH—550 c.c. solo. A Trusty that gained a 1st class award last year.	D. E. TANNER Sunbeam M.C.C.	11.54	12.24
115	**G. D. BROWN (43) Godalming** London Douglas M.C.C. 1914 DOUGLAS—349 c.c. solo. A beautifully restored "Bristolian" makes it's first run.	V. H. TWYFORD London Douglas M.C.C.	11.55	12.25
116	**J. STEVENS (20) London N.W.11.** 1912 P & M—3½ h.p. s/car—This make was popular with chair-men even in 1912.	D. W. DRAYCOTT	11.56	12.26
117	**L. H. WILLS (27) Atherstone** Vintage M.C.C. 1912 RUDGE—499 c.c. T.T. solo—A favourite with the Sporty Boys of 1912.	H. TURNBULL Triumph M.C.C.	11.57	12.27
118	**A. P. PHILLIPPS (39) Godalming** London Douglas M.C.C. 1913 DOUGLAS—349 c.c. solo—another regular supporter.	J. M. HUSSEY London Douglas M.C.C.	11.58	12.28
119	**G. S. CHEAVIN (54) Putney** London Douglas M.C.C. 1912 DOUGLAS—348 c.c. solo—Thirty-eight years young! !	A. V. HILL London Douglas M.C.C.	11.59	12.29
120	**H. O. TWITCHEN (51) Kingston,** Sunbeam M.C.C. **(Surrey** 1911 TRIUMPH—499 c.c. solo. Our Technical Adviser remains faithful to his Trusty and hopes to make another non-stop run.	H. G. TYRELL-SMITH	12.00	12.30
121	**F. O. BUSSEY (57) Solihull** * 1914 TRIUMPH—550 c.c. s/car. Another competitor with a snappy bit of wicker-work-attached to a "Trusty" this time.	L. MATTOCKS	12.01	12.31
122	**F. A. O. BUSSEY (32) Nuneaton** Leicester Query 1912 BRADBURY—554 c.c. solo. The second "Owd Brad" in to-day's run. Don't miss the unusual lay-out of the bottom half of the engine.	J. CHALK Triumph M.C.C.	12.02	12.32
123	**J. GREER (50) London E.9.** Vintage M.C.C. * 1911 INDIAN—500 c.c. solo. Rorty and naughty in 1911.	C. GOFF	12.03	12.33
124	**F. H. PARKER (46) Bristol** Sunbeam M.C.C. 1910 A. C. SOCIABLE—630 c.c. Have a peep in the engine-room if the driver can be pursuaded to lift the lid.	G. C. HULBERT Sunbeam M.C.C.	12.04	12.34
125	**E. V. KORING (36) London N.9.** Grasshopper * 1912 INDIAN—980 c.c. solo—Even rortier and naughtier than No. 123.	R. E. BISHOP	12.05	12.35
126	**K. A. N. HODGSON (36)** **(Crowborough** 1912—499 c.c. solo—reliability is the word for this.	G. E. SAYERS Sunbeam M.C.C.	12.06	12.36
127	**R. D. THOMAS (32) Hayes** Sunbeam M.C.C. 1913 A.B.C.—500c.c. solo—Lone representative of a famous stable.	A. J. COLEMAN Vintage M.C.C.	12.07	12.37

CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
128	**D. PICKERING (44) Coventry**	M. R. JOHNSON	12.08	12.38
	Antelope			
	* 1912 PREMIER—499 c.c. solo. Very few samples of this sterling job have survived the passing years. Note the special auxiliary exhaust release.			
129	**H. L. BROOKE (38) Coventry**	L. R. BARNES	12.09	12.39
	Vintage M.C.C.			
	* 1914 SINGER—499 c.c. solo. The engine of these machines was originally placed inside the roadwheel.			
130	**J. R. CLEW (22) Tadworth**	A. H. WELLER	12.10	12.40
	Sunbeam M.C.C.	Carshalton M.C.C.		
	1914 TRIUMPH—550 c.c. solo. The second run for this veteran. We hope the rider has now repaired his oil tank.			
131	**M. KITSON (29) London W.**	E. V. MURPHY	12.11	12.41
	London Scott M.C.	London Scott M.C.		
	1911 SCOTT—532 c.c. solo—Listen for the purr ! !			
132	**S. HUNTLEY (54) Crawley**	J. E. BROWN	12.12	12.42
	Handcross M.C.C.			
	1912 B.A.T.—998 c.c. s/car. An elder brother to No. 97.			
133	**R. N. McRAE ( ) Slough**	D. M. McRAE	12.13	12.43
	* 1913 TRIUMPH—499 c.c. solo. The 21st Triumph so far!			
134	**A. J. TARGETT (38) Middle**	F. J. MILLBANK	12.14	12.44
	Sunbeam M.C.C. **(Woodford**	Sunbeam M.C.C.		
	1912 RUDGE—499 c.c. solo. This enthusiast has a whole collection of Rudges, both ancient and modern.			
135	**C. E. ALLEN (34) Loughborough**	P. R. QUIGGIN	12.15	12.45
	Vintage M.C.C.	Vintage M.C.C.		
	* 1912 HUMBER—499 c.c. solo. A second visit by this midland competitor.			
136	**D. G. R. FREEMAN (49) Ashford**	W. I. GLADDISH	12.16	12.46
	Tenterden M.C.C. **(Kent.**	Tenterden M.C.C.		
	1914 ROVER—494 c.c. solo. A particularly well preserved specimen of this make in original condition.			
137	**H. L. WILSON (55) Ewell**	A. SCHLIENGER I.T.M.C.	12.17	12.47
	* 1910 F.N.—482 c.c. solo. One more continental multi.			
138	**E. A. BECKHAM (38) London**	F. H. BANKS	12.18	12.48
	Sunbeam M.C.C. **(S.W.6.**	British Two Stroke		
	* 1912 CORAH—750 c.c. J.A.P. A make not many have heard about.			
139	**K. D. HOWE (17) S.W.19.**	J. TOMIES	12.19	12.49
	* 1914 TRIUMPH—225 c.c. two-stroke. The only half-pint Triumph in to-day list—with youth at the helm.			
140	**D. R. J. BARNARD (24) Orpington**	P. E. MADDOCK	12.20	12.50
	* 1913 LEA-FRANCIS—430 c.c. solo. A well finished de-luxe product of advanced design.			
141	**W. W. SWAIT (34) Kinsham**	L. P. PETERS	12.21	12.51
	Vintage M.C.C.	Sunbeam M.C.C.		
	* 1914 TRIUMPH—550 c.c. Still they come!			

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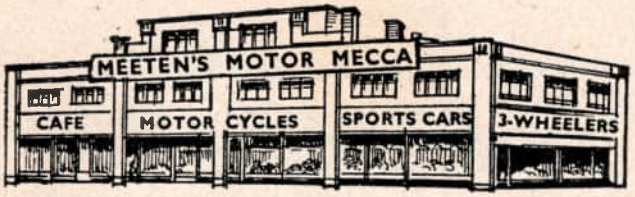
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CLASS 3 (cont.)

	Driver:	Observer:	Time Report	Time Start
142	**M. V. STELLING (24) S.E. 19.** Norwood M.C. * 1914 TRIUMPH—550 c.c. solo and again.	A. K. REPTON Norwood M.C.	12.22	12.52
143	**R. HARTLEY (18) East Horsley** Vintage M.C.C. * 1913 DOUGLAS—349 c.c. solo—Duggie again.	G. P. G. McNAIR	12.23	12.53
144	**G. WILLIAMS (42) S.W.2.** * 1913 JAMES—557 c.c. solo. The only Jimmy on parade to-day—a good old-timer with a number of interesting features.	P. ALDRIDGE	12.24	12.54
145	**A. E. SEX (53) Send** * 1911 F.N.—496 c.c. solo—another Belgian representative.	J. COOPER	12.25	12.55
146	**G. W. MacILWAINE (58) Brough** Sunbeam M.C.C. 1912 TRIUMPH—350 c.c. solo—this is the most unusual Trusty in the whole of to-days big parade of this marque. It is reputed to be of 350 c.c. and we look forward to knowing some more about it.	A. HUMPHREY Triumph M.C.C.	12.26	12.56
147	**E. L. TAYLOR (39) Speldhurst** * 1914 ROYAL ENFIELD—350 c.c. solo. Made like a gun—and out for another 1st class award.	A. G. LEIGH-LYE	12.27	12.57
148	**L. A. DAVIS ( ) Bexleyheath** Sidcup & D.M.C.C. 1911 P & M—500 c.c. solo. This model was made when the "big cat" was a "kitten"—but it had a sloping engine and chain drive even then.	D. TAYLOR Sidcup & D.M.C.C.	12.28	12.58
149	**A. F. REEVES (45) Sidcup** * 1913 SUNBEAM—342 c.c. solo. One of the few 'beams in to-days run. A make famed for superlative workmanship.	K. HAMMOND	12.29	12.59
150	**T. S. FLOATE ( ) Bishops Waltham** Bishops Waltham M.C. * 1912 INDIAN—5/6 h.p. solo. The third representative of this make of fast motors from across the Herring Pond.	E. SHORNEY Bishops Waltham M.C.	12.30	1.00
151	**J. CREASEY (58) W.5.** * 1914 TRIUMPH—500 c.c. solo. A feature of the 1914 Triumph was an unusual crankcase drain-plug—see if you can spot it.	V. CLAYTON	12.31	1.01
152	**S. HOPWOOD ( ) E.8.** * 1914 ROYAL ENFIELD—6 h.p. s/car. Complete with tram-handle gear control, very long footboards, engine by J.A.P.	G. MARKHAM	12.32	1.02
153	**E. V. EVANS (39) Otford** Sunbeam M.C.C. 1913 ROYAL ENFIELD—6 h.p. s/car. As No. 152 above but a year older. Enfields of this period wore no less than four different sized chains.	E. ATCHELOR Sunbeam M.C.C.	12.33	1.03
154	**G. M. WALKER (26) Enfield** Sunbeam M.C.C. 1912 NORTON—490 c.c. solo. The only one of this world-famous marque in to-days run, and the only veteran Norton we have been able to trace so far. If you happen to know of another please inform the Registrar.	H. DANIEL B.M.C.R.C.	12.34	1.04

CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Start*
155	**W. T. MANSBRIDGE (46) Basing-** N. Hants M.C. **(stoke** * 1912 TRIUMPH 498 c.c. solo—yet another Trusty.	T. BRUNSKILL N. Hants M.C.	12.35	1.05
156	**G. W. WALKER (53) Enfield** 1913 DOUGLAS—348 c.c. solo—another Douglas in beautiful condition, with a very small total mileage.	D. POLAND Sunbeam M.C.C.	12.36	1.06
157	**H. CLAY (28) Long Ditton** * 1911 DOUGLAS—348 c.c. another Bristolian—a little older than the previous one.	A. MURRAY	12.37	1.07
158	**E. R. JOHNSON (20) Harrow Weald** * 1914 DOUGLAS—348 c.c. solo—another one.	F. JOHNSON	12.38	1.08
159	**M. K. TURK (19) Maidstone** Sittingbourne M.C. 1911 HUMBER—3¾ h.p. another example of a make now only concerned with four-wheelers.	R. NEWPORT Sittingbourne M.C.	12.39	1.09
160	**E. R. WITHERS ( ) London** London Douglas M.C. **(S.E.7.** * 1911 DOUGLAS—348 c.c. "Douglas" has for many years been the middle name of the Withers family.	F. T. BRAISLEY London Douglas M.C.	12.40	1.10
161	**M. WHITEBREAD (31) Rochester** Rochester & Chatham 1914 NEW HUDSON—770 c.c. s/car—another family outfit of the day—complete with weather protection.	P. WATSON Rochester & Chatham	12.41	1.11
162	**L. A. LUCAS (33) Haywards Heath** Southern Observers 1914 TRIUMPH—550 c.c. solo—a 1st class award last year rewarded this riders effort.	A. MARTEN	12.42	1.12
163	**J. W. STANLEY (27) Erith** * 1913 SUNBEAM —3½ h.p. solo—one of the larger Sunbeams this time.	A. P. CLINKER	12.43	1.13
164	**J. D. McKAY (36) Shepshed** Vintage M.C.C. * 1913 B.A.T.—770 c.c. solo—power by J.A.P. Another midlander who came last time.	A. McKAY Vintage M.C.C.	12.44	1.14
165	**H. L. FRUIN (38) Hillingdon** * 1910 HUMBER—490 c.c. solo—another as No. 159.	—. FETRANFIELD Southall M.C.C.	12.45	1.15
166	**A. J. CHAPMAN (24) London N.1.** Vintage M.C.C. * 1912 RUDGE—499 c.c. solo—another of the famous "Multis"	L. STOCK Vintage M.C.C.	12.46	1.16
167	**C. F. SOUTH (39) London N.13.** Vintage M.C.C. * 1914 F.N.—244 c.c. another of the Belgian contingent—a single this time.	H. A. LINES	12.47	1.17
168	**S. BROOMFIELD (38) Twickenham** Sunbeam M.C.C. * 1913 TRIUMPH—498 c.c. solo—a new name to the list of competitors.	J. KNAPP	12.48	1.18
169	**J. J. ALLEN (37) London S.W.4.** Sunbeam M.C.C. 1914 SYMPLEX—318 c.c. solo—this two-stroke appears once again—without the sidecar this time.	D. WALTERS	12.49	1.19



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CLASS 3 (cont.)

	Driver:	Observer:	Time Report	Time Start
170	**D. E. WHITEBREAD ( ) Rochester** Sidcup & D.M.C.C. 1913 SCOTT—532 c.c. s/car—this well known S.E. Centre "racer" brings his Scott out again.	I. SWINDELL	12.50	1.20
171	**E. D. WARNE (27) London N.12** * 1914 NEW HUDSON—211 c.c. solo. This workmanlike little job was a rival to the very popular Levis of the day.	F. W. LOVE	12.51	1.21
172	**E. W. AUGER (31) Chatham** Sidcup & D.M.C.C. * 1914 DOUGLAS—2¼ h.p. solo. A newcomer to the run who supports the Bristol marque.	S. HAWTHORNE	12.52	1.22
173	**L. COLE (35) London S.E.27.** London Douglas * 1912 DOUGLAS—348 c.c. solo. It is only natural that this clubmember should be riding a machine of this name.	K. MASON	12.53	1.23
174	**H. N. RYAN (39) Wembley** Sunbeam M.C.C. * 1914 DOUGLAS—348 c.c. solo. The Registrar supports the same firm as the two previous competitors.	A. W. KINNON Sunbeam M.C.C.	12.54	1.24
175	**W. H. LEWIS (27) Wokingham** California M.C.C. * 1914 SPARKBROOK—200 c.c. solo. This typical two-stroke of the day has appeared previously.	W. SMITH California M.C.C.	12.55	1.25
176	**H. H. WINDSOR (36) Wokingham** California M.C.C. * 1914 O.K. JUNIOR—150 c.c. solo. Another lightweight two-stroke which has been before.	H. TUTCHENER California M.C.C.	12.56	1.26
177	**E. D. LEE ( ) Wokingham** California M.C.C. 1913 LEVIS—211 c.c. solo. A representative of a most famous two-stroke which is making it's first run.	A. SMITH California M.C.C.	12.57	1.27
178	**W. D. COKER (24) Barkham** California M.C.C. * 1914 DOUGLAS—348 c.c. solo. Back to four-strokes again.	J. COULING California M.C.C.	12.58	1.28
179	**A. M. BUSH (28) Arborfield** California M.C.C. * 1914 LEA FRANCIS—500 c.c. solo. The specification of this well built veteran includes a number of modern features.	A. SMITH California M.C.C.	12.59	1.29
180	**O. HAMMOND (40) Henley** Henley & D.M.C.C. * 1912 TRIUMPH—499 c.c. another Triumph combination. A first-timer to whom we wish luck.	J. HAMMANT Henley & D.M.C.C.	1.00	1.30
181	**A. H. MARTIN (46) Enfield** I.M.T.C. * 1912 TRIUMPH—498 c.c. solo—after to-day's run no doubt the rider will decide whether to contemplate a continental tour.	L. W. POYNTER I.M.T.C.	1.01	1.31
182	**J. L. DUNCAN ( ) Hessles, Yorks.** Hull A.C. & L.C.C. * 1910 HUMBER—197 c.c. solo—one of the smaller Humbers which has travelled a long distance to compete to-day.	R. W. BECKETT Triumph M.C.C.	1.02	1.32

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CLASS 3 (cont.)

	Driver:	*Observer:*	*Time Report*	*Time Start*
183	**F. W. HARDY (46) Elstree** Edgware M.H. & D.M.C. * 1911 TRIUMPH—499 c.c. solo—another "regular customer"—better luck this time!	R. W. TULL	1.03	1.33
184	**A. F. CHALLEN ( ) Ashtead** Leatherhead M.C.C. 1912 ZENITH—5/6 h.p. another of the "barred" variety.	W. HAYNES Leatherhead M.C.C.	1.04	1.34
185	**C. G. MARSHALL (39) Faversham** 1912 BRADBURY—544 c.c. solo—same as No. 122.	R. WRIGHT	1.05	1.35
186	**C. QUANTRILL (34) Purley** B.M.C.R.C. * 1911 B.S.A.—3½ h.p. solo. Pressman takes a Busman's holiday on a model that has just come out from a long period of hibernation.	G. SAVAGE Birmingham M.C.C.	1.06	1.36
187	**L. D. ELDER (30) Erith** Erith & D.M.C. 1910 MOTOSOCOCHE—212 c.c. another recently restored model making a first run.	A. FINCH Sidcup & D.M.C.	1.07	1.37
188	**H. A. WYATT (36) Cheshunt** * 1910 CLEMENSON—500 c.c. solo. A little-known make in which the famous "Precision" engine provides the urge.	R. COTTRELL	1.08	1.38
189	**G. ALBERY (42) Petersfield** Waterlooville 1912 BRADBURY—544 c.c. solo. This "Brad" has been before and gained a 1st.	G. GRAY	1.09	1.39
190	**E. HEWARD (41) Petersfield** Sunbeam M.C.C. 1912 REX—550 c.c. solo—another of the less common survivors.	P. HEIGHS Waterlooville	1.10	1.40
191	**F. E. COLLIS (55) Sidcup** 1913 MATCHLESS—650 c.c. s/car—an outfit popular with the "family man" in 1913. Makes it's third run to-day.	D. HORSFIELD	1.11	1.41
192	**J. H. WRIGHT (31) New Barnet** Edgware M.H. & D.M.C. * 1914 RUDGE—499 c.c. Another example of a make with a T.T. history.	S. LOVERIDGE Edgware M.H. & D.M.C.	1.12	1.42
193	**R. G. ATKINSON (45) Cheam** C.S.M.A. * 1914 J.E.S.—98 c.c. These little jobs are the grand-fathers of the modern auto-cycle and were extremely popular during 1912/14.	G. F. WATERMAN C.S.M.A.	1.13	1.43
194	**H. LONG ( ) London S.W.3.** Vintage M.C.C. * 1912 TRIUMPH—494 c.c. solo—A first class winner last year.	G. J. CLEMENTS Triumph M.C.C.	1.14	1.44
195	**K. SMALL ( ) Southampton** * 1912 TRIUMPH—494 c.c. solo—a newcomer—mounted the same as the previous rider.	P. SMALL	1.15	1.45
196	**A. K. COLBORNE (50) Swindon** Sunbeam M.C.C. 1914 NEW HUDSON—770 c.c. solo. This machine has made the run twice previously each time with a different jockey.	M. J. COLBORNE Sunbeam M.C.C.	1.16	1.46

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CLASS 3 (cont.)

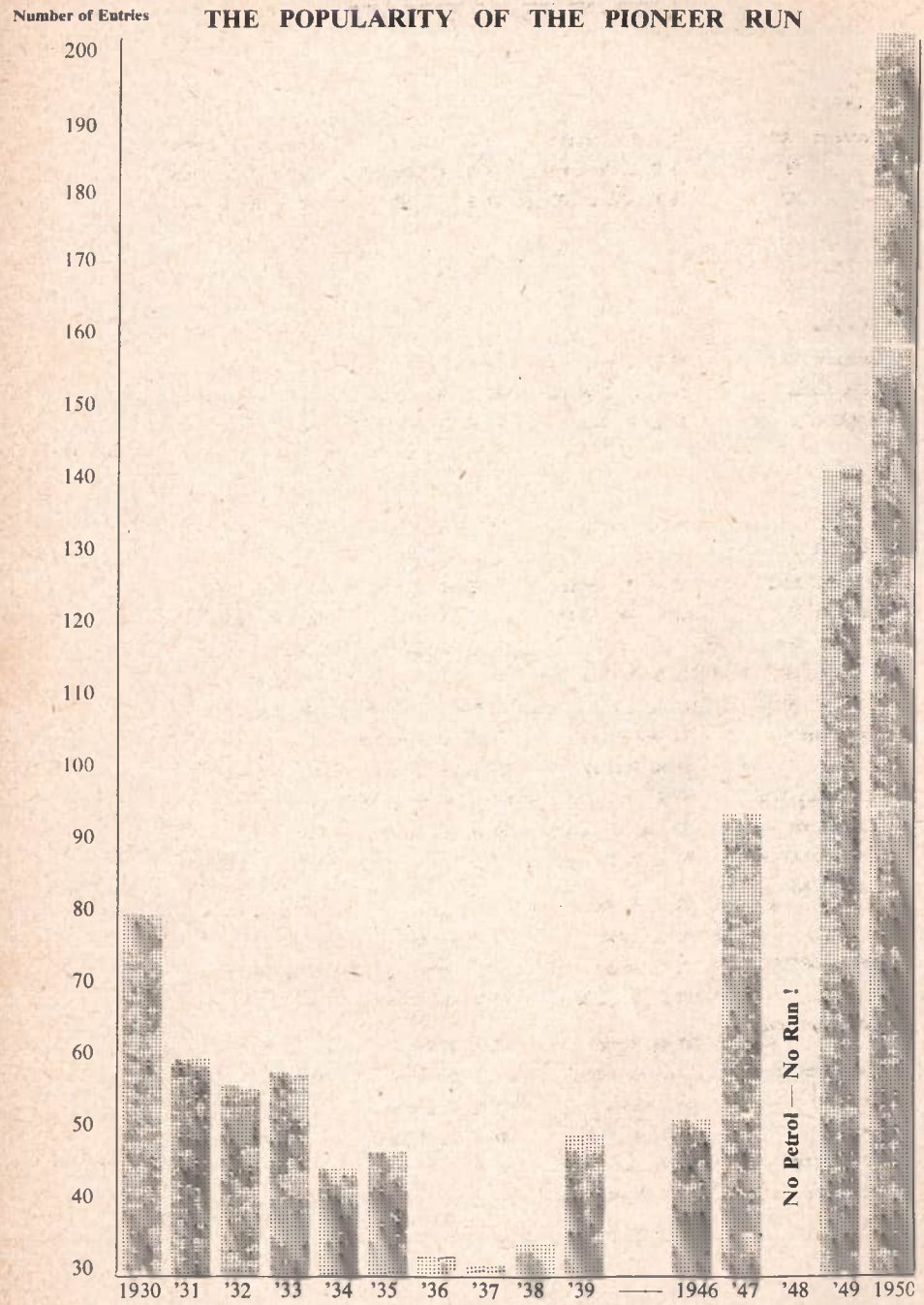
	Driver:	Observer:	Time Report	Time Start
197	**L. C. NEWMAN (42) Swindon** Sunbeam M.C.C.	W. O. BULLOCK N. Wilts	1.17	1.47
	1914 RUDGE—499 c.c. solo. Our worthy printer relaxes and wheels out the Rudge once again.			
198	**C. J. HAZELL ( ) Swindon**	D. C. INGRAM Triumph M.C.C.	1.18	1.48
	1911 F.N. 425 c.c. 4 cyl. shaft drive. This advanced design completed last years run as No. 130 with a cracked crankcase.			
199	**C. BROAD (37) Bexleyheath** Vintage M.C.C.	E. TAYLOR	1.19	1.49
	* 1912 FRERA—314 c.c. The only Italian representative in the run.			
200	**H. D. GERMAN (17) London W.2.** Vintage M.C.C.	J. KNIGHT	1.20	1.50
	* 1912 TRIUMPH—350 c.c. solo, another one of these mysterious Triumphs (see 146).			
201	**W. GARRARD ( ) London W.10.**	L. MERCIER Triumph M.C.C.	1.21	1.51
	1912 HUMBER—172 c.c. solo—this little lightweight brings to a close this record entry.			

THE MAKES REPRESENTED IN THE FOURTEENTH PIONEER RUN

MAKE	Number of entries in individual classes CLASS 1	CLASS 2	CLASS 3
A.B.C.	–	–	1
A.C. SOCIABLE	–	–	1
ALLDAYS & ONIONS	1	–	–
ARIEL	1	–	–
B.A.T.	–	–	3
BEESTON TRICYCLES	2	–	–
BRADBURY	–	1	3
BROWN	1	2	–
B.S.A.	–	–	3
BUCHET	1	–	–
CENTAUR	–	2	–
CHATER-LEA	–	1	–
CLEMENSON	–	–	1
CLEMENT-VICTORIA	1	–	–
CORAH	–	–	1
DOUGLAS	–	2	22
FAFNIR	–	1	–

The Makes Represented in the Fourteenth Pioneer Run—(cont.)

FEATHERSTONE-THOROUGH	1	–	–
F.N.	2	4	4
FRERA	–	–	1
HOBART	1	–	–
HUMBER	2	2	8
INDIAN	–	–	3
JAMES	–	–	1
J.E.S.	–	–	1
KERRY	3	1	–
LEA-FRANCIS	–	–	2
LEVIS	–	–	2
MATCHLESS	1	1	3
MINERVA	1	1	1
MOTOSOCOCHE	–	–	2
NEW HUDSON	–	–	3
NORTON	–	–	1
N.U.T.	–	–	1
O.K. JUNIOR	–	–	1
ORMONDE-ANTOINE	1	–	–
PEUGEOT	1	1	–
P & M	–	1	2
PIERCE ARROW	–	–	1
PREMIER	–	–	2
QUADRANT TRICYCLE	1	–	–
RALEIGH	1	–	–
RALEIGHETTE FORECAR	1	–	–
REVERE	–	–	1
REX	1	2	1
ROBINSON & PRICE	1	–	–
ROVER	–	–	2
ROYAL ENFIELD	–	1	3
RUDGE	–	–	10
SCOTT	–	–	6
SINGER	–	1	2
SYMPLEX	–	–	1
SPARKBROOK	–	–	1
SUNBEAM	–	–	3
SUN-VILLIERS	–	–	2
SWIFT	1	–	–
THOMAS	–	1	–
TRIUMPH	1	7	26
WERNER	3	–	–
WILKINSON	–	1	1
WOOLER	–	1	–
ZEDEL	1	–	–
ZENITH	–	1	2
Sixty Three	**31**	**35**	**135**


THE POPULARITY OF THE PIONEER RUN
Number of Entries
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
1930
'31
'32
'33
'34
'35
'36
'37
'38
'39
1946
'47
'48
'49
1950
No Petrol — No Run !

LIST OF TEAM ENTRIES

CLASS 1

Sunbeam "A"	2 J. F. Kentish	5 J. F. Sloan	9 A. L. S. Denyer
,, "B"	3 T. L. Seccombe	4 E. A. Marshall	6 F. J. B. Budgett
,, "C"	8 F. Dimond-Hogg	14 E. V. Bell	30 H. E. Cohen

CLASS 2

Sunbeam "D"	35 R. Fryer	59 F. Ward	61 D. Bruin
"The Multis"	33 P. A. Seymour	38 S. W. Simes	56 E. Briggenshaw
B.M.C.R.C.	37 E. R. Winter	42 G. W. Goodall	43 D. Mc.Bain

CLASS 3

California M.C.	175 W. H. Lewis	176 H. H. Windsor	179 A. M. Bush
Sunbeam "E"	67 C. W. Rowe	103 G. Yeardye	169 J. J. Allen
,, "F"	71 F. Lacey	105 R. G. Effamy	153 E. V. Evans
,, "G"	110 E. T. Pink	134 A. J. Targett	174 H. N. Ryan
,, "H"	114 J. R. MacDougall	120 H. O. Twichen	130 J. R. Clew
"Middlesex"	91 W. Fruin	94 W. G. Herridge	165 H. L. Fruin
"Surrey"	88 A. Watkins	89 B. H. Budgett	151 J. Creasey
"Tunbridge Wells"	90 R. D. Mills	126 K. A. N. Hodgson	147 E. L. Taylor
North Hants	80 Mrs. M. Savage	81 A. L. Savage	92 O. Tyler
"The Moonrakers"	196 A. K. Colborne	197 L. C. Newman	198 C. J. Hazell
Edgware Mill Hill & D. "A"	69 R. F. Ford	73 H. Price	192 J. H. Wright
,, "B"	108 R. Judd	109 P. R. Judd	183 F. E. Hardy
Vintage M.C.C. "A"	100 I. Mutton	128 D. Pickering	129 H. L. Brooke
,, "B"	135 C. E. Allen	141 W. W. Swait	164 J. D. McKay
London Douglas M.C. "A"	115 G. Brown	118 A. Phillipps	119 C. S. Cheavin
"Atherstonians"	117 L. H. Wills	121 F. O. Bussey	122 F. A. O. Bussey
"Indians"	123 J. Greer	125 E. V. Koring	150 J. S. Floate
"Walkers"	86 C. R. Collier	154 G. M. Walker	156 G. W. Walker
"The Scotts"	72 R. Philpotts	93 H. J. Key	131 M. Kitson
"The Twins"	70 J. F. Kelleher	74 E. H. Harrison	75 S. V. Habgood
C.S.M.A.	76 C. F. Caunter	82 C. J. H. Day	193 R. G. Atkinson

EXTRACTS FROM THE SUPPLEMENTARY REGULATIONS

C. AWARDS

4. (a) INDIVIDUAL AWARDS: To every driver finishing the course non-stop and complying with these regulations: A SPECIAL PIONEER RUN PLAQUE.

To every driver finishing the course and complying with these regulations: A SECOND CLASS AWARD.

To every driver finishing the course and complying with these regulations but finishing after (but not before) his 20 minutes time allowance: A FINISHERS CERTIFICATE.

To the driver who gains a special Pioneer Run Plaque and obtains the greatest figure of Merit by adding his own age to that of his machine: A SPECIAL AWARD

(b) TEAM AWARDS: Teams may be entered free of charge. Teams must comprise three drivers 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 driver 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.

6. (c) **SCHEDULE AND TIME:** The following schedule speeds will be set together with allowances as shewn:

Class 1—Vehicles other than Tricycles and Front wheel drive machines 15 m.p.h. Tricycles and Front wheel drive machines—10 m.p.h. Class 2—20 m.p.h. Class 3—24 m.p.h.	All classes with 20 minutes allowance. early or late.

Any driver exceeding, at any time, 45 m.p.h. shall not be eligible for an Award and will probably be excluded from entering future Pioneer Runs.

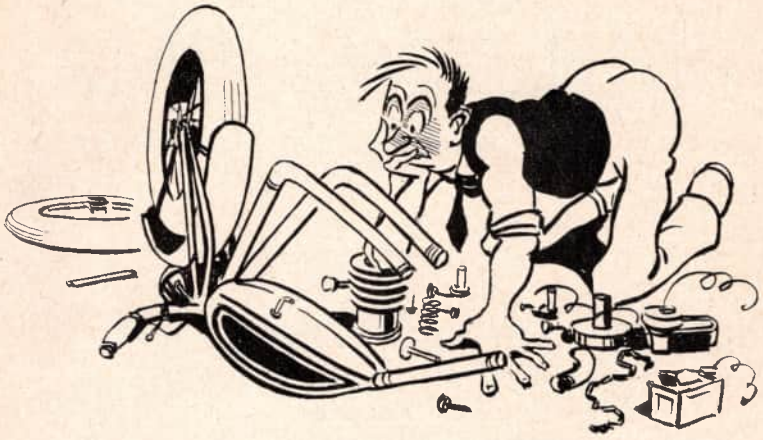
(h) **DEFINITIONS:** A stop shall be deemed to have occurred if (a) the front wheel or wheels cease to revolve in a forward direction in relation to the course (b) if the driver or passenger do not remain on the vehicle.

(i) **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.

APPROXIMATE PASSING TIMES

(First man in each class)

Place	Class 1.	Class 2.	Class 3.
Reigate	10.57	11.21	11.53
Povey Cross	11.17	11.36	12.06
Crawley	11.33	11.47	12.14
Handcross	12.11	12.05	12.29
Bolney Five Ways ...	12.21	12.12	12.36
Bolney Cross Roads ...	12.29	12.18	12.41
Albourne Green ...	12.45	12.30	12.51
The Pylons	1.03	12.44	1.02
Aquarium	1.23	12.59	1.15



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