Sixteenth

Pioneer Run

Price 1/-

PART OF THE PROCEEDS WILL BE GIVEN TO CHARITY

For Motorcycles of Historical Interest

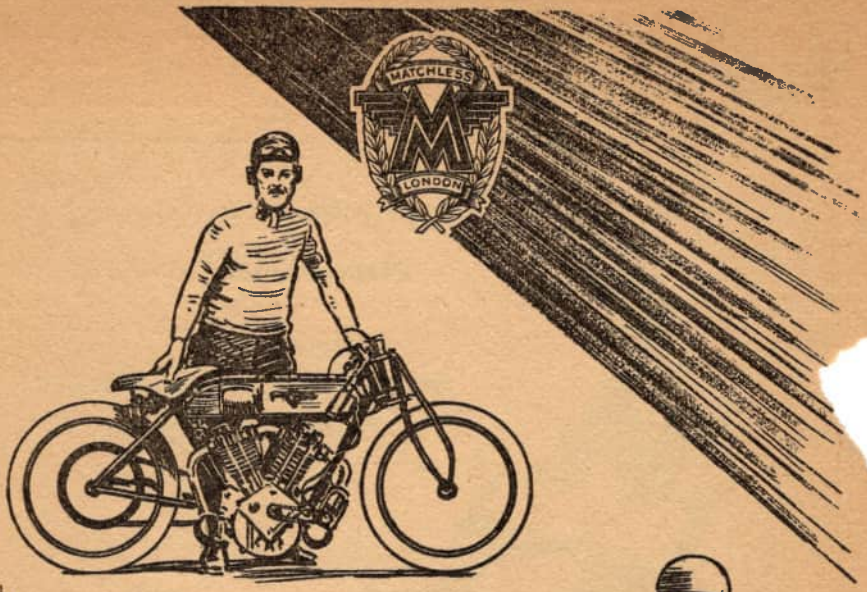
Sunday, 23rd March, 1952

Start at Tattenham Corner
Finish at Brighton

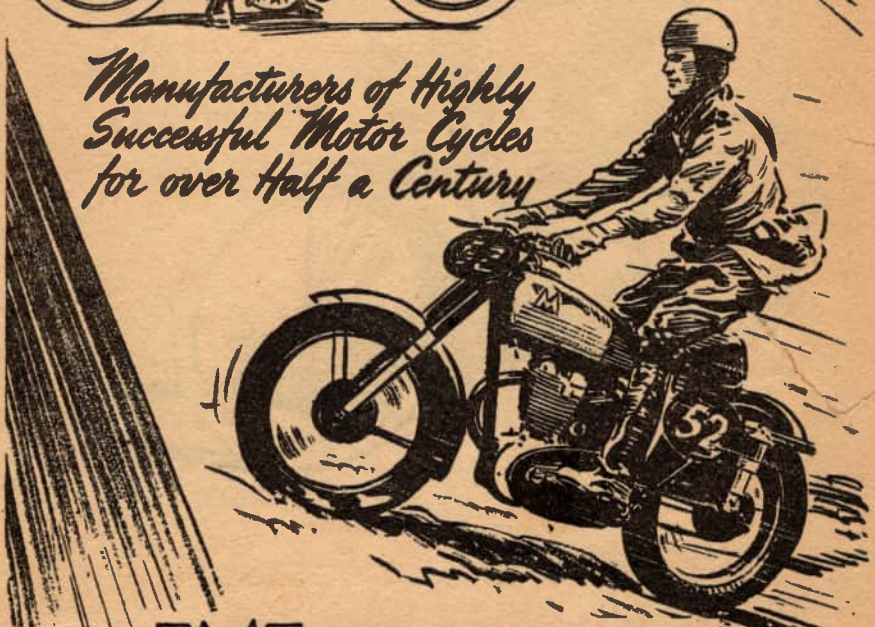


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THE SIXTEENTH

PIONEER RUN

FOR MOTOR CYCLES OF HISTORIC INTEREST

Organised by the Sunbeam Motor Cycle Club
under A.C.U. Special Restricted Permit No. Q.632

Starting from Tattenham Corner Station. Finishing at Brighton

SUNDAY, 23rd MARCH, 1952 at 10.30 a.m.

✦ ✦

OFFICIALS:

Stewards:

J. C. LOWE, Esq., appointed by the Auto-Cycle Union
MAJOR H. R. WATLING, O.B.E., J.P.
T. N. BLOCKLEY, Esq.
L. HEATH, Esq.
} appointed by the Sunbeam M.C.C.

Clerk of the Course:

T. E. HUBBUCK, 41 Macaulay Court, London, S.W.4

Secretary of the Meeting:

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

Timekeepers:

W. H. TAYLOR (in general charge), MISS I. M. CROW, C. M. DAVIS

Chief Marshals:

R. T. NEWBERY (Start) G. B. NEWBERY (Finish)

Programme Marshals:

H. A. CUBITT and J. K. JENNINGS

Commentator:

H. W. LOUIS (Editor of *The Motor Cycle*)

APPROXIMATE PASSING TIMES

(First man in each class)

Place	*Class 1*	*Class 2*	*Class 3*
Reigate	10.57	11.08	11.17
Povey Cross	11.17	11.23	11.30
Crawley	11.51	11.34	11.38
Handcross	12.15	11.52	11.53
Bolney Five Ways ...	12.25	11.59	12.00
Bolney Cross Roads ...	12.33	12.05	12.05
Albourne Green	12.49	12.17	12.15
The Pylons	1.07	12.31	12.26
Aquarium	1.27	12.46	12.39

The Pioneer Run

THIS year sees the sixteenth Pioneer Run, an event which is steadily growing in popularity with riders and owners of veteran motorcycles. Each year brings forth a host of new faces, and some rare and interesting machines. To these newcomers we extend a very hearty welcome, for it is this spirit that makes the event such an outstanding success. Nevertheless, we also owe a great debt to our many old friends, who have pioneered the way, and helped in no small measure to foster this interest.

Taking a brief look into the past, many will no doubt recall the first event, which took place in 1930. Although the meeting was very much of an experiment, and the actual course somewhat different from that used today, seventy-six machines were entered. To say the least, considerable interest was aroused by this "novelty." In the years following, numbers gradually declined, dropping to only just over thirty in 1937. Strangely enough, the figures again rose, although it was not until after World War II that we topped the 200 mark—even though so many historic machines vanished forever in the salvage drive.

Today, the interest in the preservation of these veteran machines is at a very high level. Almost every day some new discovery is made, in a thousand and one different places. In order to verify that the machines entered today are genuine veterans (i.e., manufactured before 1/1/15) each machine must have been recorded in the REGISTER OF PIONEER MOTORCYCLES. This Register contains the complete history of every individual machine, and serves as a permanent record of the existence of these valuable models. To date, there are some three hundred entries in the Register, over two-thirds of which go to make up the all-time record total in today's Run.

The Register is the work of the Pioneer Sub-Committee of the Sunbeam M.C.C., working in close harmony with the Association of Pioneer Motorcyclists. Anyone owning a veteran machine may submit details on the official form,* (together with two photographs of the machine) to the Registrar. If, after close scrutiny by the Committee, the machine complies with the governing regulations, an appropriate certificate will be issued, for the modest charge of one shilling. The machine is then eligible to compete in all Pioneer events organised by the Sunbeam M.C.C.

Before closing, 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 British Railways (Southern Region) for their generous help and co-operation. They also wish to thank the management and staff of the Blue Pencil Cafe at Crawley, and Rosse's Garage, Pycombe. The services of the Triumph Owners Club, the Ravensbury M.C.C., and the Worthing Eagle M.C.C., together with the help of several Scout Troops have also been greatly appreciated. Messrs. Taylor-Matterson Ltd. of Balham we thank for providing the breakdown van following the riders.

In all, there are far too many officials, observers, programme-sellers and friends, etc., to thank individually for their part in helping to make this Run a reality. So to them, collectively, the Organisers say "thank you."

* Obtainable from the Registrar: J. R. CLEW,
39 Kingswood Road,
Tadworth, Surrey.

CLASS 1.

Machines manufactured before 31st December, 1904.

Riders **in Class 1 only** will have a short stop near Crawley. The schedule speed is 15 m.p.h. for vehicles other than Tricycles and Front Wheel Drive Machines, but Tricycles and F.W.D. models have only to average 12 m.p.h.

	Driver:	*Observer:*	*Time Report*	*Start*
1	**M. F. WALKER (37) Harrow** Vintage M.C.C.	F. MOSS	10.00½	10.30½

1902 Victoria—142 c.c. Solo

This interesting little machine has now competed in four Pioneer Runs, and is worthy of close study. Note the clip-on engine, and the long thin transmission belt, tensioned by a "jockey" pulley.

2	**V. F. SMITH (43) Richmond** Sunbeam M.C.C.	C. G. STUART	10.01	10.31

1904 Quadrant—392 c.c. Solo.

These machines were one of the most popular models in the early days. This particular machine was located in a blacksmith's shop in Cornwall. Needless to say, many hours of work have been put into the renovation of this specimen.

3	**J. F. SLOAN (38) New Malden** Sunbeam M.C.C	C. H. GOODY Sunbeam M.C.C.	10.01½	10.31½

1898 Romain-Orleans—432 c.c. Tricycle.

A very interesting, yet little known, machine of French origin. The owner, now a familiar figure in Pioneer events, is still trying to trace the origin of this machine, after many years searching. We hope he manages to gain a "first."

4	**R. A. BEECROFT (38) Wembley** B.M.C.R.C.	F. W. PRESCOTT Kenton M.C.C.	10.02	10.32

1902 Ormonde 400 c.c. Solo

Both rider and machine are also well known at Pioneer events This very interesting specimen of the Ormonde marque has now gained two first-class awards, so we hope that the rider may accomplish the "hat trick" this year.

5	**E. H. HARRISON (24) Copthorne**	E. CLIFTON	10.02½	10.32½

1901 Singer—198 c.c. Tricycle

A most interesting early machine, having the engine mounted within the front wheel. It performed very well last year, so we wish the rider every success.

6	**J. M. WEST ( ) London S.E.18** Sidcup & D.M.C.C.	C. NEWTON Sidcup & D.M.C.C.	10.03	10.33

1902 Matchless—295 c.c. Solo

We need hardly introduce this rider, for he is none other than Jock West, well known for his racing activities. The machine he is riding today is claimed to be the first ever to leave the Matchless works. This is its 11th Pioneer Run ! !

7	**J. P. SMITH (45) Keighley** Vintage M.C.C.	G. LEWIS	10.03½	10.33½

1901 Slinger—4½ H.P. Tricycle (3 wheels in line)

We extend a very hearty welcome to this most unique veteran machine, and to its rider, making their first appearance all the way from Yorkshire. Note the very unorthodox engine mounting and steering arrangement. The machine is a "one off" designed by the late Billy Slinger, with de Dion engine.

8	**D. J. H. DAY (33) London, S.E.18.** C.S.M.A., Sunbeam M.C.C.	F. H. STEPHENS C.S.M.A.	10.04	10.34

1899 Raleigh—239 c.c. Solo

Another rare and extremely interesting machine, with a Schwan engine. This is probably the most difficult machine to handle amongst the many entered today, especially if wet.

A message from Major Watling

THE ANNUAL "PIONEER RUN" promoted by the Sunbeam M.C.C. is now a "Classic" amongst Motor Cycle Events. It is as popular amongst the tens of thousands of spectators that line the route as it is amongst the ever increasing number of competitors. The Event is sport at its best.

There is a happy conspiracy (in which we hope the Clerk of the Weather will join once more) between the promoters, the Brighton Corporation, the Sussex and Surrey County Police Forces and indeed the competitors themselves whose only desire seems to be to embrace an opportunity of giving the public an exhibition of the prowess of their steeds!

But what a tribute to the British Motor Cycle lies in the character of the machines that are taking part. Most of the machines will be older than the majority of you who are reading this Programme; and look down the list and see how many were born before Queen Victoria died. How pleased the designers of those days would be if they knew how "those they have loved" yet survive to secure—yes, and merit—the applause of the waiting crowds.

The occasion itself is a festive affair—for the Pioneer Run is a very good excuse—no, a jolly good reason—for a family jaunt to Dr. Brighton—and what a welcome they receive from that hospitable town. Those of us, who, with the riders, travel sedately from Tattenham Corner to the finish at Brighton, share their joys whilst we indulge in many pleasant memories of the motor cycling days of long years ago, conjuring up the many problems of the surface carburetter, the oil lamp, the porcelain plug, the belt drive.

The contrast between the "old and new" is thrown into strong relief by the fact that the "observer" (shown in the programme alongside the driver) will probably ride a motor cycle of the same make but of today's vintage. And what an opportunity this will give the connoisseur, the veteran and the youngster who appreciate the most minute differences in design.

Behind this Event lies the great British Motor Cycle Industry which "year in and year out" in both peace and war for more than half a century has built in all nearly 2,000,000 motor cycles and seen them used in every market in the world.

Today the motor cycle is a big "dollar earner" and if by chance, reader, you are an enthusiast and unable at present to get your favourite mount, reflect upon the fact that your sacrifice is a definite contribution towards a solution of the Nation's difficulties and the maintenance of our hard won standard of living.

In conclusion, I must take this opportunity of expressing not only my personal thanks, but also the thanks of the Motor Cycle Industry to all those officials and members of the Sunbeam M.C.C. who are responsible for the organisation of this Run. We all owe a sincere debt of gratitude to their energy and enthusiasm.

H. R. WATLING, O.B.E., J.P.

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

CLASS 1 (Continued)

9 **D. STANFORD ( ) Tunbridge Wells** — A. NORRIS — 10.04½ — 10.34½
O.W.L.S. M.C. — O.W.L.S. M.C
1903 Robinson & Price—232 c.c. Solo
This machine, which is the only one of its kind on the Register, was found buried in a rubbish heap after six weeks' evening digging! Needless to say, much work has been done since then. Take a look at the front springing.

10 **B. J. COLLINS (27) Esher** — G. J. STEARN — 10.05 — 10.35
Veteran Car Club
1903 Phoenix—Trimo—3½ h.p. Forecar
This particular model is a very good specimen of the forecar, which was so popular in the very early days. Although this is only its second Pioneer Run, it has competed in the Veteran Car Runs also. We hope a "first" is won this year.

11 **E. V. BELL ( ) Epsom** — A. W. JOHNSON — 10.05½ — 10.35½
Sunbeam M.C.C.
1903 Swift—317 c.c. Solo
Another rare and interesting model, now making its fifth run. The engine mounting is most unique, as is the saddle position! Note the XL-ALL spring forks, and neat gearbox.

12 **F. N. DIMOND-HOGG (51) Cheltenham** — J. TUCKER — Triumph Owners — 10.06 — 10.36
Sunbeam M.C.C.
1904 Buchet—402 c.c. Solo
The engine of this machine is of French origin and is also comparatively rare. The saddle position gives the impression that the machine was once used for cycle pacing!

13 **H. E. COHEN (67) New Malden** — P. BENNETT — 10.06½ — 10.36½
A.P.M.C., Sunbeam M.C.C.
1903 Alldays & Onions—250 c.c. Solo
This machine is a really well preserved specimen of a long forgotten make, and is worthy of close inspection. The rider is a very keen enthusiast, for he has been riding motorcycles regularly since 1903. We wish him luck on his tenth run.

14 **J. F. KENTISH (34) Headley** — C. A. WHITE — 10.07 — 10.37
Sunbeam M.C.C. — Sunbeam M.C.C.
1902 Peugeot—150 c.c. Solo
Another interesting early machine, featuring the famous Minerva engine. This is clipped to the front frame member, below the deep narrow tank. We have an idea that the rider will notice a difference between this and his 7R A.J.S.!

15 **E. K. LANGTON (44) Shipley** — S. P. TURNER — 10.07½ — 10.37½
Bradford & D.M.C. — Sunbeam M.C.C.
1902 Zedel—244 c.c. Solo
Another very well-known machine and rider. When one takes a close look, it is hard to realise that the machine was rescued from a scrap yard fifteen years ago—costing all of 3/6! The rider, of Speedway fame, needs no introduction.

16 **O. LANGTON (46) Leeds** — P. B. PORTER — 10.08 — 10.38
Vintage M.C.C. — Sunbeam M.C.C.
1903 Rex—346 c.c. Solo
Brother Oliver rides the Rex this year, a companion to the above machine. This, too, is a very nice specimen. Take a look at the neat tank, and the cradle engine mounting, plus the old surface carburetter.

17 **R. A. MAY (34) Chilworth** — R. G. EDWARDS — 10.08½ — 10.38½
Witley & D.M.C.C. — Witley & D.M.C.C.
1903 Humber—350 c.c. Solo
This machine has had but one owner since new, which accounts for its very fine condition. The engine layout is characteristic of all the early Humbers, together with the once famed Longuemare carburetter.

A MESSAGE FROM THE MAYOR OF BRIGHTON

(Alderman ERIC SIMMS, J.P.)

WHEN, shortly after the turn of the century, I first set out on the roads precariously balanced on the lofty saddle of a Werner motorcycle, I did not imagine that nearly fifty years later I should have the privilege of being associated, as Mayor of Brighton, with an event which is designed to commemorate the struggles of early motorcyclists. With its diminutive engine and twisted raw-hide belt drive, that early machine of mine gave no foretaste of the perfection which is available to the young man of today.

The British motorcycle now enjoys an enviable international reputation, and it is very pleasing to have the opportunity of welcoming to Brighton such a representative selection of these pioneer makes which first established our reputation in this field of industry and sport.

May this popular event—first staged by the Sunbeam Club twenty-two years ago—continue with ever increasing success for a very long time to come.

Mayor.

Notice to Competitors

Photographs have been taken of every competitor at various points in today's Run.

Copies can be seen and ordered at the Charles Dunn Mobile Darkroom at the Finish.

Postal enquiries to . . .

CHARLES DUNN,

"Greenleaves," Send, Woking, Surrey

Telephone: Ripley 2299

CLASS 1 (Continued)

18 **R. SKERMAN (24) London S.W.15** D. BUTT 10.09 10.39
Morden & D.M.C.C.
★ **1904 Ariel—500 c.c. Solo**
An early representative of yet another modern manufacturer. The engine is of Peugeot design, this particular motor being the racing edition, characterised by the scanty finning.

19 **P. TACON (34) Norwich** L. C. URBANI 10.09½ 10.39½
S.C.C. of Norfolk Sunbeam M.C.C.
1903 Humber—387 c.c. Forecar
This very desirable forecar is a welcome addition to the Run. It was bought by the rider for 10/-, having been used to block a gap in a hedge for some twenty-seven years! We cannot estimate how many hours work must have been put into this.

20 **F. G. HOLMES (44) Rushden** J. E. COOPER 10.10 10.40
Sunbeam M.C.C., R.D.M.C.C. Rushden M.C.C.
★ **1903 Excelsior—400 c.c. Solo**
Another rather rare early motorcycle, few of which are in existence. This, too, has undergone much renovation so we are hoping to see the machine gain a "first" on its first event.

21 **H .L. FRUIN ( ) Hillingdon** E. C. THOMPSON 10.10½ 10.40½
Vintage M.C.C. Stoke Poges M.C.
1903 Wyatt Minerva—331 c.c. Solo
Yet another very rare and interesting machine. The early Minerva engine is featured, together with the Longuemare carburetter. It is attached by a neat clip-on arrangement.

22 **H. WILLETT ( ) Epsom** E. COOK 10.11 10.41
Surrey Hills M.C.
1902 Humber—350 c.c. Solo
Another early Humber, almost identical to the one mentioned earlier. This machine is also an excellent specimen, having collected the Concours award at the last Sunbeam Rally. The engine is started by a handle!

23 **J. MOORE (22) Reading** W. ANDREWS 10.11½ 10.41½
Vintage M.C.C.
★ **1901 Singer—198 c.c. Solo**
Another of the machines with the engine mounted within the wheel. This is the bicycle version of the tricycle which appeared earlier in the programme.

24 **R. SIMMS (44) Upper Portslade** D. HALFPENNY 10.12 10.42
1904 Kerry—235 c.c. Solo
This is the first appearance of a Kerry in this event, a one-time very popular model. The design is quite straightforward, giving the model a neat appearance for its age.

25 **C. WAYE (19) Welwyn** J. WEST 10.12½ 10.42½
Vintage M.C.C.
1904 B.A.T.—482 c.c. Solo
A second run for this very interesting veteran machine, ridden by our most enthusiastic young rider. He has put so much work into this machine that he richly deserves a "first".

26 **A. L. S. DENYER (51) Alton** W. OLIVER 10.13 10.43
Sunbeam M.C.C. Alton M.C.C.
1898 Werner—220 c.c. Solo
Another well-known and very popular make of the early days. The engine mounting is characteristic of these ancient models, which earned quite a reputation for reliability.

27 **R. T. MAUGHFLING (24) Col'ster** A. C. SMITH 10.13½ 10.43½
Halstead M.C.C. Halstead M.C.C.
★ **1902 Griffon-Bichrone—155 c.c. Solo**
This machine is calculated to raise very great interest, for it is the only one of its kind now in existence. Although looking like a twin, one "cylinder" is used for charging purposes only, the engine being a two-stroke.

TEAMS

Class 1.

SUNBEAM "A"—V. F. Smith, J. F. Sloan, A. L. S. Denyer
SUNBEAM "B"—F. N. Dimond-Hogg, H. E. Cohen, J. F. Kentish
"PER ARDUA"—M. F. Walker, R. A. Beechcroft, D. J. H. Day
"NORTHENERS"—E. K. Langton, O. Langton, D. McBain

Class 2.

THE MULTIS—P. A. Seymour, L. N. Cole, H. H. Beerling
"F.N's."—E. R. Winter, F. H. Banks, H. L. Wilson
SUNBEAM "C"—R. F. Fryer, W. Grove, L. C. Newman

Class 3.

TRIUMPHS—H. O. Twitchen, J. R. Clew, J. R. MacDougall
SUNBEAM "D"—F. Lacey, A. F. Reeves, R. Pinnock
SUNBEAM "E"—G. Albery, E. Heward, A. F. Taunton
VINTAGE "A"—J. Oddy, C. F. South, K. Cobbing
VINTAGE "B"—C. E. Allen, J. D. McKay, W. W. Swait
VINTAGE "C"—M. R. Johnson, A. J. Chapman, D. Newport
BLISWORTH BOYS—J. P Griffith, R. N. Griffith, F. E. Freeston
THE WARWICKS—F. O. Bussey, F. A. O. Bussey, L. H. Wills
NORTH HANTS—A. L. Savage, Mrs. M. Savage, O. W. Tyler
C.S.M.A.—R. G. Atkinson, C. J. H. Day, M. V. Stelling
SIDCUP—L. A. Davis, S. V. Habgood, N. C. B. Harrison
THE KENNARDS—R. J. Fisher, A. J. Griffiths, F. Alborough
MATCHLESS—F. W. Neill, F. E. Collis, J. F. Kelleher
THE READINGS—R. Davis, R. Lawrence, W. Moore
SUNBEAM "F"—C. F. Caunter, J. A. Sheldon, D. K. Poland
SUNBEAM "G"—E. Marshall, G. W. Walker, G. M. Walker
SCOTTS—M. Kitson, H. J. T. Key, H. W. Hopkins
THE FULHAM FIVE—E. A. Beckham, A. Dorling, V. G. Shreeve
TRIPLE TWINS—S. H. Lawrence, D. W. Lawrence, E. Stevens
HILLINGDON—D. P. Horton, D. S. Bootle, F. French
NORTH-EASTERS—W. White, J. B. Wallace, S. C. Perris
LONDON DOUGLAS—G. D. Brown, J. M. Hussey, G. S. Cheavin
SUNBEAM SWINDONS—C. W. Rowe, A. K. Colborne, C. C. Smith
SUNBEAM RACERS—E. T. Pink, A. J. Targett, G. W. Goodall

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CLASS 1 (Continued)

28 **D. McBAIN ( ) Morden** — S. DAVIS — 10.14 — 10.44
B.M.C.R.C., Sunbeam M.C.C. — Ravensbury M.C.C.
1904 Kerry—150 c.c. Solo
One of the early ladies model Kerrys, ridden by our sporting "speed cop." We do not think it likely that these machines were the official issue for the mobile police in the early days!

29 **R. A. CARTER ( ) Nuneaton** — B. M. BAKER — 10.14½ — 10.44½
Vintage M.C.C. — Triumph Owners M.C.C.
1904 Minerva—700 c.c. Solo
Another extremely rare and interesting machine, taken from Mr. Carter's private collection. We certainly hope he has much better luck than last year, for the crankshaft broke the evening before the event.

30 **J. G. E. SALMON ( ) Shepshed** — L. LEAVER — 10.15 — 10.45
Vintage M.C.C. — Triumph Owners M.C.C.
★ **1904 Howard ? Solo**
Another of Mr. Carter's machines. This is also a very rare machine, and is claimed to have been the model exhibited at one of the Stanley Shows. An interesting feature is the lack of a carburetter—a metering device being utilised.

31 **D. S. MORGAN ( ) Gosport** — M. SHERWIN — 10.15½ — 10.45½
1904 Ariel—247 c.c. Solo
An interesting specimen of the very early Ariel. We wonder whether the machine is still coupled to the Dursley-Peterson bicycle, as in the past?

32 **H. GERMAN (19) Amersham** — I. V. CLEMENTS — 10.16 — 10.46
Vintage M.C.C. — Vintage M.C.C.
1902 Singer—250 c.c. Solo
Another of the Singer machines with the engine within the rear wheel. This machine was found in Scotland, and was complete with leather number plates, instruction book, and tool kit.

33 **A. H. GRUNDY (56) Grimsby** — E. FEAVER — 10.16½ — 10.46½
V.C.C. Grimsby C.C. — Triumph Owners M.C.C.
★ **1903 Quadrant—200 c.c. Tricycle**
An odd example of the early Tricycle. Although this model houses the early Minerva engine, not much is known about the rest of the machine. An extensive search for further information is still going on.

34 **E. A. CRAMER (41) Hixon** — M. GEORGE — 10.17 — 10.47
1903 Singer—175 c.c. Solo
And yet another of the little Singers, carefully renovated by the rider. Mr. Cramer has shown very great enthusiasm in running this machine, having travelled from Stafford to London in order to get the machine registered in time.

35 **G. R. CRUDDAS ( ) Croydon** — G. M. ROGERS — 10.17½ — 10.47½
Wickham
1904 Kerry—500 c.c. Solo
Another of our regular competitors, both rider and machine. The machine ran in every Pioneer Run between 1931 and 1947, with unequalled success. We hope that one more award may be added to the list.

36 **A. M. BUSH (29) Arborfield** — G. LAWSON — 10.18 — 10.48
California M.C.C.
1903 Featherstone—200 c.c. Solo
Another regular customer, and another model of great interest. A casual glance makes the machine appear all tank and very little engine, although a closer inspection shows what a very neat little design has been made.

★ Indicates that these machines have been temporarily enrolled on the Pioneer Register, but that Certificates are withheld pending final investigation.

1898 1952

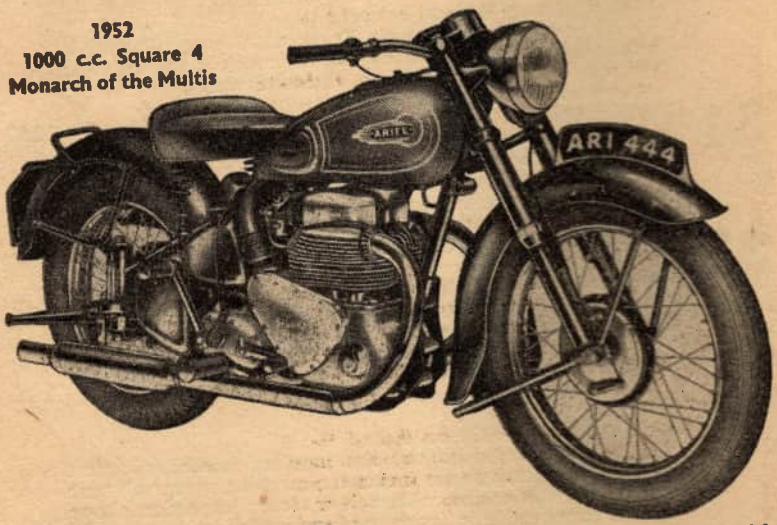


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ARIEL MOTORS LTD SELLY OAK BIRMINGHAM 29

CLASS 2.

Machines manufactured between 1st January, 1905 and 31st December, 1909
Schedule speed—20 m.p.h.

	Driver:	*Observer:*	*Time Report*	*Start*
37	**L. PEARSON (48) Sutton**	L. HOLE	10.18½	10.48½
	1908 Rex—450 c.c. Solo			
	A good example of a machine which has been preserved in its original condition since new. It was at one time owned by a Doctor, who used it for his rounds. Take a good look at the unusual front suspension.			
38	**P. A. SEYMOUR (42) Ashstead**	D. WELLINGS	10.19	10.49
	Leatherhead & D.M.C.C.	Leatherhead & D.M.C.C.		
	1909 Royal Enfield—350 c.c. Solo			
	A very nice specimen of the 1909 Royal Enfield twin. Look for the peculiar cylinder finning, the fins remaining horizontal to the ground although the cylinders slope fore and aft. The rider is none other than Phil Seymour, of grass-track and hill-climb fame.			
39	**R. F. FRYER (43) Staines**	J. KING	10.19½	10.49½
	Sunbeam M.C.C., V.M.C.C.			
	1909 Triumph 499 c.c. Solo			
	A very nice specimen of the 1909 'trusty' Triumph. Ignition lever on the tank, open type magneto, straight top tube and single gear direct belt drive are the characteristic features of this machine, now making a sixth trip to Brighton.			
40	**W. GROVE (37) Abingdon**	B. MEASOR	10.20	10.50
	Sunbeam M.C.C.			
	1906 Triumph—446 c.c. Solo			
	A very nice specimen of the early Triumph, this model being of the year in which spring forks were first introduced by Triumphs. The design was very advanced for its era, and these models sold well. We hope the rider gets a "first" on his first run.			
41	**E. R. WINTER (45) Thames Ditton**	B. THORNE	10.20½	10.51½
	Dittons M.C., Sunbeam M.C.C.	Dittons M.C.		
	1909 F.N. 498 c.c. Solo			
	Another of the Belgian machines is this four-cylinder model. With the shaft drive this is probably one of the smoothest runners entered today (and probably the quietest). The machine is no newcomer, having already seen Brighton three times.			
42	**L. V. FENTON (49) Hillingdon**	A. BOUTTELL	10.21	10.51
	Vintage M.C.C.	Sunbeam M.C.C.		
	1909 Wooler—344 c.c. Solo			
	One of the most unconventional machines in today's event. The engine is a two-stroke, and is surrounded by so many unorthodox features that we will refrain from further comment. It has been renovated with great care			
43	**F. H. BANKS (42) Waltham Cross**	E. G. OXENHAM	10.21½	10.51½
	N.E. London M.C.	British Two Stroke Club		
	1906 F.N.—498 c.c. Solo			
	A nicely reconditioned specimen of the four-cylinder F.N. The shaft drive, and the quiet smooth motor are as standard. We hope the rider has better luck this year.			
44	**W. SPENCER ( ) Hailsham**	N. J. MILLER	10.22	10.52
	Eastbourne & D.M.C.C.	Eastbourne & D.M.C.C.		
	1909 Triumph—499 c.c. Solo			
	A standard 1909 Triumph, with direct belt drive.			

The figures in brackets after each Rider's name indicates his age.

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CLASS 2 (Continued)

	Driver:	*Observer:*	*Time Report*	*Start*
45	**A. E. JEFFREY (37) Gt. Missenden** Chalfonts & Amersham M.C.C. **1908 Singer—210 c.c. Solo** This 1908 model makes a very nice lightweight machine. Note the high mounted sloping engine, and the long curved exhaust. This machine appeared in the Coventry pageant last year.	A. DIBLEY C. & A. M.C.C.	10.22½	10.52½
46	**A. T. CLARK ( ) Mitcham** M.C.C. **1908 Triumph—499 c.c. Solo** An example of the early Triumph, not many of which are in existence. Strangely enough, their younger brethren certainly outclass all other machines as regards numbers.	H. COPE	10.23	10.53
47	**R. J. PHILPOTTS (41) London** Malden & D.M.C.C. **1909 Experiment—650 c.c. Three Wheeler** This is indeed a machine to raise much comment. It is based on the early J.A.P. twin engine, and was the second machine built by one Mr. Russell. In all, there are seventeen controls, so take a really good look!	H. FITCH Malden & D.M.C.C.	10.23½	10.53½
48	**H. L. WILSON (57) Ewell** Sunbeam M.C.C., V.M.C.C. **1908 F.N.—482 c.c. Solo** A nice example of the early F.N., shaft drive and the four cylinders going without saying. The rider is well remembered for his activities on Triumphs during the Vintage era.	W. WARDEN Ravensbury M.C.C.	10.24	10.54
49	**L. C. NEWMAN (44) Swindon** Sunbeam M.C.C. **1909 Minerva—412 c.c. Solo** We are very pleased to see that Les Newman is still making this an annual event, despite an enforced change of mount. We hope that the Minerva really does its stuff, and that Les gets his usual award!	W. M. SAUNDERS	10.24½	10.54½
50	**L. N. COLE (38) London S.E.27** Streatham & D.M.C.C. **1906 Douglas—696 c.c. Solo** Another old friend is this Douglas V-4 model. It has recently been classified as of great historical interest, despite the addition of a later frame. Len Cole remains faithful to this model and, indeed, to the breed in general!	Miss MAHON Falcon (Croydon) M.C.C.	10.25	10.55
51	**H. H. BEERLING (36) Iver Heath** **1909 Chater Lea—680 c.c. Solo** This machine can very easily be recognised by its long, thin cylinders, and the seemingly large crankcase. Rider and machine helped collect the Class 2 Team prize last year, so we hope they manage a similar feat today.	E. BUTTERWORTH	10.25½	10.55½
52	**J. F. BILLINGS ( ) Woodford Bdge** **1908 Elgin—100 c.c. Solo** A most interesting example of the early "autocycle". This machine, and the one below, were discovered together last year, and succeeded in gaining first class awards.	H. D. SHOESMITH	10.26	10.56
53	**E. M. HARRISON ( )** **1908 Elgin—100 c.c. Solo** A brother to the above machine, although coil ignition seems to be favoured in this case.	D. P. COBB	10.26½	10.56½

The figures in brackets after each Rider's name indicates his age.

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CLASS 2 (Continued)

	Driver:	*Observer:*	*Report Time*	*Start*
54	**F. C. EMMANS (40) Southwick**	F. BARRACLIFF	10.27	10.57
	1905 Riley—490 c.c. Solo			
	An extremely rare and interesting specimen of a name which is now only known in the car world. It is the first appearance of this machine, the only one of its kind now in existence.			
55	**E. L. TAYLOR (41) Speldhurst**	G. A. LEIGH-LYE	10.27½	10.57½
	Tunbridge Wells M.C.	C.S.M.A.		
	1909 Brown—500 c.c. Solo			
	Another very nice specimen, and another forgotten name in the motorcycling world. It knows its way to Brighton very well, for this is its ninth run, and ninth award—a very good record indeed.			
56	**P. L. CLARKE (19) Epsom**	B. DEAKIN	10.28	10.58
	★ **1906 Rigeway—310 c.c. Solo**			
	The only known example of a friction drive machine — a design simply bristling with many unusual features. Not much is known about the origin of this machine, the search for information still being pursued. We hope the rider does not run out of grip!			
57	**R. C. SYMES (65) Bishops Waltham**	D. GREENSLADE	10.28½	10.58½
	B.W.M.C.C.	B.W.M.C.C.		
	1907 P. & M.—500 c.c. Sidecar			
	This particular outfit is well known by now, for Mr. Symes is a very ardent supporter of all our veteran events. The machine is interesting in so far as it is the earliest P. & M. recorded on the Pioneer Register.			
58	**A. I. BOTTERILL ( ) Erith**	J. D. CHANDLA	10.29	10.59
	Dart M.C.C.	Dart M.C.C.		
	★ **1909 Werner—230 c.c. Solo**			
	Very little is known of this specimen. The past history of these machines is rather obscure, and the search for further information is still progressing.			
59	**G. K. BALLAMY (50) Worthing**	N. R. BURTON	10.29½	10.59½
	Worthing Eagle M.C.C.	Worthing Eagle M.C.C.		
	1909 Moto-Reve—247 c.c. Solo			
	The only example of this obscure make yet recorded on the Pioneer Register. A very intriguing little job.			
60	**R. R. BARBER (51) Polperro**	A. HUMPHREYS	10.30	11.00
		Sunbeam M.C.C.		
	1908 Triumph—499 c.c. Solo			
	Not the first time this machine has been brought up from Cornwall to compete, but the first trip for R. R. Barber (one-time Isle of Man rider of renown).			
61	**D. KEMP (49) Cardiff**	K. WARD	10.30½	11.00½
	Vintage M.C.C.			
	★ **1907 F.N.—498 c.c. Solo**			
	Last competitor in the "pre-1910" Class has come all the way from Wales with this "straight four" Belgian bicycle.			

★ Indicates that these machines have been temporarily enrolled on the Pioneer Register, but that Certificates are withheld pending final investigation.

The figures in brackets after each Rider's name indicates his age.

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55 SOUTH STREET, EPSOM

CLASS 3.

Machines manufactured between 1st January, 1910 and 31st December, 1914.
Schedule Speed—24 m.p.h.

	Driver:	*Observer:*	*Time Report*	*Start*
62	**C. F. CAUNTER (53) London, S.W.7.** Sunbeam M.C.C.	H. G. TYRELL-SMITH	10.31	11.01
	1914 Triumph—225 c.c. Solo Although a great number of "Baby" Triumphs were made, this is still the only model recorded on the Register.			
63	**M. V. STELLING (26) London** M.C.C., C.S.M.A., V.M.C.C.	B. BUTTERFIELD London Douglas M.C.C.	10.31½	11.01½
	1914 Triumph—550 c.c. Solo A very nice specimen of the familiar 1914 Triumph. Many hours have been lavished on this machine by the rider, who was rewarded by winning the Concours d'Elegance at Eastbourne last year. This machine has the three-speed hub gear, and foot operated clutch.			
64	**C. J. H. DAY (59) West Bridgford** Sunbeam M.C.C., C.S.M.A.	C. A. WARD C.S.M.A.	10.32	11.02
	1914 Triumph—550 c.c. Solo Another really remarkable specimen of the 1914 model, almost beyond description. This machine is very well known, as is its popular owner. This is a **"must"** to see, and if there is time, persuade Mr. Day to show his tool kit!			
65	**A. T. ROBINSON (23) London**	D. ROSE	10.32½	11.02½
	1913 Rudge—499 c.c. Solo A very popular model in its day, particularly with the "sporty boys." This machines emploce sthe famous "multi" gear, giving thirteen different ratios! Note also its one side and one overhead valve arrangement.			
66	**S. C. STANLEY ( ) Weybridge** M.C.C.	P. WITNEY	10.33	11.03
	1914 Douglas—348 c.c. Solo The ever popular little Douglas, which will be remembered by many with deep affection. These little models run "like a clock," and are a real joy to ride. Note the "tram-handle" gear change, and the big outside flywheel.			
67	**H. O. TWITCHEN (53) Kingston** Sunbeam M.C.C.	F. H. BURLING Sunbeam M.C.C.	10.33½	11.03½
	1911 Triumph—499 c.c. Solo A perfect specimen of the 1911 model here, absolutely in its original condition. The rider, one of this country's leading authorities on Veteran machines, is only the second owner of this "Trusty"—and it is as immaculately maintained as anyone could wish to see.			
68	**J. E. ODDY (21) London, N.14** Vintage M.C.C.	C. A. STEFF Harringay & D.M.C.C.	10.34	11.04
	1914 Royal Enfield—770 c.c. Solo The rider (seventeen years younger than his machine!) is a well-known figure in the Vintage Motor Cycle Club, and he should certainly not be troubled by lack of power on his trip to the coast today. These "big twin" Enfields were renowned for their slogging abilities.			
69	**C. F. SOUTH (41) London, N.13** Vintage M.C.C.	J. SOUTHWELL Harringay & D.M.C.C.	10.34½	11.04½
	1914 F.N.—244 c.c. Solo One of the somewhat rare single cylinder F.Ns. Note the unusual engine mounting, and the final shaft drive. This machine has already run to Brighton twice before, gaining a "first" on each occasion.			

70 **K. COBBING (29) Enfield** — T. ELLIOT — 10.35 — 11.05
Vintage M.C.C. — Harringay & D.M.C.C.
1913 Humber—500 c.c. Solo
A very well preserved specimen of the 1913 model. This will be the fifth run for this machine, which has so far gained four "firsts." We wish the rider every success, and hope that he may add yet one more to the list.

71 **E. MARSHALL (61) Cromer** — E. OLIVER — 10.35½ — 11.05½
Sunbeam M.C.C., V.M.C.C.,
1914 Douglas—348 Solo
A special welcome for this rider, who has changed mounts today in favour of this very nice little "Duggie." We hope that he will have the same measure of success as in the past.

72 **H. A. APPLEBY (40) Piltdown** — F. PARIS — 10.36 — 11.06
Lewes Unity — Lewes Unity
1912 Humber—493 c.c. Solo
Another Humber, this time the 1912 model. Note the very neat drive arrangement to the open type magneto, and the long air intake on the carburetter. It is the fifth run for this machine, also.

73 **D. W. CHAPMAN (34)** — J. R. CHAPMAN — 10.36½ — 11.06½
Leighton Buzzard — Mid-Bucks M.C.C.
Mid-Bucks M.C.C.
1913 Triumph—499 c.c. Solo
Another of the 499 Trusty Triumphs. These machines earned a great reputation for their reliability, and are probably the most common of the Veterans for this reason. Characteristic features are the novel front suspension, and the sturdy-looking engine. This particular specimen is stated to have done but 1,000 miles since new.

74 **W. GARRARD ( ) London, W.10** — W. S. HORTON — 10.37 — 11.07
M.C.C., Acton & D.M.C.C.
1912 Humber—198 c.c. Solo
This machine was the result of an early attempt to produce a lightweight four-stroke. Today sees the fifth run for this machine, which holds quite a distinguished record.

75 **W. W. SWAIT (44) Kinsham** — E. A. BEADLE — 10.37½ — 11.07½
Vintage M.C.C. — Vintage M.C.C.
1914 Royal Enfield—770 c.c. Solo
The rider is another familar figure in the Pioneer Run, coming from the outskirts of Gloucester. He has changed mounts this year, in favour of the big-twin Enfield, a machine very popular in 1914 for combination work.

76 **F. LACEY (70) Kingswood** — H. N. RYAN — 10.38 — 11.08
Sunbeam M.C.C. — Sunbeam M.C.C.
1913 Douglas—348 c.c. Solo
We need hardly introduce this well known rider and machine either, for both are very regular competitors. The rider is now a septuagenarian, and has owned this machine since new.

77 **F. O. BUSSEY (60) Solihull** — E. A. FULLER — 10.38½ — 11.08½
Triumph Owners
1914 Triumph—550 c.c. Sidecar
A very good example of a veteran sidecar outfit. These combinations were unfailingly reliable, and were very popular with the "family man." Note the wickerwork sidecar, none other than the original Gloria, supplied with the machine.

78 **L. H. WILLS (29) Atherstone** — R. BURDETT — 10.39 — 11.09
Vintage M.C.C. — Sunbeam M.C.C.
1912 Bradbury—554 c.c. Solo
One of the "owd Brads" from Lancashire. These sturdy models have the unusual feature of the crankcase acting as part of the main frame. Take a good look—IF you can get near! The gear is the N.S.U. two-speed type.

79 **F. A. O. BUSSEY (33) Nuneaton** — J. G. TYE — 10.39½ 11.09½
Vintage M.C.C. — Sunbeam M.C.C.
1912 Rudge—499 c.c. Solo
This machine is reputed to be a genuine 1912 T.T. model, and is in its original condition. This rider, and the two directly before, regularly travel from Warwickshire for this event.

80 **J. LINDLEY (37) Kempston** — G. CAVES — 10.40 11.10
Vintage M.C.C., V.C.C. — Bedford Eagles M.C.
★ **1914 Sun-Villiers—269 c.c. Solo**
One of the very popular little two-strokes manufactured just before the Great War. The engine is one of the very early Villiers models, and may be distinguished by its separate magneto and large outside flywheel. This is its first Run.

81 **E. T. PINK ( ) Harrow** — .B R. NICHOLAS — 10.40½ 11.10½
Sunbeam M.C.C. — Kenton M.C.C.
1914 Rudge—499 c.c. Solo
Another rider well known in racing circles, particularly in the Isle of Man. His mount today is another of the Rudge-Multis, so very popular in their day. They sold at about £60.

82 **M. KITSON (31) Braintree** — F. YATES — 10.41 11.11
London Scott M.C.C.
★ **1911 Scott—532 c.c. Solo**
As one would expect, the name of Scott and Kitson are as united as ever ! ! These machines were very advanced for their day, and still form an interesting source for comparison with the later models. It is the first run for this specimen.

83 **W. FRUIN (50) Wembley** — R. N. WRIGHT — 10.41½ 11.11½
Sunbeam M.C.C. — Kenton M.C.C.
1911 Triumph—499 c.c. Solo
An example of how the enthusiastic owner can really renovate a machine—this model being almost indistinguishable from new. Amongst a host of details note the foot operated exhaust cut-out, and the glass petrol gauge in the side of the tank.

84 **W. F. J. DURRANT (43) Peacehaven** — A. HOWARD — 10.42 11.12
Sunbeam M.C.C. — Sunbeam M.C.C.
1912 Triumph—499 c.c. Solo
Another 1912 model Triumph. Amongst the many characteristic features of these models is the Triumph carburetter, of unusual design. Take a good look.

85 **M. R. JOHNSON ( ) Kenton** — L. G. CLIFFORD — 10.42½ 11.12½
Vintage M.C.C. — Vintage M.C.C.
1914 Triumph—499 c.c. Solo
Yet another Triumph—this being the 1914 job. Try to spot the differences between this and the above model. We hope the rider has much better luck this year.

86 **W. T. MANSBRIDGE ( )** — T. BRUNSKIL — 10.43 11.13
Basingstoke — North Hants M.C.
North Hants M.C.
1912 Triumph—499 c.c. Solo
And again, back to the 1912 model. Old Triumphs never die (neither, it seems, do they fade away!)

87 **J. R. CLEW (24) Tadworth** — S. C. WARWICK — 10.43½ 11.13½
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Triumph—550 c.c. Solo
And still they come! This machine cost the Registrar the princely sum of ten shillings, but it has gained a first-class award for its owner in seven successive Pioneer Runs.

88 **A. L. SAVAGE ( ) Farnham** — P. G. COOK — 10.44 11.14
North Hants M.C.C. — North Hants M.C.C.
1913 B.S.A.—495 c.c. Solo
A very nice specimen of the early B.S.A. This machine is a regular competitor, and has a great string of successes coupled with its history.

89 **Mrs. M. SAVAGE. Farnham** C. J. STONEMAN 10.44½ 11.14½
North Hants M.C.C. North Hants M.C.C.
1913 Douglas—348 c.c. Solo
This machine is the famous "ladies model." With its smooth running engine, dropped frame, and neat sideshields, we could think of no better mount for our lady competitor. She is now a regular participant in these events.

90 **D. COLEMAN ( ) Farnborough** A. DICKINSON 10.45 11.15
C.S.M.A., North Hants M.C.C. Aldershot M.C.C.
1911 Rudge—499 c.c. Solo
This 1911 Rudge is a very interesting model, for not many are still in existance. Note the peculiar induction pipe, and the absence of the Multi gear.

91 **G. FINNEMORE (25) Leicester** H. A. SMITH 10.45½ 11.15½
Vintage M.C.C.
1914 Ariel—500 c.c. Sidecar
Another rather rare bird is this early Ariel. The cylinder finning is worthy of note, as is the period sidecar. Only two owners since new is claimed by the rider, who has travelled from Leicester to compete in today's event.

92 **D. G. GREEN ( ) Faversham** J. WOOD 10.46 11.16
Sittingbourne M.C.C. Sittingbourne M.C.C.
1912 Bradbury—554 c.c. Solo
Another of the Bradburys, a very much renowned machine in their day. This machine was rescued from a farmyard, and was exchanged for a magneto! We wish the rider a good run.

93 **J. F. KELLEHER (44) London, S.E.18** B. W. SANDERS 10.46½ 11.16½
O.W.L.S. M.C. O.W.L.S. M.C.
1914 Matchless—996 c.c. Sidecar
This really must be seen—a wonderfully reconditioned outfit. With the hefty engine amidships, Mr. Kelleher, of A.M.C's, should experience no difficulty in reaching Brighton.

94 **A. J. TARGETT (40) Woodford** H. J. MILLBANK 10.47 11.17
Sunbeam M.C.C. Sunbeam M.C.C.
1912 Rudge—499 c.c. Solo
Another very nice specimen too, is this 1912 Rudge Multi. The rider has always been associated with Rudges, and is now making his fifth run on this machine.

95 **O. W. TYLER ( ) S. Warnborough** A. J. PARSONS 10.47½ 11.17½
North Hants M.C.C. North Hants M.C.C.
1913 Scott—532 c.c. Solo
Another of the Scotts—this time equipped with water-cooled cylinder **and** heads. Listen for the warning bell, mounted below the footboards, and for the motor's pleasant purr.

96 **P. G. A. WHITMAN (35) Sutton** D. P. KING 10.48 11.18
Vincent Owners Vintage M.C.C.
1913 Rudge—499 c.c. Sidecar
Another Rudge-Multi, this time hauling a sidecar. The many gear ratios should come in useful on some of the hills!

97 **A. F. WHEELER ( ) Epsom** T. HARDING 10.48½ 11.18½
Leatherhead & D.M.C.C. Leatherhead & D.M.C.C.
1911 Triumph—499 c.c. Solo
How appropriate that Arthur Wheeler should be on a T.T. Model. We need not comment on the rider's racing exploits, for these are only too well known. Here's hoping the machine will not be "too fast for owner"! Compare the machine with a modern T.T. job.

98 **G. W. GOODALL (47) Epsom** L. MUSSETT 10.49 11.19
B.M.C.R.C. & Sunbeam M.C.C. Surrey Hills M.C.
*** 1913 Centaur—500 c.c. Solo**
A welcome also to our old friend George Goodall, riding this very nicely preserved, yet little known, make of machine. This is but one of the marques that have since lapsed into obscurity.

99 **R. G. ATKINSON ( ) Cheam** — P. W. G. THOMAS — 10.49½ — 11.19½
C.S.M.A. — C.S.M.A.
1914 J.E.S.—119 c.c. Solo
This is a most interesting little machine, being no more nor less than the Veteran version of the modern power-assisted cycle. The rider has lavished much care and attention on this.

100 **L. A. DAVIS ( ) Bexleyheath** — D. TAYLOR — 10.50 — 11.20
Sidcup & D.M.C.C. — Sidcup & D.M.C.C.
1911 P & M—498 c.c. Solo
Another of the stalwart Phelon & Moore products. All chain drive plus a two-speed gear are the main features. Note how the engine forms part of the frame, in a similar manner to the modern models.

101 **R. F. FORD (42) Stanmore** — R. P. COWTAN — 10.50½ — 11.20½
Edgware & D.M.C.C. — Edgware & D.M.C.C.
1913 Singer—298 c.c. Solo
Another make which is now only known in the car world. These machines were once very popular, which is not surprising when one looks at the very attractive design.

102 **R. J. FISHER (40) London, N.20.** — D. E. SMITH (Miss) — 10.51 — 11.21
Grasshopper — Grasshopper
1914 B.A.T.—7 h.p. Sidecar
The now almost legendary big s.v. J.A.P. engine propels this well preserved specimen of another extinct make. The B.A.T. forms part of Eric Kennard's stable.

103 **A. J. GRIFFITHS (23) London, N.W.2.** — A. C. HOWS — 10.51½ — 11.21½
Grasshopper
1911 Humber—350 c.c. Solo
Another of Mr. Kennard's machines is this 1911 Humber. The engine on this model seems to be set well back in the frame, giving a rather unusual effect.

104 **F. ALBOROUGH (46) Enfield** — S. MARTIN — 10.52 — 11.22
1912 Humber—350 c.c. Solo
The younger brother of the above, which also reposes under the same roof!

105 **A. F. REEVES (47) Sidcup** — S. G. CONEY — 10.52½ — 11.22½
Sunbeam M.C.C., V.M.C.C. — Vintage M.C.C.
1913 Sunbeam—342 c.c. Solo
At last—a real Sunbeam ! ! We have no need to comment on the renowned Sunbeam finish, so just take a look at the many modern features, such as kickstarter, oil bath chain-cases, and separate gearbox. A very advanced design. Mr. Reeves is seen at most of our events with this machine.

106 **E. G. HENNAH (49) Steyning** — M. KARITIPAL — 10.53 — 11.23
1912 Triumph—499 c.c. Solo
Another of the "trusties," this time fitted with the N.S.U. two speed gear. This was a proprietary fitting, and was favoured by many for converting a direct drive.

107 **F. J. B. BUDGETT (46) Redhill** — H. C. SHORNEY — 10.53½ — 11.23½
Sunbeam M.C.C. — Sunbeam M.C.C.
1912 Zenith—770 c.c. Solo
This is a name most folk will know, for how many still remember the famous 'Gradua' gear? This fitting was rated as such an advantage that the machines were barred from speed events in these early days. If there is time, ask the rider for a demonstration of how it works.

108 **P. CLICK (21) London, S.E.12.** — G. EVENETT — 10.54 — 11.24
Vintage M.C.C.
1910 Motosacoche—224 c.c. Solo
This machine is a very fine specimen of yet another one-time popular make. The engines can always be recognised by their characteristic finning, which will no doubt draw attention to the fact that they were fitted to the early Enfields!

109 **C. E. ALLEN (36) Ibstock** T. G. GRIFFITHS 10.54½ 11.24½
Vintage M.C.C.
1912 Humber—499 c.c. Solo
A special welcome for "Titch" Allen, of the Vintage M.C.C. He has already helped win the team prize once before, riding this very machine, so let the opposition be warned!

110 **J. J. ALLEN (39) London, S.W.4.** H. F. BLACKIE 10.55 11.25
Sunbeam M.C.C.
1914 Symplex—318 c.c. Solo
A very rare and interesting machine, designed by the rider's father. In fact, this was the actual machine his father owned, found after many years of painstaking search. The renovation work is a whole story in itself, for the rider is a very keen enthusiast. The engine, by the way, is a two-stroke.

111 **J. C. LATHAM (40) Thornton Heath** W. J. COLLARD 10.55½ 11.25½
Carshalton M.C.C. Dons
1914 Triumph—550 c.c. Solo
Another specimen of the 1914 Triumph. This was the first year of the 550 c.c. "bigger banger" engine.

112 **J. BUTCHER ( ) London, S.W.16.** R. RUDDOCK 10.56 11.26
1913 Triumph—499 c.c. Solo
Yet another—this time a year older. Another chance to spot the differences.

113 **E. D. LEE (40) Wokingham** E. G. BRITTEN 10.56½ 11.26½
Sunbeam M.C.C. Sunbeam M.C.C.
1913 Levis—211 c.c. Solo
We are very pleased to see the name Levis amongst the many starters, for these little products of the Butterworth Bros. need no introduction. They were probably one of the most reliable early two-strokes, and, due to their light construction, had a wonderful trials record, later extending to racing events.

114 **R. PINNOCK (36) Lightwater** R. ACKLAND 10.57 11.27
Sunbeam M.C.C. Border M.C.C.
1913 Bradbury—554 c.c. Solo
This 1913 Bradbury is a real show-piece. It has won several "Concours" awards, and competed successfully in the 1951 A.C.U. National Rally. You must take a good look at this!

115 **S. V. HABGOOD (36) Esther** G. N. ASHBURNHAM 10.57½ 11.27½
Sunbeam M.C.C. Sunbeam M.C.C.
1914 Douglas—348 c.c. Solo
This very nice little "Duggie" is getting an old hand at the game, for this is its ninth run! The rider has always been associated with it, and has spent many hours keeping it in tip-top condition. We hope he can chalk up another success.

116 **N. C. B. HARRISON (36) Purley** A. HOULT 10.58 11.28
B.A.R.C.
1914 Douglas—348 c.c. Solo
Another version of the above. These machines are second only in number to Triumphs of the machines recorded in the Sunbeam Club's Pioneer Register.

117 **F. W. NEILL (56) Welling** H. COOMBER 10.58½ 11.28½
Erith & D.M.C.C.
1912 Matchless—990 c.c. Solo
Another machine which knows its way to Brighton is this lusty V-twin Matchless, owned by Graham Walker. The rider this year is none other than Freddie Neill, of A.M.C.s.

118 **S. G. WOOLDRIDGE (49) Launceston** N. T. PETERS 10.59 11.29
Sunbeam M.C.C.
North Cornwall M.C.
1913 Triumph 499 c.c. Solo
A fourth run for our Cornish visitor, on yet another Triumph. This machine was found in an old barn, and has been carefully renovated to its present condition.

119 **A. K. REPTON (25) London, S.E.19.** J. LEWIS 10.59½ 11.29½
Norwood M.C. Norwood M.C.
1914 F.N.—285 c.c. Solo
Another of the single cylinder, shaft drive F.N.s, and very nice too.

120 **A. J. CHAPMAN (26) London N.1.** P. G. FRANCIS 11.00 11.30
Vintage M.C.C. Vintage M.C.C.
1913 Rudge—499 c.c. Solo
Another of the sporty looking Rudge-Multis. The rider has been dogged by bad luck so far. Better luck this time!

121 **K. A. N. HODGSON (38) Crowborough** R. J. ARBON 11.00½ 11.30½
1912 Triumph—499 c.c. Solo
Another of the 1912 models.

122 **B. H. BUDGETT (52) Reigate** J. PETERS 11.01 11.31
Sunbeam M.C.C., V.S.C.C.
1913 Douglas—348 c.c. Solo
Yet another of the little "Duggies." This particular machine has a very sonorous exhaust note, no doubt due to the oversize exhaust pipe!

123 **R. DAVIS (25) Reading** G. PUGH 11.01½ 11.31½
Vintage M.C.C. Henley M.C.C.
1914 Douglas—348 c.c. Solo
And another . . .

124 **R. LAWRENCE (23) Reading** A. NEW 11.02 11.32
1914 Douglas—348 c.c. Solo
Yet another . . . !

125 **W. MOORE (59) Reading** E. EDWARDS 11.02½ 11.32½
Vintage M.C.C. Henley M.C.C.
1914 Levis—211 c.c. Solo
This nice little job is almost identical to the one which appeared earlier in the programme, apart from the two-speed gear fitted. It is the second run for this machine, Mr. Moore having changed mounts from his usual Douglas.

126 **S. BROOMFIELD ( ) Twickenham** J. KNAPP 11.03 11.32
I.M.T.C., Sunbeam M.C.C.
1913 Triumph—499 c.c. Solo
Another Triumph comes into the picture! From the regular appearance of these machines, there can be little doubt of their great popularity before the Great War.

127 **A. H. MARTIN ( ) Enfield** S. HEWLETT 11.03½ 11.33½
Sunbeam M.C.C. Sunbeam M.C.C.
1914 Triumph—550 c.c. Solo
This is again the larger capacity model, fitted with the Sturmey Archer hub gear. We feel sure that Mr. Martin will reach Brighton on time, despite this being his first run.

128 **E. R. JAY (43) Partridge Green** J. HOLMES 11.04 11.34
V.S.C.C. Ilford & D.M.C.C.
1911 Coventry Premier—499 c.c. Solo
Another of the very well preserved veteran machines. The whole design is neat in appearance, and the model is complete even to the exhaust whistle!

129 **A. J. NICHOL (37) Addlestone** F. E. LEDGER 11.04½ 11.34½
M.C.C., Vintage M.C.C. Vintage M.C.C.
1911 B.S.A.—495 c.c. Solo
These machines are comparatively rare entries on the Pioneer Register, for some unknown reason.

130 **H. E. HEAD (42) London N.2.** J. R. LUFF 11.05 11.35
Sunbeam M.C.C.
1914 Calthorpe—175 c.c. Solo
Another very nicely renovated little lightweight. The engine is a Precision, with horizontally placed overhead valves, arranged in a rather unorthodox manner.

131 **D. NOWELL (24) London N.13** — J. FEAST — 11.05½ — 11.35½
West London M.C.C.
1914 B.S.A.—597 c.c. Solo
A somewhat younger brother to the machine mentioned earlier. These machines may be distinguished by their chain primary drive to the gear-box, and the final belt transmission. Although the machine has made the run before, the rider makes a first appearance.

132 **G. F. LOCK (30) London W.3** — R. T. WOOLLVEN — 11.06 — 11.36
I.M.T.C. — Sunbeam M.C.C.
1914 Singer—499 c.c. Solo
This machine is a genuine 1914 T.T. model, with its fixed gear and lack of clutch. We hope that it does not prove too much of a handful for the rider—another first timer!

133 **D. NEWPORT (21) Harrow** — A. E. WHATLEY — 11.06½ — 11.36½
Vintage M.C.C. — Triumph Owners M.C.C.
1910 Fafnir—500 Solo
This rather unique machine is of early German origin, and is the only one of its kind on the Pioneer Register. It is now making a fourth run, so we wish the rider the usual good luck.

134 **F. C. MILLAR ( ) Mitcham** — W. A. EVANS — 11.07 — 11.37
B.M.C.R.C.
1913 P & M—498 c.c. Sidecar
This machine is really well worth seeing, for it is a magnificent example of careful renovation. We have heard that the money involved in making this transformation runs into three figures —an outstanding example of enthusiasm!

135 **A. F. CATCHPOLE ( ) London** — A. HARRIS — 11.07½ — 11.37½
*** 1914 Rudge—499 c.c. Sidecar**
This particular Rudge-Multi is stated to have started life as a T.T. model, although it has grown several modications during the years. It is its fifth run.

136 **E. V. EVANS (40) Knockholt** — R. S. GOLDSMITH — 11.08 — 11.38
Sunbeam M.C.C. — Sunbeam M.C.C.
1913 Royal Enfield—770 c.c. Sidecar
Another of the Royal Enfield big twin outfits, and a regular performer in the Run.

137 **G. BERRY ( ) Swallowfield** — J. KEEN — 11.08½ — 11.38½
Sunbeam M.C.C.
1912 Premier—250 c.c. Solo
This is the lightweight edition of the standard Premier motorcycle. It is in its original condition, so must have been a very neat looking little job in its day.

138 **G. F. CHURCH (39) London S.E.22** — S. E. LEGG — 11.09 — 11.39
1910 Douglas—250 c.c. Solo
A very nice example of the early Douglas, featuring the characteristic flat twin engine design. Although manufactured as late as 1910, it still features automatic inlet valves. Both rider and machine are making a debut.

139 **A. A. THOMPSON (35) London** — O. HARRIS — 11.09½ — 11.39½
Wickham M.C.
1911 B.S.A.—495 c.c. Solo
Another special welcome is extended to Aubrey Thompson, motorcycle manager of the R.A.C. It is his first ride in the Pioneer Run, so we wish him every success. We hope he does not have to call in one of his own staff en route!

140 **J. R. MacDOUGALL (34) Hounslow** — G. A. L. WINDERS — 11.10 — 11.40
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Triumph—550 c.c. Solo
Another well known rider and machine. This 1914 model, affectionately christened "Rip Van Winkle," always manages to reach Brighton dead on time, so we hope that "Mac" can record a similar happening again this year.

141 **H. J. T. KEY (28) Stanford-le-Hope** A. J. SHAW 11.10½ 11.40½
1910 Scott—464 c.c. Solo Southend & D.M.C.C.
This machine is yet another of the well-known Veteran entries. The engine follows in the traditional Scott fashion, the main departure from the modern trend being the combination of air-cooled cylinder barrels, and water-cooled heads.

142 **T. SMALL (25) Southampton** P. SMALL 11.11 11.41
1912 Triumph—499 c.c. Solo
A nice specimen of the 1912 model. Note the long footboards, which are a non-standard fitting.

143 **H. W. HOPKINS (23) London** J. GOOCH 11.11½ 11.41½
Malden & D.M.C.C. Malden & D.M.C.C.
1910 Scott—464 c.c. Solo
Another 1910 model, similar to that mentioned above.

144 **A. THOMS (22) New Barnet** D. THOMS 11.12 11.42
S.T.C.M.C.
1914 Sun-Villiers—269 c.c. Solo
Yet another example of the little Sun-Villiers lightweight. This particular model is a very good specimen, and features the Saxone forks. Both machine and rider are first-timers.

145 **E. J. COWLING (45) Talgarth** R. D. BALL 11.12½ 11.42½
Brecon M.C. & C.C.
1914 Douglas—348 c.c. Solo
This veteran Douglas, together with its owner, have travelled from Wales in order to make a first appearance in this event. The machine is the standard 1914 model, and has just been renovated by the rider.

146 **G. V. B. COOKE (55) Caistor** S. BRODY 11.13 11.43
V.M.C.C., Grimsby M.C. Triumph Owners M.C.C.
1913 Rex—770 c.c. Sidecar
This lusty model is a very nice example of the twin Rex, and should be capable of providing much urge! It was used by a chimney sweep until 1948, so has seen plenty of service.

147 **J. L. HUNT (20) Kingswood** B. COPPOCK 11.13½ 11.43½
Sunbeam M.C.C.
1910 F.N.—243 c.c. Solo
Another newcomer to the Run. The machine is the standard 1910 single, and was purchased by the owner from a person sailing overseas. He has put much hard work into the renovation of this Continental favourite.

148 **F. W. LUKE (41) Reading** J. COULING 11.14 11.44
California M.C.C. California M.C.C.
1914 Lea Francis—430 c.c. Solo
This is the third run for this Vee-twin Lea-Francis. The machine is of rather advanced design, featuring all chain drive, separate gearbox, and oil-bath chaincases.

149 **W. REDFORD (41) London S.E.27** Miss HOBSON 11.14½ 11.44½
Falcon M.C.C. Falcon M.C.C.
1914 Douglas—348 c.c. Solo
A very nice specimen of the Ladies model. It is similar to the machine which appeared earlier in today's Run.

150 **D. WITHERS (73) London S.E.27** D. WRIGHT 11.15 11.45
Norwood M.C.
1911 Douglas—348 c.c. Solo
This superb specimen of the 1911 model has appeared regularly in these events since 1930, having always been ridden by one of the Withers family. Needless to say, the names Withers and Douglas are as inseparable as ever.

151 **P. WINTER (25) Tunbridge Wells** G. DRAKE 11.15½ 11.45½
Triumph Owners M.C. O.W.L.S.
1913 Sun-Villiers—269 c.c. Solo
Another nice specimen of the Sun-Villiers. This particular model was first registered in the Shetland Isles.

152 **N. W. PEARCE (46) Woking** — D. H. LAVER — 11.16 — 11.46
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Brown—292 c.c. Solo
The name Brown appears once again, this time being a smaller edition. The rider is a well-known trials competitor.

153 **P. PRESTON (25) Pinner** — M. DEAN — 11.16½ — 11.46½
Ruislip & D.M.C.C. — Ruislip & D.M.C.C.
1914 Chater-Lea—986 c.c. Sidecar
Another V-twin side-car outfit. For some unknown reason, this is the only V-twin Chater-Lea on the Register.

154 **W. D. BELL (33) Evesham** — E. J. THORNETT — 11.17 — 11.47
Sunbeam M.C.C., V.M.C.C.
1913 P & M—498 c.c. Sidecar
A very nice specimen of the 1913 P. & M. in original condition. It is a newcomer to the event, as is the rider (who has journeyed down from Worcestershire to compete).

155 **E. A. BECKHAM (40) London** — H. PEAD — 11.17½ — 11.47½
Sunbeam M.C.C., V.M.C.C. — West London M.C.C.
★ **1913 Pope—1000 c.c. Solo**
Another "foreign" representative, this time hailing from the U.S.A. There ought to be plenty of power in this model.

156 **V. G. SHREEVE (38) London** — E. SHREEVE — 11.18 — 11.48
1913 Rudge—499 c.c. Solo
Another of the good old Rudge-Multis, one of the most successful models in motorcycle history.

157 **A. DORLING (49) London** — T. A. DALMAN — 11.18½ — 11.48½
Vintage M.C.C. — Vintage M.C.C.
1914 Douglas—348 c.c. Solo
Another of the little 348 c.c. Douglas models, so very popular in their day.

158 **E. A. TAYLOR (26) Croydon** — T. EVANS — 11.19 — 11.49
★ **1911 Frera—350 c.c. Solo**
This is again a very rare entry, being the only Italian representative in today's event. It is the only specimen of its kind known, so take a very good look.

159 **R. FARRANT (35) Gosport** — P. TRELOAR — 11.19½ — 11.49½
Portsmouth M.C.R.C.
1912 Alldays-Matchless—550 c.c. Solo
Yet another rather rare specimen. In general design, the layout is very similar to the contemporary models on the market that year.

160 **F. S. HUNTLEY (55) Crawley** — A. STANFORD — 11.20 — 11.50
Handcross M.C.C. — Crawley M.C.C.
1912 B.A.T.—998 c.c. Sidecar
Again the J.A.P. engine appears, in its side-valve guise. It is housed in the B.A.T. frame, and makes a superb partnership for hauling a sidecar. This is its fourth run.

161 **F. H. PARKER (38) Uxbridge** — F. MULBERY — 11.20½ — 11.50½
Sunbeam M.C.C., Bristol M.C.
1910 A.C.—630 c.c. Threewheeler
Here is a most remarkable specimen of the "Sociable" model, looking as though it has only just left the show-room. The rider hails from Bristol, so we hope that he will be amply rewarded for his journey. Note the old tiller steering, and the upholstery!

162 **K. G. LITTLE (21) Sutton** — F. C. MORRIS — 11.21 — 11.51
Kingston & D.M.C.C. — Kingston & D.M.C.C.
1913 Wall—114 c.c. Solo
The first appearance of the tiny Wall Autowheel, a clip-on attachment for a pedal cycle. These are a very compcat little unit, and are capable of reaching 20 m.p.h. on the level. An interesting comparison with today's many versions on this theme.

163 **G. F. LITTLE (44) Sutton** — J. OUGHAM — 11.21½ 11.51½
Kingston & D.M.C.C. — Kingston & D.M.C.C.
1911 Triumph—499 c.c. Solo
This particular specimen of the standard 1911 model distinguished itself in the Vintage M.C.C. Banbury Run last year, by being the only machine to gain a first class award.

164 **J. GREER (52) London E.9.** — F. J. ROGERS — 11.22 11.52
Vintage M.C.C. — Vincent Owners
1911 F.N.—499 c.c. Solo
Another of the four cylinder F.Ns., carefully rebuilt by the rider, who is fast earning the title of an F.N. specialist. He is not likely to meet with any troubles en route.

165 **S. H. LAWRENCE ( ) Tadworth** — M. BENN — 11.22½ 11.52½
Sunbeam M.C.C., V.M.C.C.
1911 Scott—486 c.c. Solo
Another of the ever popular Scott two-stroke twins, ridden by a very great Scott enthusiast, and owner of an all Scott "stable."

166 **D. W. LAWRENCE (20) Tadworth** — D. BROWN — 11.23 11.53
Vintage M.C.C. — Vintage M.C.C.
*** 1910 Scott—486 c.c. Solo**
Another machine from the above "stable," ridden by the son. A feature of these machines is the keeping of oil within the frame tubes, the filler being located under the saddle.

167 **E. STEVENS ( ) Bristol** — D. CLEVERLEY — 11.23½ 11.53½
Vintage M.C.C.
*** 1914 Scott—532 c.c. Solo**
And yet another, in company with the two above enries. These three machines constitute the Scott team entry.

168 **S. HOPWOOD ( ) Hainault** — J. STANDING — 11.24 11.54
*** 1911 Triumph—499 c.c. Solo**
Another of the 1911 Triumphs, doubtless as reliable as ever.

169 **C. E. SPICER ( ) London E.9.** — L. MILES — 11.24½ 11.54½
1912 New Hudson—499 c.c. Solo
These machines seem to have rather a "modern" look about them, particularly from the engine design. This model was found in a derelict barn in Essex.

170 **C. C. SMITH (62) Swindon** — B. SMITH — 11.25 11.55
Sunbeam M.C.C.
*** 1913 P & M—498 c.c. Solo**
Yet another of the P. & M's., one which has carefully been renovated by the rider. It was these machines that saw great service with the Royal Flying Corps, during the Great War of 1914-18

171 **R. V. WEBB (49) Surbiton** — Miss A. M. LEWIS — 11.25½ 11.55½
Mid-Surrey A.C. — London Ladies M.C.C.
1913 Triumph—499 c.c. Solo
And another Triumph, the 1913 job, and one which should give the rider a trouble-free trip to the coast.

172 **J. P. GRIFFITH (22) Blisworth** — J. INGMAN — 11.26 11.56
Sunbeam M.C.C., North'pton M.C.C. — Northampton M.C.C.
*** 1914 B.A.T.—750 c.c. Solo**
And yet another B.A.T., still employing the side-valve J.A.P. engine. The rider is trying to establish an all B.A.T. "stable," this being the second model he has rebuilt.

173 **R. N. GRIFFITH (20) Blisworth** — D. E. PHILLIPS — 11.26½ 11.56½
Northampton M.C.C. — Roosters
*** 1912 Triumph—500 c.c. Solo**
Once more the name "Triumph" appears. You can't keep a good bike down!

174 **F. E. FREESTON ( ) Blisworth** — R. E. SPOKES — 11.27 11.57
1912 B.A.T.—482 c.c. Solo — Northampton M.C.C.
A brother to the above B.A.T., rebuilt by John Griffith. Another example of how keen the average enthusiast can become.

175 **A. DOLLINGS ( ) Wolverton** — G. E. DAVESS — 11.27½ — 11.57½
Northampton M.C.C. — Roosters
★ **1910 Singer—310 .cc. Solo**
Another make of machine known only in the car world.

176 **S. CHINN ( ) Northampton** — C. BURBRIDGE — 11.28 — 11.58
Northampton M.C.C. — Northampton M.C.C.
★ **1914 James—500 c.c. Solo**
The first appearance of a James in today's event. A characteristic feature of these machines is the very unusual design in cylinder finning. Another newcomer to this event, both machine and rider, and the fifth Northampton man.

177 **J. A. FRY (23) Beckenham** — J. NICHOLLS — 11.28½ — 11.58½
Vintage M.C.C. — Greenwich M.C.C.
1913 Douglas—348 c.c. Solo
This splendid little model has been used daily by the rider for the past fourteen months, without fail. Some while ago, the machine made a complete tour of Devon and Cornwall, again without incident. A wonderful testimonial to the rider's skill in rebuilding.

178 **J. A. BOYCE ( ) Betchworth** — W. H. BARNES — 11.29 — 11.59
Horsham & D.M.C.
★ **1914 Matchless—998 c.c. Solo**
One of the big twin Matchless models, capable of eating up the miles. It is another first run for rider and machine.

179 **D. B. SHERLOCK (36) Redhill** — L. COOK — 11.29½ — 11.59½
Bromley M.C. — Reigate-Redhill
1913 Zenith—488 c.c. Solo
A very nice, and somewhat rare specimen of the Zenith single cylinder model. The engine is J.A.P., of course, and the pilot is a trials rider of renown.

180 **J. A. SHELDON ( ) Isleworth** — A. VINCE — 11.30 — 12.00
Sunbeam M.C.C., V.M.C.C. — Carshalton M.C.C.
1910 Triumph—499 c.c. Solo
Our old friend Jim Sheldon once again takes the road in the Pioneer Run, mounted on a very nice specimen of the 1910 Triumph.

181 **D. K. POLAND (22) Liphook** — J. PEACOCK — 11.30½ — 12.00½
Sunbeam M.C.C. — Weyburn
1911 Premier—500 c.c. Solo
This nice specimen of the 1911 Premier hails from the "stable" of Jim Kentish. It is reputed to have done but 200 miles since new.

182 **J. A. NELSON (28) Kingston** — C. NELSON — 11.31 — 12.01
1912 Douglas—348 c.c. Solo
One more of the Kingswood products, famous for their easy starting and sweet running.

183 **J. W. STANLEY (29) Erith** — F. WITHERALL — 11.31½ — 12.01½
Erith M.C.C. — Erith M.C.C.
1914 Sunbeam—500 c.c. Solo
Another representative of the John Marston breed. This will be recognised by the excellent finish, and by the queer design of the timing case, the bulge being due to the large "idler" wheel used.

184 **D. P. HORTON (29) Denham** — B. D. JAMES — 11.32 — 12.02
Hillingdon & Uxbridge M.C. — I.M.T.C.
★ **1912 Rudge—499 c.c. Solo**
One more specimen of the Rudge-Multi. These machines are beginning to challenge Triumph and Douglas for numerical superiority on the Register.

185 **D. S. BOOTLE (24) Uxbridge** — M. D. DUNCAN — 11.32½ — 12.02½
Hillingdon & Uxbridge M.C. — Hillingdon & Uxbridge M.C.
1911 Triumph—499 c.c. Solo
As if to disprove the above remark, the Triumph breed stake yet another claim!

186 **F. FRENCH (24) Iver Heath** — L. W. PARKINSON — 11.33 — 12.03
Hillingdon & Uxbridge M.C. — Hillingdon & Uxbridge M.C.
1911 Humber—489 c.c. Solo
Another of the 1911 Humbers, well recognised by the set-back appearance of the engine in the frame. Note the long handlebars.

187 **W. WHITE (59) Newcastle** — W. R. QUENNELL — 11.33½ — 12.03½
Newcastle & D.M.C.C. — Triumph Owners M.C.
1914 Rover—500 c.c. Sidecar
Another long-distance traveller—all the way from C. Durham. The machine is a beautifully preserved specimen of the Rover, still in its original condition. It is a first appearance for machine and rider, so give them a special welcome.

188 **J. B. WALLACE (36) Consett** — E. J. BEAUMONT — 11.34 — 12.04
Consett & D.M.C.C. — Triumph Owners M.C.C.
1914 Triumph—499 c.c. Solo
Travelling with the above machine is this 1914 Triumph. We sincerely hope that both these machines win "firsts" as a small repayment for this great enthusiasm.

189 **P. WHEELER (48) Coventry** — F. A. KIRBY — 11.34½ — 12.04½
1913 Rex—900 c.c. Solo
Another of the V-twin Rex models. The machine had not been used since 1922, when discovered by the rider. It will be its first appearance today, all the way from Coventry.

190 **H. CASTLEMAN ( ) Surbiton** — P. BLATCHLY — 11.35 — 12.05
1911 Humber—496 c.c. Solo
A brother to the machine which appeared a few minutes before. Here is a chance to see what you may have missed!

191 **S. W. WEBB (43) Northleach** — R. W. AMEY — 11.35½ — 12.05½
Vintage M.C.C. — Boars Hill M.C.
★ **1913 Hazelwood—293 c.c. Solo**
Another machine which is the only one of its kind on the Register. It has been carefully renovated, so we hope that it performs with credit to its rider. Both are newcomers to the event.

192 **F. E. COLLIS (57) Sidcup** — J. CRAVEN — 11.36 — 12.06
1913 Matchless—650 c.c. Sidecar
Another of the Plumstead products, this time coupled to a sidecar. Mr. Collis has supported every post-war Run, hauling the period wickerwork sidecar. Oh yes, the engine is by J.A.P.!

193 **A. E. SEX (55) Woking** — R. OWEN — 11.36½ — 12.06½
Vintage M.C.C.
1913 F.N.—496 c.c. Solo
Another of the famous four cylinder F.N's. built in Belgium. These machines are rather a headache in rebuilding, for all the components, including ball bearings, are in millimetre sizes.

194 **D. G. TURLEY (26) Speldhurst** — A. W. LUSTED — 11.37 — 12.07
1914 Royal Enfield—346 c.c. Solo
A very nicely preserved specimen of the twin Royal Enfield. This machine is another of our "regular customers."

195 **S. C. PERRIS ( ) Luton** — W. F. CARTWRIGHT — 11.37½ — 12.07½
Vintage M.C.C. — Triumph Owners M.C.C.
1913 Brough—792 c.c. Solo
Yet another machine from Mr. Carter's "stable." It is a comparative rarity, and should be a nice hefty job to ride, with plenty of available power.

196 **R. D. THOMAS ( ) Hayes Mx.** — L. A. LISTER — 11.38 — 12.08
Vintage M.C.C.
★ **1912 A.J.S.—350 c.c. Solo**
For the first time in this event, the name of A.J.S. has appeared. This very nice little job has just been renovated by the rider, Bob Thomas. It is fitted with all chain drive.

219 **G. M. WALKER (28) Enfield** — P. HUNTINGFORD — 11.49½ — 12.19½
Sunbeam M.C.C. — Sunbeam M.C.C.
1912 Norton—490 c.c. Solo
Murray Walker takes over father's Norton. This machine is reputed to be O'Donovan's "Old Miracle," the machine which shattered so many early records. It is the only veteran Norton recorded on the Register.

220 **H. G. BAGGS (42) Cheltenham** — W. A. ROSE — 11.50 — 12.20
Hawks M.C.C. — Sunbeam M.C.C.
★ **1910 Motosacoche—225 c.c. Solo**
This trim little Swiss machine is something of an unknown quantity, pending receipt of further details.

221 **K. D. STEPHENS (22) Cheltenham** — R. E. WALLIS — 11.50½ — 12.20½
Hawks M.C.C. — Sunbeam M.C.C.
★ **1912 Triumph—499 c.c. Solo**
Another rider from Cheltenham, and we trust that his journey proves to have been well worth while.

222 **G. WILLIAMS (44) Rickmansworth** — P. ALDRIDGE — 11.51 — 12.21
Sunbeam M.C.C.
1914 Triumph—499 c.c. Solo
The "Triumphant" Cavalcade continues. These machines weren't dubbed "trusty" for nothing!

223 **A. DEWAR ( ) Rusthall** — R. THOMAS — 11.51½ — 12.21½
Sunbeam M.C.C.
★ **1911 Triumph—499 c.c. Solo**
That makes three dozen Triumphs here today—but this is positively the last one (and also the last machine in this all-time record Pioneer Run entry).

★ Indicates that these machines have been temporarily enrolled on the Pioneer Register, but that Certificates are withheld pending final investigation.

A LOT OF MOTORCYCLISTS WILL BE DOWN BRIGHTON WAY TODAY . .

As a matter of fact; a lot of motorcyclists are down this way *every* day, and they often drop in to see us. We carry the most comprehensive stock of spares anywhere in Sussex for

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