SEVENTEENTH

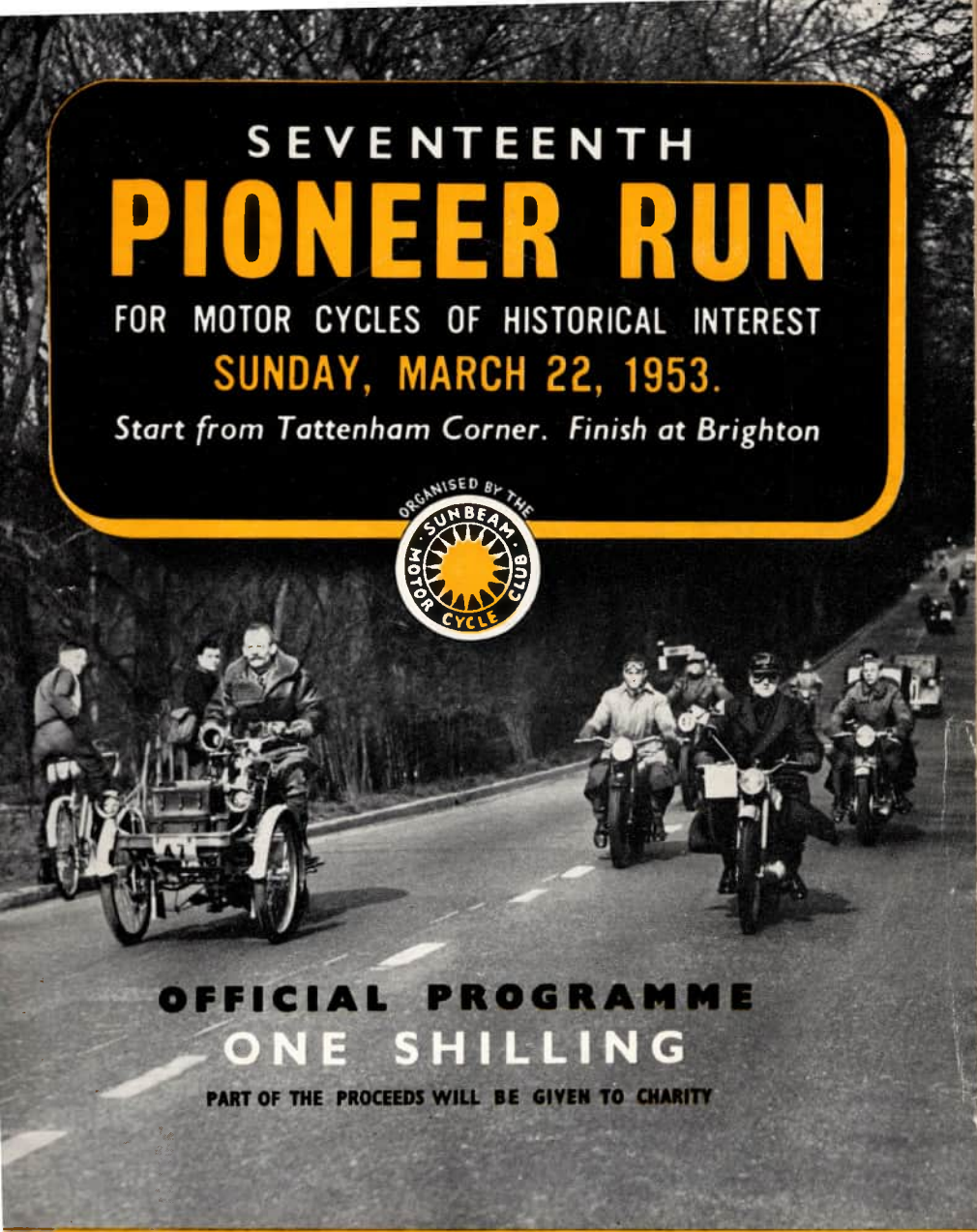
PIONEER RUN

FOR MOTOR CYCLES OF HISTORICAL INTEREST

SUNDAY, MARCH 22, 1953.

Start from Tattenham Corner. Finish at Brighton

ORGANISED BY THE SUNBEAM MOTOR CYCLE CLUB



OFFICIAL PROGRAMME

ONE SHILLING

PART OF THE PROCEEDS WILL BE GIVEN TO CHARITY

THE MOTOR CYCLE

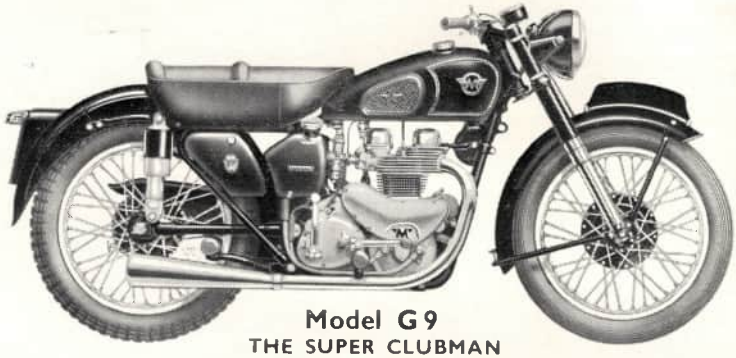
GOLDEN JUBILEE NUMBER NOW ON SALE



Manufacturers of Highly Successful Motor Cycles for over Half a Century

1899

1953



Model G9
THE SUPER CLUBMAN
500 c.c. O.H.V. Vertical Twin

MATCHLESS
Clubman

MATCHLESS MOTOR CYCLES, PLUMSTEAD ROAD, LONDON S.E.18

THE SEVENTEENTH

PIONEER RUN

For Motor Cycles of Historic Interest

Organised by the Sunbeam M.C.C. under A.C.U.
Special Restricted Permit No. Q.724.

Starting from Tattenham Corner Station, Epsom, and finishing at the Madeira Drive, Brighton.

Sunday, March 22nd, 1953

OFFICIALS:

Stewards:
J. C. LOWE, Esq., appointed by the Auto-Cycle Union,
Major H. R. WATLING, C.B.E., J.P., and LEN HEATH, Esq.,
appointed by the Sunbeam Motor Cycle Club

Timekeepers:
W. H. TAYLOR (Certified "Grade B") at the Finish,
C. M. DAVIS at the Start, Miss I. M. CROW at Crawley

Scrutineers:
H. L. WILSON, R. L. GREEN (Veteran Car Club), and
J. A. SHELDON.

Chief Marshals:
R. T. NEWBERY, O.B.E. (Start), R. W. WAGGER (Finish)

Programmes:
H. A. CUBITT

Publicity:
S. AVERY (Brighton Corporation) and ROBERT WILLIAMSON

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

Clerk of the Course:
T. E. HUBBUCK, 41 Macaulay Court, London, S.W.4

Secretary of the Meeting:
D. A. BROWN, 188 Green Lane, Morden, Surrey

APPROXIMATE PASSING TIMES

(First man in each class)

Place		*Class 1*	*Class 2*	*Class 3*
Start		10.30½	10.50½	11.03½
Top of Reigate Hill ...		10.54½	11.08½	11.18½
Redhill		11.12½	11.22½	11.29½
Povey Cross ...		11.36½	11.40½	11.44½
County Oak	arr.	11.46½		
(Blue Pencil Cafe)	dep.	12.06½		
Crawley By-Pass ...		12.11½	11.50½	11.53½
Handcross ..		12.34½	12.08½	12.08½
Bolney Cross-roads		12.52½	12.22½	12.19½
Pyecombe Garage		1.22½	12.44½	12.38½
The Pylons ...		1.26½	12.47½	12.41½
Arrive at Finish ...		1.46½	1.02½	12.53½

Supplementary Regulations

SEVENTEENTH PIONEER RUN

For Motor Cycles of Historic Interest

A Special Restricted Event

SUNDAY 22nd, MARCH 1953, at 10 a.m.

Sunbeam Club Event No. 162. A.C.U. Permit No. Q.724

A. ANNOUNCEMENT & JURISDICTION.

(a) The Sunbeam M.C.C. (an affiliated Club of the S.E. Centre A.C.U.) will hold on Sunday, 22nd March, 1953 the Pioneer Run comprising a run open to any driver (other than any disqualified or suspended person) entering a motor cycle (solo or sidecar) or tricycle manufactured not later than 31st December, 1914, and on the Pioneer Register.

(b) 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. Q.724.

B. ENTRIES.

Entries on the Official Entry Forms will be accepted forthwith and must reach the Secretary of the Meeting D. A. Brown, 188, Green Lane, Morden, Surrey not later than first post on 23rd, February, 1953 accompanied by the entry fee of 10/-. Entry fees will only be returned in the event of the meeting being abandoned. Cheques and P.O.'s etc., should be made payable to D. A. Brown.

C. AWARDS.

(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 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.

D. OFFICIALS.

Stewards: (To be appointed by the A.C.U.) Major H. R. Watling, O.B.E., J.P. and L. Heath, Esq., (appointed by the Sunbeam M.C.C.)

Clerk of the Course: T. E. Hubbuck, 41, Macaulay Court, London, S.W.4.

Timekeeper: A.C.U. Timekeeper—W. H. Taylor, (Certified Grade B).

Secretary of the Meeting: D. A. Brown, 188, Green Lane, Morden, Surrey.

E. DESCRIPTION.

(a) **Start and Finish:** Drivers must report at Tattenham Corner, near Epsom, Surrey, at their scheduled time as shown on the Official Programme, the first driver at 10-0½ a.m. and the remainder at ½ minute intervals.
The finish will be in the Brighton area. (Machines sent to the start by rail should be consigned to Tattenham Corner Station, Southern Region, British Railways).

(b) **Course:** The course will be about 44 miles in length, mainly on the Brighton Road: Class 1 machines will be given a stop of 20 minutes near the halfway distance, this stop shall not penalise the entrants of such machines. A second observed stop at Pycombe Garage, Pycombe, for refuelling purposes only (15 mins). is permitted for class 1 machines.

(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.	30 minutes early.
Tricycles and Front wheel drive machines—12 m.p.h.	20 minutes late.
Class 2—20 m.p.h.	15 minutes early or late.
Class 3—24 m.p.h.	
All machines under 150cc.—15 m.p.h.	20 minutes later.

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

(d) **Observations:** Drivers will each be accompanied by a Travelling Observer on a motor-cycle, who will render a report of his Driver's performance. Each entrant must provide one such Travelling Observer whose name and address must be given on the entry form, BUT SUCH OBSERVERS SHALL BE AT THE DISPOSAL OF THE ORGANISERS TO OBSERVE ANY DRIVER. In addition, the course will be patrolled by Marshals appointed by the Sunbeam M.C.C.

(e) **Numbers:** Two number cards will be supplied by the Club and shall be displayed throughout the run, one facing forward and one to the rear. Numbers must not be cut down or obscured in any way, and must be removed on leaving the paddock at the finish.

(f) **General:** Clothing of an advertising nature will not be allowed. No solo machine shall carry more than one person. Vehicles must proceed under their own power or the efforts of the driver only. Organised outside assistance is prohibited and will involve exclusion. A false declaration in the Check Card will involve exclusion. Drivers are required to ensure that the brakes of their machines are in good working order, and that their machines comply with all other legal requirements. Competition tyres are not permitted.

(g) **Road Fund Licences and Insurance:** Road fund licences must be taken out: the Organisers have arranged for third party cover for drivers at a charge of 5/- per machine. This cover will extend from the 13th to 27th March, 1953, both days inclusive.

(h) **Definitions:** A stop shall be deemed to have occurred if (1) the front wheel or wheels cease to revolve in a forward direction in relation to the course (2) 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 conform with the formula as laid down by the Sunbeam M.C.C. and have been recorded on the Pioneer Register as per paragraph A(a) of these Regulations. Any alterations to specification since enrolment on the Pioneer Register, unless approved by the Pioneer Sub-Committee, may entail disqualification.
Note: Arrangements have been made for a breakdown vehicle to follow the drivers.

THE PIONEER RUN

THE Sunbeam Motor Cycle Club, on behalf of all the spectators of today's Run, on behalf of all those who have helped and are today helping in the organisation of the Run and on its own behalf, gives sincere thanks to all the competitors in this the Seventeenth Pioneer Run. It matters naught what marvels of organisation might be achieved—without them, the competitors, there would be no Pioneer Run, nothing at all. Many of them have travelled long distances to the South of England, from Durham and Yorkshire, from Wales, from Norfolk and from Cornwall, to compete in the Run today, as well as from places less distant, often too at considerable expense, as a result of their interest in and enthusiasm for Veteran Motorcycles. We thank them all and hope that each and every competitor and observer will thoroughly enjoy this year's event and will successfully complete the course to Brighton.

The first Pioneer Run, which many will no doubt remember, was held in 1930 and since then the interest in the Run and in the Veteran machines themselves has grown rapidly. Each year we see some "new" Veteran machines, for they are still being discovered in odd places all over the country and the owners spend many hours of patient labour in restoring them to their original condition. The general standard of restoration is high and is a remarkable tribute to the energy and enthusiasm of those whose hobby this is.

The Sunbeam Motor Cycle Club maintains a REGISTER OF PIONEER MOTORCYCLES in which the history and details of genuine Veteran motorcycles are recorded. The Register is maintained by the Joint Committee of the Sunbeam Club and the Association of Pioneer Motorcyclists, and to be placed on the Register a motorcycle must have been built not later than 31st December, 1914, and must be in good condition and as near its original specification as possible. Any person owning a Veteran Motorcycle may submit details on an application form,* together with two photographs of post card size, one of each side of the motorcycle, to the Registrar, who will place the application before the Joint Committee After close scrutiny by the Joint Committee, a Certificate is issued if the machine complies with the standard of condition and specification laid down by the Committee, and the machine is then eligible to compete in all Pioneer events organised by the Sunbeam Club. If a machine is not of the requisite standard, the owner may obtain, via the Registrar, particulars of the alterations and additions necessary to improve the machine, and may also obtain help through the "Mutual Aid Scheme" (on which a note appears elsewhere in this Programme) to acquire parts and accessories, etc., needed for his machine. The Registrar is there to assist in any way he can anybody who is interested in Veteran Motorcycles, so please do not hesitate to make use of him.

The Sunbeam Club as a whole, and those officials directly responsible for the organisation of this year's Pioneer Run, express their sincere thanks to Her Worship the Mayor of Brighton, the Brighton Corporation, the County Borough of Brighton Police, the Metropolitan Police, the Surrey Joint Police Force, the Sussex Police Force, and to British Railways (Southern Region) and to the Surrey County Council for their very generous help and co-operation. We also wish to thank most sincerely the proprietors and staffs of the Blue Pencil Cafe, Crawley, and the Pyecombe Garage, Pyecombe, for permission to establish check points at their premises, and the thanks of the competitors are added to those of the organisers in acknowledging the assistance given as usual by Messrs. Temple Press for their Public Address van at the Start, and likewise Messrs. Taylor Matterson for their breakdown van which follows the last rider to Brighton. The services of the Lea Bridge M.C.C., Norwood M.C.C. and Bantam M.C.C. in providing Travelling Observers are also very greatly appreciated, as are the services of the Slough M.C.C., the Ravensbury M.C.C. and the other clubs which have provided such a large number of marshals to officiate at the Start and patrol the Course. It is impossible, unfortunately, to thank everybody — the officials, observers, marshals, programme sellers *and* competitors—individually, but I hope that in saying "Thank You" each one will feel that the foregoing remarks are personally expressed.

DOUGLAS BROWN, *Secretary of the Meeting.*

* **Obtainable from the Registrar: D. A. BROWN, 188 Green Lane, Morden, Surrey.**

CLASS 1.

Machines manufactured not later than 31st December, 1904

Schedule Speeds: Solos—15 m.p.h. Sidecars, tricycles and front-wheel drive models—12 m.p.h.

No.	*Driver:*	*Observer:*	*Report*	*Start*
1	**J. P. SMITH (46) Keighley** Vintage M.C.C.	B. C. JUPP	10.00½	10.30½

1901 Slinger 4½ h.p. Solo

Prior to the 1952 Run the Slinger was last on the road in 1910. Two owners in 53 years—Mr. Slinger and Mr. Smith. Built for the hills of Yorkshire—powerful engine and no belt.

2	**M. F. WALKER (38) Harrow** Vintage M.C.C.	F. MOSS	10.01	10.31

1902 Clement-Victoria 142 c.c. Solo

The latest in lightweights for 1902. Has competed in 5 Pioneer Runs. An interesting machine—note clip-on engine and long belt with jockey pulley.

3	**V. F. SMITH (44) Richmond** Sunbeam M.C.C.	G. C. STUART	10.01½	10.31½

1904 Quadrant 392 c.c. Solo

Found in Cornwall in a blacksmith's shop. Much time and care has been spent on the restoration of this machine. Note combined controls peculiar to Quadrants.

4	**H. E .COHEN (68) New Malden** Sunbeam M.C.C.	P. BENNETT Sunbeam M.C.C.	10.02	10.32

1903 Alldays & Onions 250 c.c. Solo

Excellent example of the early motor-cycle, as distinct from the motorised bicycles of the period. Engine has single fly-wheel with overhung crank. The rider has been a keen motor-cyclist since 1903.

5	**P. TACON (34) Norwich** S.C.C. Norfolk.	L. C. URBANI Sunbeam M.C.C.	10.02½	10.32½

1903 Humber 375 c.c. Forecar

This Humber blocked a hedge-row gap for 27 years. The owner has done a fine job of renovation, as can well be seen.

6	**E. V. BELL ( ) Epsom** Sunbeam M.C.C.	A. W. JOHNSON	10.03	10.33

1903 Swift 317 c.c. Solo

The only specimen of the Swift now known. Note XL-ALL spring forks, bevel drive to 2-speed gearbox, unique engine mounting and saddle position. This Swift has competed in 5 previous Runs to Brighton.

7	**H. GERMAN (20) Amersham** Mid-Bucks M.C.C.	R. DENTON Vintage M.C.C.	10.03½	10.33½

1902 Singer 175 c.c. Solo

Engine in rear wheel, c.f. modern Cyclemaster. This Singer was discovered complete with toolkit and instruction book. Note unusual magneto trip mechanism.

8	**A. I. BOTTERIL (24) Erith** Dart M. & M.C.C.	F. BEANY Erith & D.M.C.C.	10.04	10.34

1903 Kerry 308 c.c. Solo

Note the Belgian Sarolea engine, deep narrow tank and rigid forks and combination switch on L. handlebar. Previously owned by the late Mr. D. P. Garratt.

9	**J. M. WEST (44) A.M.C. Ltd, London** Sidcup & D.M.C.C.	C. NEWTON Sidcup & D.M.C.C.	10.04½	10.34½

1902 Matchless 275 c.c. Solo

Reputed to be the first Matchless built. Ridden today in its 12th Pioneer Run by Jock West, Sales Manager, A.M.C. Ltd.

The numbers in brackets after the riders' names indicate their age—in connection with Special Award.

This is not a Race

says GEOFF DUKE, O.B.E.
(World Champion, 1951/2)

THE Pioneer Run is *not* a race. Indeed, some of the competing machines are only called upon to average 12 m.p.h., and the purpose behind the event is to demonstrate the ability of these wonderful veteran machines (not "old crocks"—please note!) to travel from Epsom to Brighton at a fixed schedule. High speeds are frowned upon by all concerned, as witness the regulation which stipulates that any competitor exceeding 45 m.p.h. will be ineligible for an award and may be excluded from entering future Pioneer Runs.

But the competitors are well aware of this, and their behaviour is always exemplary. My appeal, therefore is directed at the thoughtless spectators—in cars as well as on motorcycles (yes, and even on push-bikes!)—who in recent years seem to have made a point of chasing past the competitors, cutting them fine, hemming them in, baulking them and generally making a thorough nuisance of themselves—in some cases actually knocking competitors from their machines. Such bad behaviour, as often as not, is the result of no more than mere thoughtlessness, but it has risen to really serious proportions during the past few years—and now threatens the whole future of the Run.

So, all of you, please—if you must follow the event instead of parking off the road and watching competitors ride by—give the enthusiasts plenty of elbow room, and try to remember that many of the bikes are upwards of 50 years old. Their appearance is often a joy to behold, but by virtue of their extreme age they inevitably have brakes which are well below modern standards. Many of them have no such luxury as a clutch or gear-box, so the riders obviously need all the consideration which we can give them.

Please! By your courtesy, help this year's Pioneer Run to achieve the success which it certainly deserves.

GEOFF DUKE

CLASS I (Continued)

10 **C. WAYE (20) Welwyn** — J. WEST — 10.05 — 10.35
Vintage M.C.C.
1904 B.A.T. 482 c.c. Solo
One of the earlier products from Mr. Tessier's factory at Penge. These machines were delivered in strong wooden cases, ready for the road except for petrol.

11 **R. T. MAUGHFLING (25) S'thfields** — J. MILLS — 10.05½ — 10.35½
Halstead & D.M.C.C. — W. Essex M.C.C.
1902 Griffon-Bichrone 182 c.c. Solo
Very little is known about this early machine, but it is certainly of historic interest.

12 **R. A. Carter ( ) Nuneaton** — G. MEAD — 10.06 — 10.36
Vintage M.C.C. — Bantam M.C.C.
1904 Howard ? Solo
A rare model. Said to have been exhibited at one of the Stanley Shows. No carburetter, a fuel metering device is used instead.

13 **R. A. BEECROFT (39) Wembley** — F. PRESCOTT — 10.06½ — 10.36½
N.E. London M.C.C. — Kenton & Kingsbury
1902 Ormonde 400 c.c. Solo
An interesting early machine powered by a Kelecom engine—a real Pioneer.

14 **D. J. H. DAY (35) Shooters Hill** — F. H. STEPHENS — 10.07 — 10.37
Sunbeam M.C.C. — C.S.M.A.
1899 Raleigh 239 c.c. Solo
A rare machine with a Schwan engine driving the front wheel.

15 **R. WILLETT (43) Epsom** — J. MUSSETT — 10.07½ — 10.37½
Surrey Hills M.C.
1904 Humber 350 c.c. Solo
An early Humber with an all-chain drive and handle starter. Somtime Sunbeam Rally "Concours" Award winner.

16 **J. F. SLOAN (39) New Malden** — C. H. GOODY — 10.08 — 10.38
Sunbeam M.C.C. — Sunbeam M.C.C.
1898 Romain-Orleans 432 c.c. Tricycle
An interesting, but comparatively unknown, early machine of French manufacture. Any information about the origin of this tricycle would be welcomed.

17 **F. N. DIMOND-HOGG (52) C't'nham** — B. LOCK — 10.08½ — 10.38½
Sunbeam M.C.C. — Bantam M.C.C.
1904 Buchet 402 c.c. Solo
A rare model of French origin. On its 5th Run to Brighton.

18 **E. H. Harrison (25) Copthorne** — J. MERRICK — 10.09 — 10.39
B.A.R.C.
1901 Singer 200 c.c. Tricycle
Probably the earliest example of the Power-wheel—note that the engine is *completely* within the wheel.

19 **J. MOORE (23) Reading** — P. FISHER — 10.09½ — 10.39½
Vintage M.C.C. — Vintage M.C.C.
1901 Singer 198 c.c. Solo
This machine has the engine contained in the rear wheel. It has spur-gear drive and a surface carburetter with the original twist-grip control.

20 **W. D. STANFORD (40) T'nb'ge Wells** — F. FUNNELL — 10.10 — 10.40
OWLS M.C.C. — OWLS M.C.C.
1903 Robinson & Price 232 c.c. Solo
The only known example of an early make from a Liverpool factory.

A MESSAGE FROM

Major H. R. WATLING, C.B.E., J.P.

ONCE again the Sunbeam Club (so well named) brings a "burst of spring sunshine" to many hundreds of motorcyclists and to thousands of interested spectators along the route of the Pioneer Run from Tattenham Corner to Brighton. Let us hope that we shall have the usual co-operation on the part of the Clerk of the Weather so that this "classic" Sunday Run proves a real pleasure to promoters, participants and onlookers alike.

But the Pioneer Run does more than give pleasure and interest. It is a demonstration once again of the basic soundness of design and the care and ingenuity which goes to the production of the motor-cycle of today. For besides the ancient steeds of yester-year—often ridden, as they will be today, by grey haired veterans of the motor-cycle movement—there will often be 1953 models of the same makes piloted by "Observers"—note the programme. Thus spectators will be provided with an opportunity of comparing "today with yesterday" for these modern machines have been designed and produced by the British Motor Cycle Industry which in the past fifty-odd years has supplied over 2,000,000 machines to all parts of the world.

Thus the machines engaged in the Pioneer Run are deserving of the greatest possible respect and admiration, providing, as they do, evidence of the care and patience displayed by those early designers in overcoming succesfully the initial difficulties which faced the "pioneers".

Between the date of the oldest motor-cycle engaged in this event—which first saw the light in the days of Queen Victoria—and the sleek, safe and swift model of today is a chapter of history which, at my suggestion, has been permanently recorded in a fascinating book entitled "Early Days of the Motor-Cycle", written by a man who himself was a pioneer motor-cyclist—Mr. Eric Walford, of Coventry.

The Sunbeam Motor Cycle Club has had the good fortune to secure the full and cordial co-operation of the Surrey and Sussex Constabularies and, yet again, the most generous of hosts, the Mayor and Corporation of Brighton, who have thrown open their hospitable doors to all associated with the event. The occasion of the Run therefore is not only a good excuse but a good reason for another visit to "Doctor Brighton".

In conclusion, I delight in the opportunity this foreword gives me of expressing the warm appreciation of the whole of the motor-cycle movement to the officials, members and supporters of the Sunbeam Motor Cycle Club for their successful organisation of this annual event. One and all (not forgetting the "back-room boys and girls" who are too often unseen and unregarded) have deserved our thanks and our praise. To all the ladies and gentlemen we owe a debt of sincere gratitude

H. R. WATLING.

CLASS I (Continued)

21 **R. G. W. CRUDDAS ( ) Croydon** — I. S. FALCONER — 10.10½ — 10.40½
Wickham M.C.C. — Falcon (Croydon) M.C.C.
1904 Kerry 5 h.p. Solo
A large early Kerry, the manufacturers of which are still in business today as motor and motor-cycle accessory factors.

22 **J. F. KENTISH (35) Old Bursledon** — G. P. EDMEAD — 10.11 — 10.41
Sunbeam M.C.C. — Weyburn M.C.C.
1902 Peugeot 150 c.c. Solo
A very interesting early machine. Note narrow, deep petrol tank and method of attaching the Minerva engine to the Frame — a type of "clip-on."

23 **T. L. SECCOMBE (37) London E.C.3** — H. RACKHAM — 10.11½ — 10.41½
Sunbeam M.C.C. — Bantam M.C.C.
1899 Beeston-Humber 269 c.c. Tricycle
A period piece, complete with coil ignition, rigid forks and surface carburetter. We wish him luck for the Run.

24 **P. HOLMES (23) Rushden** — F. G. HOLMES — 10.12 — 10.42
Rushden Query M.C.C. — Rushden Query M.C.C.
1904 Excelsior 400 c.c. Solo
Another extremely rare early motorcycle, very few of which are in existence.

25 **D. McBAIN ( ) Morden** — I. DAVIS — 10.12½ — 10.42½
Metn. Police M.C. — Metn. Police M.C.
1903 Kerry 150 c.c. Solo
An early ladies' model Kerry. Not used by all the Police as it's hardly the thing for a "speed-cop"! We hope his Observer doesn't have to "gong" him.

26 **R. A. SHAW (38) Crawley** — D. CAIRNS — 10.13 — 10.43
Vintage M.C.C. — Crawley & D. M.C.C.
1903 Rex 550 c.c. Forecar
Note cone clutch on engine shaft and direct chain drive to rear wheel (no gears). How long is the chain? It has a very early B & B carburetter and a water-cooled single cylinder engine. There are also external contracting front wheel brakes—front wheel brakes were rare in '03. Altogether an excellent example of the early coachbuilt forecar.

27 **R. SKERMAN (25) Putney** — D. BUTT — 10.13½ — 10.43½
Vintage M.C.C.
1904 Ariel 334 c.c. Solo
" Forty-five guineas' worth of high-class motor cycle —a machine which bristles with good points." This is a quote from the 1904 Show Report.

28 **S. G. WOOLDRIDGE (50) L'nceston** — N. T. PETERS — 10.14 — 10.44
N. Cornwall M.C.C. — Sunbeam M.C.C.
1902 Dennis Tricycle 400 c.c.
Believed to be the only one now in existence. Made by the manufacturers of the famous heavy lorries.

29 **P. C. EMMANS (17) Southwick** — D. F. BARROWCLIFF — 10.14½ — 10.44½
Kerry Veteran Club
1904 Kerry 235 c.c. Solo
A neat and straightforward design for its age. This is its second Pioneer Run.

30 **R. J. PHILPOTTS (42) Wimbledon** — R. BEVIS — 10.15 — 10.45
Malden & D.M.C.C. — Malden & D.M.C.C.
1904 Phoenix 345 c.c. Solo
This early machine is exactly to original specification. It has a Minerva engine, a Longuemare carburetter and a 2-speed hub clutch.

NOTICE TO COMPETITORS:

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

POSTAL ENQUIRIES to

CHARLES DUNN

"GREENLEAVES," WOKING, SURREY (Phone: Woking 3737)

A Message from
The Mayor of Brighton

(Alderman MISS DOROTHY STRINGER, J.P.)

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

I want also to congratulate the Sunbeam Motor Cycle Club on the wonderful way 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 today of the much less trouble-free trips of his youth along this same road.

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

Dorothy E. Stainger.
Mayor.

ALL AWARDS FOR THE PIONEER RUN

(and for all other Sunbeam events)

supplied by

LESTERS

Manufacturing Medallists and Silversmiths

28 UNION STREET, ALDERSHOT

(Phone: Aldershot 673)

PRIZES IN STOCK FOR EVERY TYPE OF SPORTING EVENT

31 **B. J. COLLINS (28) Esher** — G. J. STEARN — 10.15½ 10.45½
Veteran Car Club — Tr. Owners M.C.C.
1903 Phoenix-Trimo 3½ h.p. Forecar
A good specimen of the forecar, which was very popular before the days of the sidecar. This forecar competes also in the Veteran Car Club Run.

32 **S. Gilks (41) Ickenham** — F. DEAN — 10.16 10.46
Ruislip & D.M.C.C. — Ruislip & D.M.C.C.
1903 Wyatt-Minerva 250 c.c. Solo
Another rare machine, featuring the early Minerva engine, fed by a Longuemare carburetter.

33 **R. A. MAY (35) Chilworth, Sy.** — F. MINTRAM — 10.16½ 10.46½
Witley & D.M.C.C. — Witley & D.M.C.C.
1903 Humber 350 c.c. Solo
Bought new by its owner, Mr. Godwin Southon, 50 years ago, and is still in very good condition. Of typical early Humber design.

34 **E. C.CRAMER (43) Hixon** — A. SHAW — 10.17 10.47
1903 Singer 175 c.c. Solo
A very carefully renovated early Singer "powerwheel," similar to No. 7.

35 **E. S. SYMES (31) Bishops Waltham** — A. H. SMITH — 10.17½ 10.47½
Bishops Waltham M.C. — Southampton & D.M.C.C.
1904 Ariel 2¾ h.p. Solo & Coupling
This Ariel has attached to it by means of a proprietary coupling a Dursley Pedersen bicycle. Mrs. Symes occupies the cycle seat.

36 **R. F. L. GOWER (41) Throckmorton** — A. J. GOWER — 10.18 10.48
Sunbeam M.C.C.
1902 Quadrant 225 c.c. Solo
The oldest of the 3 Quadrants in the Run. The others are No. 3 and No. 37.

37 **C. F. BURTON (45) Lutterworth** — E. A. FULLER — 10.18½ 10.48½
1903 Quadrant 239 c.c. Solo
A year younger than the one before, but not very dissimilar. On Quadrants, the controls were all operated from a central lever.

38 **O. LANGTON (48) Leeds** — F. CUTLER — 10.19 10.49
Vintage M.C.C. — Lea Bridge M.C.C.
1902 Humber 3½ h.p. Solo
An all chain countershaft drive Humber a little older than No. 33, but very similar. The rider was well known in Speedway racing circles, as was his brother Eric who comes next.

39 **E. K. LANGTON (45) Shipley** — C. WYNNE — 10.19½ 10.49½
Bradford & D.M.C.C. — Lea Bridge M.C.C.
1902 Zedel 244 c.c. Solo
A unique specimen, the only one of its kind known to exist. The machine was bought for a few shillings from a scrapyard, some decade and a half ago.

40 **E. D. LEE (41) Wokingham** — Miss J. RACKHAM — 10.20 10.50
Sunbeam M.C.C. — Bantam M.C.C.
Circa 1900 Deschamps 3½ h.p. Tricycle
This tricycle is of early Belgian manufacture, and may well date from 1896 or 1897. It has a surface carburetter by Longuemare and the brake is located in the rear axle. It is very similar to the original De Dion Tricycle, of which it is probably a copy.

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The Vintage Motor Cycle Club

FIFTH ANNUAL

BANBURY RUN

for

Vintage and Veteran Motorcycles

SUNDAY, JUNE 21st, 1953

a date to remember!

✱

Regulations available from the Secretary of the Meeting: I. MUTTON, 244 Mount Pleasant, Redditch, Worcs. **Entries close on May 11th, 1953**

CLASS II.

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

Schedule Speed: 20 m.p.h.

No.	Driver:	Observer:	Report	Start
41	**R. F. FRYER (42) Staines** Sunbeam M.C.C. **1909 Triumph 498 c.c. Solo** Note open-type magneto, ignition lever on tank and single gear direct belt drive. On its 7th Run to Brighton today.	W. STRATTON	10.20½	10.50½
42	**W. GARRARD ( ) Ealing** M.C.C. **1909 Humber 172 c.c. Solo** An early four-stroke lightweight. Note that silencer forms part of front down tube. Note also method of springing front forks (*not* Druid forks).	D. WATKINS	10.21	10.51
43	**A. CARTER (21) Raynes Park** **1909 P. & M. 411 c.c. Solo** 2-speed all-chain drive in 1909 for £52/10/0! Note unusual front forks—peculiar to P. & M's. On its first trip to Brighton today.	C. J. BURNLEY	10.21½	10.51½
44	**P. WEBB (53) Maidstone** **1909 Lincoln Elk 3½ h.p. Solo** The cheap machine of the day—£23 in 1909 and £19/10/0 in 1908. Note cradle frame. Made throughout, engine and all, at works in Lincoln.	A. FAIRBOURN Norwood M.C.	10.22	10.52
45	**L. C. NEWMAN (45) Swindon** Sunbeam M.C.C. **1909 Minerva 412 c.c. Solo** This now rare make was once very popular and was one of the first to have machanically operated valves.	G. HORTON Norwood M.C.	10.22½	10.52½
46	**E. R. WINTER (46) Thames Ditton** Dittons M.C. **1909 F.N. 498 c.c. Solo** A 4-cylinder, shaft-drive product of the Liege factory of Fabrique National. Very smooth running.	B. THORNE Dittons M.C.	10.23	10.53
47	**W. GROVE (37) Abingdon** Sunbeam M.C.C. **1906 Triumph 446 c.c. Solo** A good specimen of the earlier Triumph. This machine is a consistent award winner in Veteran and Vintage events.	B. MEASOR	10.23½	10.53½
48	**G. W. GOODALL (48) Epsom** Sunbeam M.C.C. **1909 Centaur 500 c.c. Solo** Very few samples of this interesting make now remain.	L. MUSSETT Surrey Hills M.C.C.	10.24	10.54
49	**J. STOCKLEY (39) Ewell** **1908 F.N. 482 c.c. Solo** 4 cylinders, 2-speed gear, shaft drive, plate clutch and internal expanding brakes—all in 1908. This was a vision of Things to Come.	L. D. SANDERS	10.24½	10.54½
50	**A. E. JEFFREY (38) Gt. Missenden** Chalfont & Amersham M.C. **1908 Singer 210 c.c. Solo** Note long curving exhaust to high-mounted engine. A good lightweight machine of which few now remain.	A. DIBLEY	10.25	10.55

Make a note of

Sunday, September 27th, 1953

for the North Hants.

Olde Tyme Run

Starting and Finishing at

Hartley Wintney, Hants.

Details available in due course from W. G. Hall, 7 Hunts Common, Hartley Wintney, near Basingstoke, Hants.
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CLASS II (Continued)

51 **H. H. BEERLING (37) Iver Heath** — E. BUTTERWORTH — 10.25½ — 10.55½
1909 Chater Lea 680 c.c. Solo
A long-stroke twin—long cylinders and large crankcase. A regular competitor.

52 **C. EMMANS (40) Southwick** — R. HALFPENNY — 10.26 — 10.56
1905 Riley 490 c.c. Solo
A name which is now only known in the car world. This machine is the only one of its kind in existence.

53 **D. WITHERS (74) Norwood** — H. CROWE — 10.26½ — 10.56½
Norwood M.C. — Dulwich & D. M.C.C.
1906 Douglas 696 c.c. Solo
An intersting composite model, ridden by a well-known Douglas specialist.

54 **R. C. SYMES (66) Bishops Waltham** — D. GREENSLADE — 10.27 — 10.57
Bishops Waltham M.C.C. — Bishops Waltham M.C.C.
1907 P. & M. 500 c.c. Combination
All-chain drive and a two-speed gear made this a "go any where" combination.

55 **W. G. MORGAN (35) Steyning** — M. BLAKE — 10.27½ — 10.57½
Steyning M.C.C. — Steyning M.C.C.
1908 White Heather 450 c.c. Solo
A nice specimen of a little-known make.

56 **J. F. BILLINGS ( ) Woodford B'dge** — J. SHOESMITH — 10.28 — 10.58
1908 Elgin 1 h.p. Solo
Almost the first two-stroke lightweight. The engine was of the two-port type, the fresh gas being admitted to the crank-case by an automatic inlet valve.

57 **E. M. HARRISON ( ) Hainault** — P. COBB — 10.28½ — 10.58½
1908 Elgin 1 h.p. Solo — B.M.C.R.C.
The same as the one above. This is the 3rd Pioneer Run for both these machines.

58 **G. K. BALLAMY (51) W. Worthing** — B. BRADLEY — 10.29 — 10.59
Worthing Eagle M.C. — Worthing Eagle M.C.
1909 Moto-Reve 247 c.c. Solo
This make was once very popular but this is the only one recorded in the Pioneer Register.

59 **A. S. PEARSON (46) Sutton** — L. HOLE — 10.29½ — 10.59½
1908 Rex 450 c.c. Solo
A carefully preserved machine in original condition. Formerly used by a Doctor for his rounds. Note the method used for springing the front wheel.

60 **L. V. FENTON (50) Hillingdon** — J. WOOLER — 10.30 — 11.0
Vintage M.C.C. — Vintage M.C.C.
1909 Wooler 344 c.c. Solo
An unconventional and very interesting two-stroke which has been renovated with great care. A careful look at this machine will reveal many novel features.

61 **R. R. BARBER (52) Polperro** — A. SMITH — 10.30½ — 11.00½
Sunbeam M.C.C.
1908 Triumph 499 c.c. Solo
Although the Triumph concern started to manufacture motor cycles as early as 1903, for some reason there are few now remaining that were built before 1910. As you will see from the Class III. section of the Programme, there are many survivors from the post-1910 period.

TEAMS

CLASS I

"Per Ardua" ...	2	M. F. Walker	13	R. A. Beecroft	14	D. J. H. Day
"2-3-4"	3	V. F. Smith	28	S. G. Wooldridge	35	E. S. Symes
The Infernal Triangles	16	J. F. Sloan	5	P. Tacon	40	E. D. Lee
Sunbeam "A" ...	4	H. E. Cohen	17	F. N. D. Hogg	22	J. F. Kentish
Sunbeam "B"	6	E. V. Bell	7	H. German	36	R. F. L. Gower
Kerry ...	29	P. C. Emmans	25	D. McBain	8	A. Botteril
Yorkshires ...	39	E. K. Langton	38	O. Langton	1	J. P. Smith
The Early Birds	27	R. Skerman	24	P. Holmes	30	R. J. Philpotts

CLASS II

The Forties ...	46	E. R. Winter	49	J. C. Stockley	45	L. C. Newman
Sunbeam M.C.C.	47	W. Grove	41	R. Fryer	48	G. W. Goodall

CLASS III

Vintage M.C.C. "A"	80	M. R. Johnson	197	J. E. Parks	211	F. C. Potts
Vintage M.C.C. "B"	92	J. D. McKay	104	W. W. Swait	91	C. E. Allen
"1913's" ...	94	F. Lacey	112	A. F. Reeves	119	R. Pinnock
Matchless ...	132	F. E. Collis	131	J. F. Kelleher	130	F. W. Neill
Mitcham ...	97	F. C. Millar	98	A. F. Catchpole	99	A. T. Clark
Hillingdon and Uxbridge M.C.C.	115	D. P. Horton	114	F. French	113	D. Bootle
North London Vintage	116	C. F. South	134	J. E. Oddy	135	K. Cobbing
Triumph ...	117	H. O. Twitchen	136	J. R. MacDougall	164	J. R. Clew
Leatherhead M.C.C.	77	C. P. Hayward	96	A. F. Wheeler	95	P. Whitman
The Warwicks	71	F. O. Bussey	72	F. A. O. Bussey	143	L. H. Wills
Grasshoppers	69	R. Fisher	68	F. Alborough	70	D. Oakley
M.C.C. ...	147	H. E. Cussens	121	W. E. Rose	178	G. A. Rose
North Hants "A"	165	Mrs. M. Savage	166	A. L. Savage	123	O. W. Tyler
North Hants "B"	122	W.T. Mansbridge	167	D. Coleman	170	V. G. Hyland
Reading Vintagents	153	W. Moore	162	R. Davis	163	W. Andrews
London Douglas M.C.C.	175	G. S. Cheavin	173	G. D. Brown	174	J. M. Hussey
"Alphabetics"	192	R. D. Thomas	169	A. J. Nichol	193	S. W. Simes
Blisworth Hopefuls	200	P. J. Coles	199	A. Dollings	201	R. Spokes
Blisworth Boys	204	J. P. Griffith	203	R. N. Griffith	202	F. Freeston
Scott ...	160	D. W. Lawrence	159	S. H. Lawrence	161	B. Deakin
"A"	142	S. V. Habgood	156	N. Harrison	120	L. Davis
"B"	151	J. Butcher	83	G. Berry	86	A. T. Robinson
"C"	177	H. J. Key	195	H. Hopkins	146	G. F. Little
"D"	205	Ebb. Rowe	194	P. L. Clarke	176	J. Greer.
Sunbeam Trusties	76	W. Fruin	90	W. F. J. Durrant	109	M. V. Stelling
Sunbeam 499s	75	A. J. Targett	128	G. F. Lock	168	R. C. Hewitt
Sunbeam Bradbury	110	D. W. Pearce	219	N. R. Jones	221	G. Albery
Sunbeam Twins	89	B. H. Budgett	105	E. Marshall	157	F. J. B. Budgett

CLASS II (Continued)

62 **E. L. TAYLOR (42) Speldhurst** — R. A. G. LEIGH LYE — 10.31 — 11.01
Tunbridge Wells M.C.C. — C.S.M.A.
1909 Brown 500 c.c. Solo
A very nice machine, made by Brown Bros., the present day motor and cycle accessory factors. This machine has competed in nine Runs and has won awards in all of them.

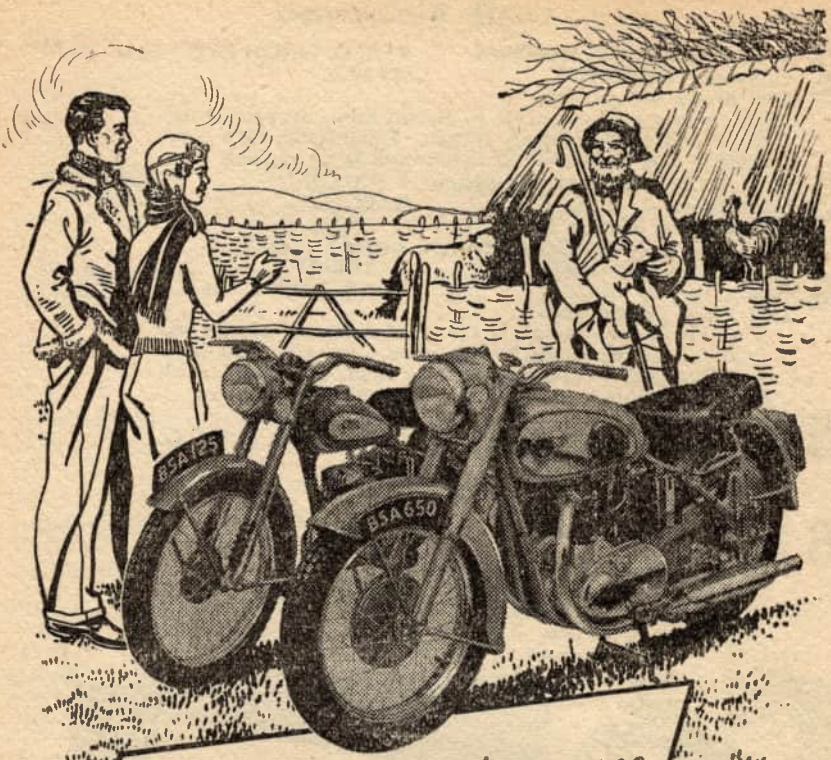
63 **W. F. CULLINGHAM (46) Sutton** — J. BALCHIN — 10.31½ — 11.01½
Leatherhead & D.M.C.C. — B.M.C.R.C.
1909 Humber 200 c.c. Solo
Another early Humber lightweight, similar to No. 42.

64 **L. V. GOSS (42) Ramsey** — T. ABBLITT — 10.32 — 11.02
Falcon (Hunts) M.C.C. — Falcon (Hunts) M.C.C.
1907 Mead 250 c.c. Solo
The only known example of the Mead lightweight which was built for and marketed by the Mead Cycle Co. This is its first Run and we also welcome the rider, Mr. Goss, to his first Run—he is a great enthusiast for old motor cycles.

65 **W. SPENCER ( ) Hailsham** — T. C. KNIGHT — 10.32½ — 11.02½
Eastbourne & D.M.C.C. — Eastbourne & D.M.C.C.
1909 Triumph 3½ h.p. Solo
This standard Triumph, with direct belt drive, is owned by the Eastbourne & D.M.C.C.

66 **C. G. BECKWITH (20) Leeds** — G. ROGERS — 10.33 — 11.03
Vintage M.C.C. — Lea Bridge M.C.C.
1908 Rex 499 c.c. Solo
The makers of the Rex experimented at one time with a honey-comb silencer cast integral with the cylinder, on the single-cylinder models. This Rex brings to a close Class II.





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CLASS III.

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

Speed Schedule: 24 miles per hour.

No.	Driver:	Observer:	Report	Start
67	**G. D. KEMP ( ) Cardiff** Vintage M.C.C. **1913 Precision 499 c.c. Solo** We hope that Mr. Kemp's long journey from Cardiff to compete in the Run will be crowned with success.	W. MILLER Norwood M.C.	10.33½	11.03½
68	**F. G. ALBOROUGH (47) Enfield** **1912 Humber 349 c.c. Solo** This, the next one and the next again, belong to Mr.Eric Kennard of Dollis Hill. They form a strong team entry.	D. L. HARRIS Grasshoppers M.C.C.	10.34	11.04
69	**R. J. FISHER (41) Whetstone** Grasshoppers M.C.C. **1911 Humber 349 c.c. Solo** Note unusual effect of engine being set well back in frame. Has 2-speed ROC gear.	Miss D. SMITH Grasshoppers M.C.C.	10.34½	11.04½
70	**D. F. OAKLEY (25) Whetstone** Grasshoppers M.C.C. **1913 B.A.T. 8 h.p. Solo** A well preserved machine of a make now extinct. Powered by a large s.v. JAP engine.	S. MARTIN Grasshoppers M.C.C.	10.35	11.05
71	**F. O. BUSSEY (60) Solihull** Vintage M.C.C. **1914 Triumph 550 c.c. Combination** "Gloria" Sidecar, as supplied with machine. A good reliable outfit—popular with the "Family man."	F. EARLE Lea Bridge M.C.C.	10.35½	11.05½
72	**F. A. O. Bussey (34) Nuneaton** Vintage M.C.C. **1912 Rudge 499 c.c. Solo** Reputed to be genuine 1912 T.T. machine. Father and Son regularly travel from Warwickshire for the Pioneer Run.	E. EXCELL Lea Bridge M.C.C.	10.36	11.06
73	**J. SALMON (41) Shepshed** Vintage M.C.C. **1913 Premier 246 c.c. Solo** Of modern appearance. A much favoured lightweight in its day, forty years ago.	L. LEAVER Triumph Owners M.C.C.	10.36½	11.06½
74	**R. SHACKLETON (40) Keighley** **1912 Singer 499 c.c. Solo** From the Langton stable. An almost perfect specimen of a marque of which very few now survive. The firm is well-known today, of course, for its cars.	D. McCARTHY Lea Bridge M.C.C.	10.37	11.07
75	**A. J. TARGETT (41) Upper Woodf'rd** Sunbeam M.C.C. **1912 Rudge 499 c.c. Solo** The second, and by no means the last, of the post-1910 Rudge machines out today. Compare it with the one which passed a few moments ago.	H. MILLBANK	10.37½	11.07½
76	**W. FRUIN (50) Wembley** Sunbeam M.C.C. **1911 Triumph 499 c.c. Solo** £50 worth of 1st class touring ironmongery in 1911. Special features to note: light return springs under valves, foot-operated exhaust cut-out. First introduction of front stand.	D. WRIGHT Kenton & Kingsbury	10.38	11.08
77	**C. P. HAYWARD (52) N. Cheam** Leatherhead & D.M.C.C. **1913 Douglas 348 c.c. Solo** This little twin, which has had much work bestowed upon it, should give its owner a pleasant first Run to Brighton.	L. R. CATTELL Leatherhead & D.M.C.C.	10.38½	11.08½

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78 **A. H. MARTIN ( ) Enfield** — J. BALFOUR — 10.39 — 11.09
I.M.T.C. — Bantam M.C.C.
1914 Triumph 550 c.c. Solo
Larger cylinder and Sturmey Archer 3-speed hub gear. These machines would climb the side of a house.

79 **S. BROOMFIELD ( ) Twickenham** — J. KNAPP — 10.39½ — 11.09½
I.M.T.C.
1913 Triumph 499 c.c. Solo
One of the most popular motorcycles prior to the 1914 war.

80 **M. R. JOHNSON ( ) Kenton** — E. G. OXENHAM — 10.40 — 11.10
Vintage M.C.C. — L. E. Velo Club
1914 Triumph 550 c.c. Solo
This is another Triumph from 1914. The standard model had the larger 557 c.c. engine; the half litre engine could be obtained for the T.T. and other competition models.

81 **N. W. PEARCE (48) Woking** — J. NICKLEM — 10.40½ — 11.10½
Windlesham M.C.C.
1914 Brown 292 c..c Solo
A make now almost forgotten in the motor-cycling world. It was made by Brown Bros., who are still in business as motor and cycle factors.

82 **J. G. BOULTON (29) Wombourne** — M. HARTON — 10.41 — 11.11
Vintage M.C.C.
1914 Rudge-Multi 750 c.c. Solo
Triumphs were not the only ones to increase cylinder capacity in 1914. Rudge did it also, but on an even larger scale.

83 **G. BERRY ( ) Reading** — J. KEEN — 10.41½ — 11.11½
Sunbeam M.C.C.
1911 Abingdon King Dick 499 c.c. Solo
The manufacturers of this machine are well known today as makers of first class tools.

84 **J. W. STANLEY (30) Erith** — F. USHER — 10.42 — 11.12
Erith M.C.C. — Erith M.C.C.
1914 Sunbeam 499 c.c. Solo
These machines were famous for their wonderful finish, even down to the smallest details.

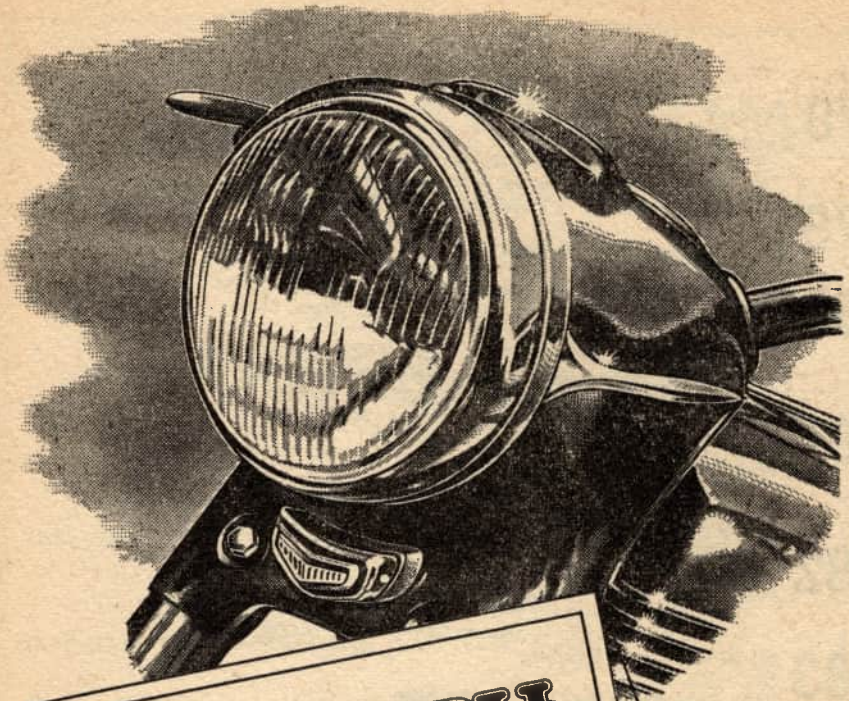
85 **D. NOWELL (25) Palmers Green** — J. FEAST — 10.42½ — 11.12½
1914 B.S.A. 557 c.c. Solo — W. London M.C.C.
This machine has competed many times before but this is the rider's second Run.

86 **A. T. ROBINSON (24) Wor'ster Park** — S. EDMONDS — 10.43 — 11.13
1913 Rudge-Multi 499 c.c. Solo — Norwood M.C.
Said to have 20 gear positions, achieved by varying the sizes of the two pulleys.

87 **C. F. CAUNTER (54) London, S.W.7** — H. G. TYRELL-SMITH — 10.43½ — 11.13½
Sunbeam M.C.C.
1914 Triumph 225 c.c. Solo
The "Baby" Triumph, a two-stroke. Introduced in 1913.

88 **R. F. FORD (43) Stanmore** — R. P. COWTAN — 10.44 — 11.14
Sunbeam M.C.C. — Edgware & D.M.C.C.
1913 Singer 298 c.c. Solo
An attractive machine with a very neat layout. Manufactured by Singers, who now produce only cars.

89 **B. H. BUDGETT (53) Reigate** — J. PETERS — 10.44½ — 11.14½
Sunbeam M.C.C.
1913 Douglas 348 c.c. Combination
Harder-worked than its fellow Douglases, as it has a "chair" attached. Even so, it goes very well.



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90 **W. F. J. DURRANT (44) Peacehaven** D. YOUNG 10.45 11.15
Sunbeam M.C.C.
1912 Triumph 499 c.c. Solo
First year of single-spring fork. Note foot-operated ignition control and round-edged tank.

91 **C. E. ALLEN (37) Ibstock** T. G. CRIFFITHS 10.45½ 11.15½
Vintage M.C.C.
1913 Rex-JAP 770 c.c. Combination
Former team-prize winner changes from a Humber solo to this combination for his 5th ride.

92 **J. D. McKAY (39) Shepshed** E. GILL 10.46 11.16
Vintage M.C.C. Norwood M.C.
1913 B.A.T. 770 c.c. Combination
Another now using three wheels instead of two for the Run.

93 **P. A. SEYMOUR (43) Ashtead** D. WELLINGS 10.46½ 11.16½
Leatherhead & D.M.C.C. Leatherhead & D.M.C.C.
1910 Royal Enfield 350 c.c. Solo
Engine is a Motosacoch which Enfield's used at that time Note finning. Has appeared in numerous Runs since 1930.

94 **F. LACEY (72) Lr. Kingswood** H. N. RYAN 10.47 11.17
Sunbeam M.C.C. Sunbeam M.C.C.
1913 Douglas 350 c.c. Solo
A magnificent example of the famous flat twin. It was purchased new by its present rider in 1913.

95 **P. G. A. WHITMAN (36) Sutton** D. P. KING 10.47½ 11.17½
Vincent Owners M.C.C. Vintage M.C.C.
1913 Rudge-Multi 499 c.c. Combination
How many of the older spectators out today will remember the slogan "Rudge it—don't trudge it!"?

96 **A. F. WHEELER ( ) Epsom** T. HARDING 10.48 11.18
Leatherhead & D.M.C.C. Leatherhead & D.M.C.C.
1911 Triumph 499 c.c. Solo
This rider, who is well known for his racing activities, appropriately rides a 1911 T.T. Trusty Triumph.

97 **F .C. MILLAR ( ) Mitcham** H. COPIS 10.48½ 11.18½
B.R.C.M.C.
1913 P. & M. 498 c.c. Combination
A first-class job of careful renovation by the owner, who should arrive at Brighton without the least bother.

98 **A. F. CATCHPOLE ( ) Streatham** R .PEASLEY 10.49 11.19
1914 Rudge 499 c.c. Solo Surrey Hills M.C.C.
This Rudge is stated to have started life as a T.T. model. Note the number of gear lever positions. This is its 6th Run.

99 **A. T. CLARK ( ) Mitcham** F. S. DAWS 10.49½ 11.19½
M.C.C.
1910 P. & M. 498 c.c. Combination
Very similar to No. 120. Very well renovated. This and the preceding two entries form another strong team.

100 **E. R. JAY (44) Partridge Green** J. HOLMES 10.50 11.20
Crawley & D.M.C.C. Ilford & D.M.C.C.
1911 Coventry Premier 499 c.c. Solo
A well preserved veteran machine of very neat design. Look and listen for the exhaust whistle!

101 **O. HAMMANT (43) Henley** M. DOWSET 10.50½ 11.20½
Henley & D.M.C.C. Henley & D.M.C.C.
1912 Triumph 499 c.c. Combination
Another Triumph—with a bathchair-type wicker sidecar.

102 **D. G. GREEN ( ) Faversham** A. CHISHOLM 10.51 11.21
Sittingbourne M.C. Norwood M.C.
1912 Bradbury 557 c.c. Solo
A very popular machine at one time, was the Bradbury.

MUTUAL AID

QUITE a number of machines in this Pioneer Run have various parts foreign to them, or have had to have bits and pieces made to enable them to enter the event. It is the aim of the Sunbeam Club to beg, borrow or even steal the necessary parts to enable the enthusiastic owners to put their machines back to original specification. This, dear readers, is where you enter the plot! Have you, or do you know anyone who has, any complete machines or ANY parts, up to and including 1914? Please let me know, and I will follow up the smallest clue.

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103 **E. H. EVANS ( ) Sevenoaks** — V. DICKENS — 10.51½ 11.21½
1913 Levis 211 c.c. Solo
A reliable early two-stroke of very light construction.

104 **W. W. SWAIT (45) Tewkesbury** — E. A. BEADLE — 10.52 11.22
Vintage M.C.C. — Vintage M.C.C.
1912 P. & M. 465 c.c. Solo
All chain drive and epicyclic gear. General layout is almost the same today.

105 **E .MARSHALL (62) Cromer** — P. JUDD — 10.52½ 11.22½
Sunbeam & A.P.M.C. — Edgware & D.M.C.C.
1914 Douglas 348 c.c. Solo
The rider has only missed one Pioneer Run since 1930. He formerly rode a Beeston 175 c.c. Tricycle with much success.

106 **D. W. CHAPMAN (35) Leighton B.** — J. R. CHAPMAN — 10.53 11.23
Mid-Bucks M.C.C. — Mid-Bucks M.C.C.
1913 Triumph 499 c.c. Solo
1913 was the first year of the straight top tube frame.

107 **H. E. CASTLEMAN (41) Surbiton** — D. LeCORNU — 10.53½ 11.23½
1911 Humber 490 c.c. Solo
Note engine set well back in frame.

108 **A. K. REPTON (26) Up. Norwood** — I. LEWIS — 10.54 11.24
Norwood M.C.C. — Norwood M.C.C.
1914 F.N. 243 c.c. Solo
F.N.—Fabrique Nationale—from Belgium. A popular continental make.

109 **M. V. STELLING (27) Up. Norwood** — G. E. TOZER — 10.54½ 11.24½
Vintage M.C.C.
1914 Triumph 550 c.c. Solo
Similar to No. 78, navigated by a well-known trials rider.

110 **D. W. PEARCE ( ) Ewell** — A. W. PEARCE — 10.55 11.25
Sunbeam M.C.C.
1913 Bradbury 499 c.c. Solo
Fitted with Sturmey-Archer 3-speed gear — which was an optional extra for 12 guineas.

111 **H. E. HEAD ( ) Finchley** — J. PRITCHARD — 10.55½ 11.25½
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Calthorpe 175 c.c. Solo
Powered by Precision engine with *horizontal* O.H.V.—rather unorthodox.

112 **A. F. REEVES (48) Sidcup** — S. G. CONEY — 10.56 11.26
Sunbeam M.C.C. — Vintage M.C.C.
1913 Sunbeam 342 c.c. Solo
Of advanced design. Note modern features—kickstarter and oil-bath primary *and secondary* chain cases.

113 **D. BOOTLE (25) Uxbridge** — M. D. DUNCAN — 10.56½ 11.26½
H'don & Uxbridge M.C.C. — H'don & Uxbridge M.C.C.
1911 Triumph 499 c.c. Solo
Similar to No. 76, and doubtless every bit as reliable.

114 **F. FRENCH (25) Hedgerly** — L. PARKINSON — 10.57 11.27
H'don & Uxbridge M.C.C. — H'don & Uxbridge M.C.C.
1911 Humber 489 c.c. Solo
Another Humber, similar to No. 107.

115 **D. P. HORTON (30) Denham** — B. D. JAMES — 10.57½ 11.27½
H'don & Uxbridge M.C.C. — I.M.T.C.
1912 Rudge-Multi 499 c.c. Solo
Popular with the sporty boys of 1912. It has a lusty motor.

116 **C. F. SOUTH (42) Palmers Green** — J. SOUTHWELL — 10.58 11.28
Vintage M.C.C. — Harringay & D.M.C.C.
1912 Humber 499 c.c. Solo
Built before the days of the Rootes Group, by the Humber car firm.

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117 **H. O. TWITCHEN (54) Kingston** J. J. ALLEN 10.58½ 11.28½
Sunbeam M.C.C. Sunbeam M.C.C.
1911 Triumph 500 c.c. Solo
A fine machine, correct in every detail, just as it left the factory. It runs like a dream and almost knows its own way to Brighton.

118 **J. L. HUNT (21) Kingswood** J. R. HUNT 10.59 11.29
Sunbeam M.C.C.
1910 F.N. 243 c.c. Solo
Much time and labour has been spent to make this machine presentable. This is its 2nd Run.

119 **R. PINNOCK (37) Lightwater** C. HOPTROFF 10.59½ 11.29½
Sunbeam M.C.C.
1913 Bradbury 554 c.c. Solo
This machine is in showroom condition and has won many "Concours" awards. Note the manner in which the frame is attached to the crankcase.

120 **L. A. DAVIS ( ) Bexleyheath** D. THYLOR 11.00 11.30
Sidcup & D.M.C.C. Sidcup & D.M.C.C.
1911 P. & M. 500 c.c. Solo
All chain drive and 2 speed gear. The same method of engine mounting is used today—proof that the design was good.

121 **W. E. ROSE ( ) Woldingham** C. COOMBS 11.00½ 11.30½
Sunbeam M.C.C.
1914 Rover 490 c.c. Solo
This is the rider's first Pioneer Run, but his Rover should get him to Brighton safely. It has been renovated very well.

122 **W. T. MANSBRIDGE (48) B'stoke** T. BRUNSKILL 11.01 11.31
North Hants M.C.C. North Hants M.C.C.
By no means the first of the Triumphs today—they were very popular machines.

123 **O. W. TYLER ( ) Basingstoke** A. J. PARSONS 11.01½ 11.31½
North Hants M.C.C. North Hants M.C.C.
1913 Scott 532 c.c. Solo
This one has watercooled cylinders *and* heads. It also carries a warning bell, below the footboards.

124 **K. SMALL (29) Southampton** P. SMALL 11.02 11.32
1912 Triumph 499 c.c. Solo
A good specimen of the '12 model; it is no newcomer to the Brighton Road.

125 **A. PRINCE ( ) Loughborough** A. G. STEVENS 11.02½ 11.32½
Loughborough M.C.C. Lea Bridge M.C.C.
1912 P. & M. 465 c.c. Solo
A newcomer, 2-speed epicyclic gear and *two* primary chains Final drive is by chain also.

126 **K. R. E. PRINCE (23) Loughborough** W. B. ABBEY 11.03 11.33
Greenwich M.C.C. 500 c.c. Club
1910 Matchless 200 c.c. Solo
A neat little lightweight from Plumstead.

127 **A. THOMS (23) New Barnet** D. THOMS 11.03½ 11.33½
Bulldog M.C.C.
1914 Sun-Villiers 269 c.c. Solo
A very nice specimen—two-stroke—note Saxone forks. 2nd Run for machine and rider.

128 **G. F. LOCK (31) Acton** R. T. WOOLLVEN 11.04 11.34
Sunbeam M.C.C. Sunbeam M.C.C.
1914 Singer 499 c.c. Solo
A genuine 1914 T.T. Model with fixed gear and no clutch.

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129 **J. C. LATHAM (41) Thornton Heath** — W. J. COLLARD — 11.04½ — 11.34½
Dons M.C.C. — Dons M.C.C.
1914 Triumph 500 c.c. Solo
Another of the many Triumphs to be seen today.

130 **F. W. NEILL (57) Welling** — H. COOMBER — 11.05 — 11.35
Erith & D.M.C.C. — Eltham & D.M.C.C.
1912 Matchless 964 c.c. Solo
This and the next two entries form a strong team for the Class 3 team prize. Entered by A.M.C. Ltd.

131 **J. K. KELLEHER (44) Plumstead** — B. W. SANDERS — 11.05½ — 11.35½
O.W.L.S. M.C.C. — O.W.L.S. M.C.C.
1914 Matchless 996 c.c. Combination
A Director rides today one of his own products.

132 **F. E. COLLIS (57) Sidcup** — J. CRAVEN — 11.06 — 11.36
1914 Matchless 650 c.c. Combination
With J.A.P. engine and period wicker sidecar.

133 **H. A. APPLEBY (41) Piltdown** — F. PARIS — 11.06½ — 11.36½
Lewes Unity M.C.C. — Lewes Unity M.C.C.
1912 Humber 498 c.c. Solo
On its 6th Run. Note neat drive to open magneto and long air intake on carburetter.

134 **J. E. ODDY (22) Southgate** — C. A. STEFF — 11.07 — 11.37
Vintage M.C.C. — Harringay & D.M.C.C.
1914 Royal Enfield 770 c.c. Solo
These large twins possessed in good measure the power to slog along.

135 **K. COBBING (30) Enfield** — T. ELLIOT — 11.07½ — 11.37½
Vintage M.C.C. — Harringay & D.M.C.C.
1913 Humber 500 c.c. Solo
A prominent touring model in 1913. This one still runs well.

136 **J. R. MacDOUGALL (35) Hounslow** — G. A. L. WINDERS — 11.08 — 11.38
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Triumph 550 c.c. Solo
Another of the large-capacity Triumphs.

137 **W. D. BELL (34) Evesham** — E. J. THORNETT — 11.08½ — 11.38½
Vintage M.C.C.
1913 P. & M. 498 c.c. Combination
The 2nd Run for a very nice specimen of the P. & M.

138 **A. G. DAW (64) Norbury** — E. T. DANES-
1914 Triumph 550 c.c. Solo — LONGWORTH — 11.09 — 11.39
A large Triumph from P. A. Clare's famous collection.

139 **J. E. FORD (50) Leicester** — P. FOLEY — 11.09½ — 11.39½
Vintage M.C.C. — Bantam M.C.C.
1914 Triumph 550 c.c. Solo
Safety in numbers? Three of these models in the past two minutes! Evidence of their popularity.

140 **G. B. COOKE (55) Caistor** — D. SIMMINS — 11.10 — 11.40
Veteran Car Club — Sunbeam M.C.C.
1912 Douglas 350 c.c. Solo
The Douglas (and the Triumph) are, like the poor, always with us. The rider used a Rex combination last year.

141 **J. BURTON (16) Lutterworth** — G. HALFACRE — 11.10½ — 11.40½
1911 Triumph 499 c.c. Solo — Bantam M.C.C.
A Triumph is chosen by the youngest competitor in the Run. Let us hope that he is successful.

142 **S. V. HABGOOD (37) Esher** — G. N. ASHBURNHAM — 11.11 — 11.41
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Douglas 348 c.c. Solo
A late Douglas in first-class condition. On its 10th Run today.

143 **L. H. WILLS (30) Atherstone** — B. JACKSON — 11.11½ 11.41½
Vintage M.C.C. — Bantam M.C.C.
1912 Bradbury 554 c.c. Solo
A sturdy bicycle whose crankcase consists of part of the main frame and is irremovable.

144 **G. F. CHURCH (40) E. Dulwich** — S. L. LEGG — 11.12 11.42
1910 Douglas 348 c.c. Solo
2nd trip for rider and bicycle. It has automatic (suction) inlet valves although manufactured in 1910. This was the last year in which these valves were fitted.

145 **K. G. LITTLE (22) Sutton** — R. G. MUNFORD — 11.12½ 11.42½
Kingston & D.M.C.C. — Kingston & D.M.C.C.
1913 Wall Autowheel 114 c.c. Tricycle
Have a close look at this; it compares favourably with all modern motor-assisted bicycles.

146 **G. F. LITTLE (45) Sutton** — C. PALMER — 11.13 11.43
Kingston & D.M.C.C. — Streatham & D.M.C.C.
1911 Triumph 499 c.c. Solo
Sole 1st Class award winner—V.M.C.C. Banbury Run—1951. A good example.

147 **H. S. CUSSENS (49) London S.W.8.** — A. C. Sailing — 11.13½ 11.43½
M.C.C. — Surrey Hills M.C.C.
1914 James 226 c.c. Solo
A two-stroke. Note that gear lever projects through top of tank on right-hand side. Another point of interest is the peculiar shape of the cylinder finning.

148 **J. LINDLEY (37) Kempston** — S. WALKER — 11.14 11.44
Vintage M.C.C.
1914 Sun 269 c.c. Solo
On its second Run. Note separate magneto and large outside flywheel—an early Villiers engine.

149 **A. DORLING (50) Fulham** — J. DORLING — 11.14½ 11.44½
Vintage M.C.C. — C.S.M.A.
1914 Douglas 348 c.c. Solo
Compare this one with No. 144. Quite a few minor changes are evident, but the general design remains the same.

150 **E. A. BECKHAM (41) Fulham** — H. PEAD — 11.15 11.45
Vintage M.C.C. — West London M.C.C.
1913 Pope 994 c.c. Solo
A powerful machine of American manufacture.

151 **J. BUTCHER (24) Chard** — R. RUDDOCK — 11.15½ 11.45½
1913 Triumph 499 c.c. Solo — Ravensbury M.C.C.
1911, 1912, 1913, 1914, as well as some earlier ones, are all out today—a parade of Triumphant history.

152 **E. V. EVANS (41) Knockholt** — E. ATCHELER — 11.16 11.46
Sunbeam M.C.C. — Bromley & D.M.C.C.
1913 Royal Enfield 770 c.c. Combination
The popular early R.E. Big Twin. It sports no less than 4 different sizes of chain—can you account for them all?

153 **W. MOORE (60) Reading** — G. ANDREWS — 11.16½ 11.46½
Vintage M.C.C. — Vintage M.C.C.
1914 Douglas 348 c.c. Solo
Another specimen of the vibrationless twin Douglas. This one makes its 4th Run today. This and the next two are running as a team.

154 **N. R. BURTON (33) Worthing** — N. LOVE — 11.17 11.47
Worthing Eagle M.C.
1914 F.N. 285 c.c. Solo
Another example of the shaft-drive single cylinder F.N. A first-class lightweight of its time.

CLASS III (Continued)

155 **P. CLICK (22) Lee** — G. EVENNETT — 11.17½ 11.47½
Vintage M.C.C.
1910 Motosacoche 224 c.c. Solo
Note the cylinder finning. These engines were also fitted to the early Royal Enfields. This is another from the Clare Collection.

156 **N. C. B. HARRISON (37) Kenley** — A. HOULT — 11.18 11.48
B.A.R.C.
1914 Douglas 348 c.c. Solo
Note the tram-handle gear change and the large outside fly-wheel.

157 **F. J. B. BUDGETT (47) Redhill** — R. S. VERRALL — 11.18½ 11.48½
Sunbeam M.C.C.
1913 Zenith 770 c.c. Solo
Built in 1912, but a 1913 model. Big JAP engine plus Gradua gear means real performance.

158 **B. GREEVES (46) Westcliff** — E B. COTGROVE — 11.19 11.49
Southend M.C.C. — Southend M.C.C.
1911 Triumph 499 c.c. Solo
A make that needs no advertising. There are so many in the Run today it is difficult to find suitable comment for them all.

159 **S. H. LAWRENCE ( ) Tadworth** — D. VISICK — 11.19½ 11.49½
Sunbeam M.C.C.
1911 Scott 486 c.c. Solo
Even torque gives a very smooth ride on these precision-built machines.

160 **D. W. LAWRENCE (21) Tadworth** — A. DURBIN — 11.20 11.50
Vintage M.C.C. — Vintage M.C.C.
1910 Scott 485 c.c. Solo
A little older than the one before, otherwise almost identical.

161 **B. DEAKIN (21) Ewell** — R. DEAKIN — 11.20½ 11.50½
1914 Scott 532 c.c. Solo
This one has a slightly larger motor and is a year or two younger than its team-mates immediately above. These three form the Scott team.

162 **R. DAVIS (26) Cranford** — R. NEVILLE — 11.21 11.51
Vintage M.C.C. — Vintage M.C.C.
1914 Douglas 348 c.c. Solo
This Douglas is making its first Run. It was recently discovered in a builder's loft, preserved by a heavy covering of dust.

163 **W. ANDREWS (27) Reading** — G. BRADLEY — 11.21½ 11.51½
Vintage M.C.C. — 500 c.c. Club
1914 Levis 211 c.c. Solo
The Baby Levis was first put on the market in 1910 by Butterfield Bros. of Birmingham. It was a popular 2-stroke of the period.

164 **J. R. CLEW (25) Tadworth** — S. C. WARWICK — 11.22 11.52
Sunbeam M.C.C. — Sunbeam M.C.C.
1914 Triumph 550 c.c. Solo
Another Triumph. Not too bad a buy for 10s., which is all the present owner gave for it.

165 **Mrs. M. SAVAGE ( ) Farnham** — C. J. STONEHAM — 11.22½ 11.52½
North Hants M.C.C. — North Hants M.C.C.
1913 Douglas 348 c.c. Solo
Our regular lady competitor, with one of the few ladies' models in the Run today.

166 **A. L. SAVAGE ( ) Farnham** — D. WHAROM — 11.23 11.53
North Hants M.C.C. — North Hants M.C.C.
1913 B.S.A. 498 c.c. Solo
Fitted with B.S.A. two-speed epicyclic gear incorporating multi-plate clutch. This is its twelfth run to Brighton.

167 **D. COLEMAN ( ) Farnborough** — G. MAYNE — 11.23½ — 11.53½
North Hants M.C.C. — Aldershot M.C.C.
1911 Rudge 499 c.c. Solo
One of the few 1911 Model Rudge, but without the "mutli" gear. Note the peculiar induction pipe.

168 **R. C. HEWITT (47) Chiswick** — D. GUNN — 11.24 — 11.54
Sunbeam M.C.C.
1913 Rudge-Multi 499 c.c. Solo
Notice the improvements on this machine compared with the preceding entry, built two years earlier.

169 **A. J. NICHOL (38) Addlestone** — H. F. LOWNE — 11.24½ — 11.54½
M.C.C.
1911 B.S.A. 499 c.c. Solo
It is difficult to understand why so few of the early B.S.A.s are to be seen today, as the make was famous and popular during the earlier days of motor-cycling.

170 **V. G. HYLAND ( ) Fleet** — G. J. HYLAND — 11.25 — 11.55
North Hants M.C.C. — North Hants M.C.C.
1913 Douglas 348 c.c. Solo
Another of these popular little mounts.

171 **R. G. ATKINSON ( ) Cheam** — A. WALKER — 11.25½ — 11.55½
C.S.M.A. — C.S.M.A.
1914 J.E.S. 119 c.c. Solo
A forerunner of the modern autocycle. This motor attachment was sold at twelve guineas in 1914.

172 **D. R. BARNARD (27) Orpington** — J. TATAM — 11.26 — 11.56
Vintage S.C.C. — Kent Border C.C.
1913 Lea-Francis 496 c.c. Solo
A well-finished de luxe product of advanced design.

173 **G. D. BROWN ( ) Godalming** — V. TWYFORD — 11.26½ — 11.56½
London Douglas M.C.C. — London Douglas M.C.C.
1914 Douglas 348 c.c. Solo
A very nice specimen of the 1914 Douglas. This and the next two entries form the London Douglas team. More competition!.!!

174 **J. M. HUSSEY (31) London, S.E.22** — R. WALKER — 11.27 — 11.57
London Douglas M.C.C.
1913 Douglas 348 c.c. Solo
Another Duggie a little older.

175 **G. S. CHEAVIN (55) Putney** — J. ANDERSON — 11.27½ — 11.57½
London Douglas M.C.C. — London Douglas M.C.C.
1912 Douglas 348 c.c. Solo
And another, older still.

176 **J. GREER (53) S. Hackney** — F. ROGERS — 11.28 — 11.58
Vintage M.C.C.
1914 F.N. 244 c.c. Solo
A fine specimen of Belgian engineering. The rider is a specialist in this make of machine.

177 **H. J. KEY (29) Stanford-le-Hope** — A. J. SHAW — 11.28½ — 11.58½
1910 Scott 464 c.c. Solo — Southend & D.M.C.C.
This engine has automatic lubrication system, operated by crankcase suction. Note the air-cooled cylinder barrels and the water-cooled heads.

178 **G. A. ROSE ( ) Clapham, S.W.4** — H. TRACEY — 11.29 — 11.59
M.C.C.
1911 Rover 490 c.c. Solo
A first-class job of reconditioning. This machine sets a standard we would like many others to follow. This is its first Pioneer Run—good luck!

CLASS III (Continued)

179 **W. REDFORD (42) W. Norwood** — G. SPRAGGS — 11.29½ 11.59½
1914 Douglas 348 c.c. Solo
Owned by Withers, whose name is synonymous with that of Douglas. The number of Duggies in the Run today is proof of their popularity.

180 **E. WITHERS (42) W. Norwood** — P. PARRIS — 11.30 12.00
London Douglas M.C.C. — Falcon (Croydon) M.C.C.
1911 Douglas 348 c.c. Solo
An older model, from the same stable.

181 **K. HILL (24) Goudhurst** — D. CONNOLLY — 11.30½ 12.00½
Tenterden M.C.C. — Tenterden M.C.C.
1914 Rover 490 c.c. Solo
This machine was fitted with a 3-speed hub gear. Note position of silencer. Altogether a very workmanlike product.

182 **E. G. HENNAH (50) Steyning** — J. DIPLOCK — 11.31 12.01
1913 Triumph 550 c.c. Solo
Another 'Trusty'—with the large engine.

183 **D. K. POLAND (23) Liphook** — J. PEACOCK — 11.31½ 12.01½
Sunbeam M.C.C. — B.M.C.R.C.
1911 Premier 500 c.c. Solo
Another very interesting old timer of which very few now exist. Note the exhaust system.

184 **S. HOPWOOD ( ) Hainault** — J. STANDING — 11.32 12.02
1912 New Hudson 499 c.c. Solo
These machines have a very modern appearance.

185 **E. G. DENMAN (38) Winchester** — H. G. THEED — 11.32½ 12.02½
Winchester M.C. — Winchester M.C.
1914 Douglas 348 c.c. Solo
Have you ever noticed, these machines have a very good, slow, even tick-over?

186 **P. WHEELER (49) Coventry** — B. MORRIS — 11.33 12.03
Antelope M.C.C. — Antelope M.C.C.
1913 Rex 900 c.c. Solo
This machine had not been used for about 30 years until last year's Run. A Rex V-twin engine powers it.

187 **L. D. ELDER ( ) Erith** — R. HOLLISTER — 11.33½ 12.03½
Erith & D.M.C.C. — Erith & D.M.C.C.
1910 Motosacoche 212 c.c. Solo
Another of the distinctively-finned lightweights. On its 4th Run.

188 **F. JOHNSON ( ) Harrow Weald** — D. JOHNSON — 11.34 12.04
Toynbee Int M.C.C. — Twickenham & D.M.C.C.
1914 Douglas 348 c.c. Solo
Another of the doughty Douglas brigade.

189 **W. T. FISHER (49) New Addington** — J. GORING — 11.34½ 12.04½
1914 Douglas 348 c.c. Solo — Falcon (Croydon) M.C.C.
And yet another.

190 **G. W. WALKER (56) Enfield** — D. HALL — 11.35 12.05
B.M.C.R.C. — Ravensbury M.C.C.
1913 Douglas 349 c.c. Solo
And another, a year older, ridden by the Editor of "Motor Cycling."

191 **K. KAVANAGH ( ) Australia** — R. W. BARNETT — 11.35½ 12.05½
1912 Norton 490 c.c. Solo — Ravensbury M.C.C.
The Norton Star gets in some early practice for the T.T. on an early model. Not quite as fast as the latest featherbed Norton racing 500s! The rider, from Australia, is well-known in British motor cycle racing circles.

The numbers in brackets after the riders' names indicate their age—in connection with Special Award.

192 **R. D. THOMAS ( ) Hayes** D. SHOEBRIDGE 11.36 12.06
Vintage M.C.C.
1912 A.J.S. 350 c.c. Solo
The only machine made by A. J. Stevens recorded in the Pioneer Register. It has all-chain drive and a 3-speed gearbox.

193 **S. W. SIMES ( ) Staines** G. A. SIMES 11.36½ 12.06½
Wimbledon M.C.C.
1913 A.B.C. 498 c.c. Solo
A horizontally opposed twin, mounted across the frame, considered by many to be the forerunner of the B.M.W. A machine of great interest and worthy of close inspection.

194 **P. L. CLARKE (20) Epsom** D. ARMSTRONG 11.37 12.07
Sunbeam M.C.C.
1910 Triumph 499 c.c. Solo
Another of the single-gear Triumphs.

195 **H. W. HOPKINS (24) Wimbledon** H. R. HOPKINS 11.37½ 12.07½
Malden & D.M.C.C.
1910 Scott 486 c.c. Solo
Another of the same year as No. 177. The same remarks apply here also.

196 **W. L. SANDERSON (46) S. Ruislip** D. C. SIMPSON 11.38 12.08
Ruislip & D.M.C.C. Ruislip & D.M.C.C.
1914 Chater-Lea 964 c.c. Combination
A powerful and heavy family sidecar outfit, powered by a JAP V-twin engine. This and No. 51 are the only two Chater-Lea V-twins on the Register.

197 **J. E. PARKS ( ) Catford** Miss P. F. BENSON 11.38½ 12.08½
Sidcup & D.M.C.C.
1913 Rudge 499 c.c. Solo
Another Rudge. There are quite a number of these on the Register; except for Triumph and Douglas there are more of them than of any other make.

198 **S. HUNTLEY (57) Crawley** H. STANFORD 11.39 12.09
1912 B.A.T. 998 c.c. Combination
A make that lived up to its name—"Best after Test." Note the magneto drive, and the design of the frame.

199 **A. DOLLINGS (40) Stony Stratford** A. N. OTHER 11.39½ 12.09½
Roosters M.C.C.
1912 Singer 299 c.c. Solo
The first of the Griffith/Blisworth contingent. One of the Singer models, by the car firm of the same name.

200 **P. J. COLES (18) Northampton** D. PERKINS 11.40 12.10
1914 Ariel 500 c.c. Combination
A rare machine, fitted with a White & Poppe engine. Note the unusual arrangement of the valves, and the construction of the cylinder, as well as the period sidecar.

201 **R. E. SPOKES (45) Northampton** A. N. OTHER 11.40½ 12.10½
Northampton M.C.C.
1914 B.A.T. 770 c.c. Solo
A s.v. JAP V-twin, owned and renovated by BAT-enthusiast J. P. Griffith. We may yet see a BAT team entered by him, as the next one is his also.

202 **F. A. FREESTON (49) Blisworth** P. ROBINSON 11.41 12.11
Vintage M.C.C. Roosters M.C.C.
1912 B.A.T. 492 c.c. Solo
A very fine example of renovation, and a single cylinder older brother to the one before.

The numbers in brackets after the riders' names indicate their age—in connection with Special Award.

203 **R. N. GRIFFITH (21) Blisworth** R .A. LUCK 11.41½ 12.11½
Vintage M.C.C.
1913 Williamson 964 c.c. Combination
A water-cooled, horizontally opposed engine, in line with the frame; chain drive. A heavy duty machine not unlike the Douglas in layout.

204 **J. P. GRIFFITH (23) Blisworth** J. DICKENS 11.42 12.12
Vintage M.C.C. Vintage M.C.C.
1914 Sunbeam 770 c.c. Combination
The Rolls-Royce of motor-cycles. It has both primary and rear oilbath chaincases and is powered by a large JAP motor. The last of the Blisworth entrants—two strong teams here.

205 **E. ROWE ( ) Tulse Hill** A. LIMA 11.42½ 12.12½
Veteran Car Club
1914 N.U.T. 400 c.c. Solo
Built by Mason at Newcastle-upon-Tyne. An immaculate machine which has many awards to its credit.

206 **D. BROWN (23) W. Dulwich** W. STUBBINGTON 11.50½ 12.20½
1912 Coventry Premier 246 c.c. Solo Waterlooville M.C.C.
The lightweight model of the standard Premier motor-cycle. A very neat job in its day.

207 **P. E. F. WINTERS ( ) Tunb'dge W.** P. HEIGHS 11.51 12.21
Triumph Owners M.C.C.
1914 Sun-Villiers 269 c.c. Solo
An early Villiers two-stroke powers this motorcycle. Similar to No. 127.

208 **H. CLAY ( ) E. Molesey** A. WALLACE 11.44 12.14
1912 Motosacoche 2¼ h.p.
In this machine you see not mere renovation, but resurrection. An unbelievable amount of work has been put into this motor-cycle by the owner during the last few months.

209 **P. A. MOFFAT (27) Gloucester** J. M. MOFFAT 11.44½ 12.14½
Gloster & Cotswold M.C. Gloster & Cotswold M.C.
1912 Rudge-Multi 499 c.c. Solo
And yet another example of the Rudge, with very-variable gear.

210 **E. L. COLLIN (37) Prescot, Lancs.** E. BANKS 11.45 12.15
Vintage M.C.C. Vintage M.C.C.
1914 O.K. JAP 292 c.c. Solo
A 1914 utility model. It has chain-cum-belt drive and a two-speed Albion box. Note the drive to the magneto, by gears.

211 **F. C. POTTS (38) W. Kirby** R. PAYNE 11.45½ 12.15½
Vintage M.C.C. L.E. Velo M.C.
1914 Triumph 550 c.c. Solo
Another! There are so many that Mr. Triumph's coffers must have been far from empty in those days.

212 **D. C. SILVER (25) Tunb'ge Wells** M. HARGRAVE 11.46 12.16
1914 Royal Enfield 346 c.c. Solo
A very smart little twin-cylinder Enfield. It has an epicyclic two-speed gear, overhead inlet and side exhaust valves (a Motosacoche engine) and a glass oil tank on the seat tube feeds the dry sump lubrication system.

213 **W. WHITE (60) Newcastle** G. CHAPMAN 11.46½ 12.16½
Newcastle M.C.C. Lea Bridge M.C.C.
1914 Rover 499 c.c. Combination
A very well preserved Rover, this one! It is still in original condition. Probably no entrant has travelled farther to compete than Mr. White and his fellow enthusiast, Mr. Wallace.

CLASS III (Continued)

214 **J. B. WALLACE (37) Consett** — R. BURLTON — 11.47 — 12.17
Consett M.C.C. — Lea Bridge M.C.C.
1914 Triumph 499 c.c. Solo
Another Triumph, one which we welcome to the South. May both these riders from the Far North have a successful Run.

215 **D. B. SHERLOCK (36) Redhill** — L. COOK — 11.47½ — 12.17½
Surrey S.M.C. — R.R. & N.D.M.C.C.
1913 Zenith 488 c.c. Solo
A single-cylinder Zenith, of which there are now very few. It is powered by a JAP motor.

216 **D. PICKERING (47) Coventry** — E. JONES — 11.48 — 12.18
Vintage M.C.C. — Lea Bridge M.C.C.
1912 Premier 499 c.c. Solo
A good sample of a make of which few remain. Note the auxiliary exhaust system to assist cylinder scavenging.

217 **F. A. STREET ( ) Haywards Heath** — J. TAYLOR — 11.48½ — 12.18½
1914 Zenith 500 c.c. Combination — Lewes Unity M.C.C.
The handle which operates the "Gradua" gear led to the name of "coffee grinder" being applied to these Zeniths. The sidecar was by Sopwith, a name revered in the Aircraft world.

218 **C. BROAD (40) Honor Oak** — R. DUNMUR — 11.49 — 12.19
Vintage M.C.C. — Vintage M.C.C.
1912 Indian 998 c.c. Solo
Fast and furious, this—one of the fastest motors of its time. Made by the Hendee Mfg. Co., of Milwaukee, U.S.A.

219 **N. R. JONES (23) Bedfont** — H. A. TINKLER — 11.49½ — 12.19½
Sunbeam M.C.C. — Sunbeam M.C.C.
1911 Bradbury 554 c.c. Solo
Six of these models, of different ages, are out today. This one is the oldest.

220 **D. NEWPORT (22) Kenton** — I. BURNS — 11.50 — 12.20
Vintage M.C.C. — Vintage M.C.C.
1910 Fafnir 500 c.c. Solo
Achtung! This machine is reputed to be of German manufacture. Fafnir's were among the first to use mechanically operated valves. Heil Fafnir, und Gute Fahrt.

221 **G. ALBERY (46) Petersfield** — W. STUBBINGTON — 11.50½ — 12.20½
Sunbeam M.C.C. — Waterlooville M.C.C.
1912 Bradbury 554 c.c. Solo
Another nice example of Yorkshire craftsmanship, already proved well capable of the trip to Brighton.

222 **E. HEWARD (44) Petersfield** — P. HEIGHS — 11.51 — 12.21
Sunbeam M.C.C. — Petersfield M.C.C.
1912 Rex 550 c.c. Solo
Ted Heward, who in his time has dabbled in grass tracks and scrambles, nowadays has quite a collection of veteran machines from which to choose.

223 **A. A. THOMPSON (36) S.W.1.** — R. W. BROWN — 11.51½ — 12.21½
1911 B.S.A. 495 c.c. Solo — Wimbledon M.C.C.
The Motor Cycle Manager of the R.A.C. brings up the rear of the Run, on one of the few early B.S.As. to be seen today.

The numbers in brackets after the riders' names indicate their age—in connection with Special Award.

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