ORGANIZED BY

SUNBEAM MOTOR CYCLE CLUB

EIGHTEENTH

PIONEER RUN

FOR MOTORCYCLES OF HISTORICAL INTEREST

SUNDAY, MARCH 21, 1954

Start from County Hall, London—Finish at Brighton



OFFICIAL

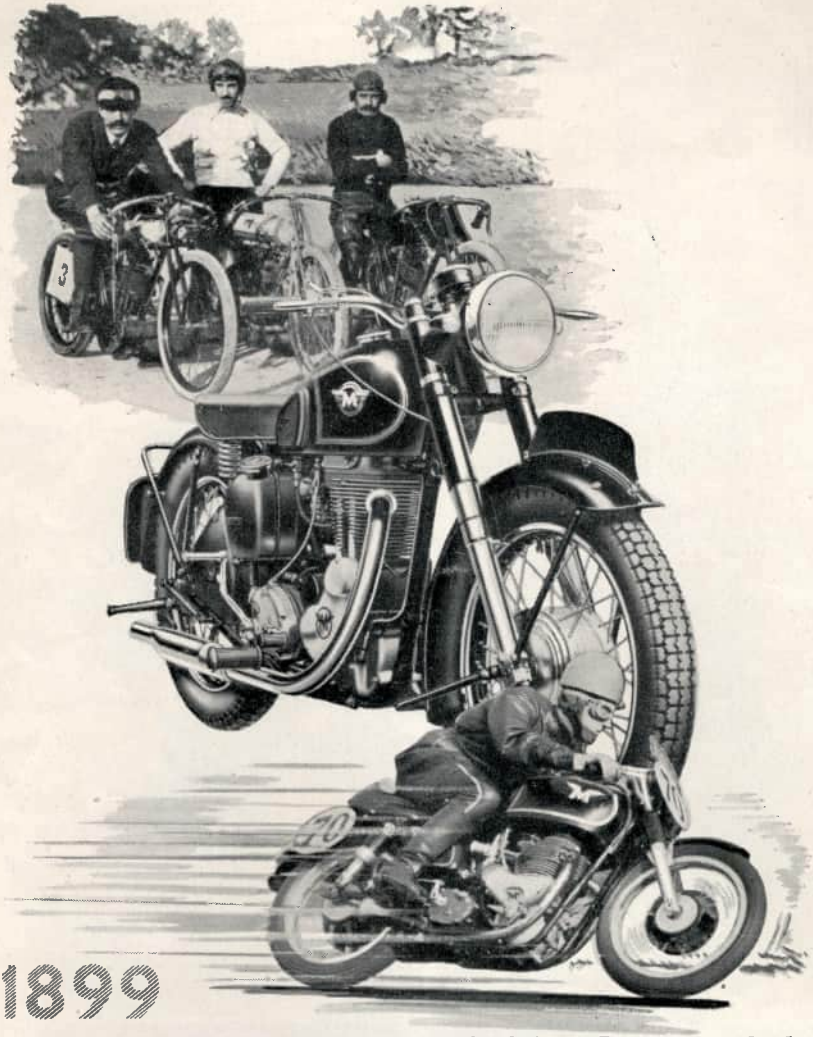
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PROGRAMME

MOTOR CYCLING

Thursdays Eightpence

READ WHEREVER MOTORCYCLES ARE RIDDEN



1899

Manufacturers of Highly Successful Motor Cycles for over Half a Century

1954

MATCHLESS

Clubman

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

THE EIGHTEENTH

PIONEER RUN

For Motor Cycles of Historic Interest

Organised by the Sunbeam M.C.C. under A.C.U.
Special Restricted Permit No. Q.831.

Starting from County Hall, Westminster, and finishing at the Madeira Drive, Brighton.

Sunday, March 21st, 1954

OFFICIALS :

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

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

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

Programmes :
H. L. WILSON

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

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

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

Course : The course will be about 60 miles in length, through S.W. London, Banstead, Redhill, Crawley to Brighton. Drivers may stop for any purpose between the start and Banstead Cross Roads (A217-B280) without penalty. The Run must be made non-stop between the Banstead Cross Roads and Brighton in order to qualify for a Pioneer Plaque. Two stops will be provided for machines in Class 1 and those of less than 150 c.c. engine capacity, the first being compulsory : these stops will be indicated on the route cards. These stops, at which drivers may remain for not longer than 20 minutes, will not incur penalty. Drivers exceeding this time will be penalised 1 mark for every minute or part thereof. Drivers may start 3 minutes early.

Classes : Class 1—up to 31st December, 1904 ; Class 2—1st January, 1905 to 31st December, 1909 ; Class 3—1st January, 1910 to 31st December, 1914. To come within these classes machines must have been manufactured between the dates mentioned and must conform with the formula laid down by the Club and have been recorded on the Pioneer Register as stated in paragraph 1(a) of these Regulations. Any alteration to specification since enrolment on the Register, unless approved by the Pioneer Sub-Committee, may entail disqualification.

The SUNBEAM MOTOR CYCLE CLUB was formed by a few enthusiasts who met in Richmond Park, Surrey, just thirty years ago, and from this informal gathering has grown an organisation which embraces many hundreds of members. The Club caters for most branches of the motor cycling sporting field, and organises Speed Events, Trials, Scrambles, Point-to-Point Meetings, the Pioneer Run and the Pioneer Rally. It also runs an efficient Training Scheme under A.C.U. approved authority; in addition, many social events and film shows are included in the annual programme. There is also a Small Bore Rifle Section.

To-day's event, the Eighteenth Pioneer Run, has been organised by the Pioneer Sub-Committee whose responsibilities include the maintaining of the recognised Pioneer Register of motor cycles manufactured before the 1st January, 1915. The Sub-Committee are responsible for the vetting of all applications for Registration, and in this purpose are equally indebted to the A.P.M.C. Representative and the Technical Adviser, and the Club is fortunate in possessing a library of " Motor Cycle " journals, which being complete from the first issue and with detailed indexes, provide quick and accurate references to nearly all the earliest makes and manufacturers. Without this library the work of the Sub-Committee would be a practical impossibility.

Your support and purchase of this programme is greatly appreciated. On behalf of the members of the Pioneer Sub-Committee I thank you sincerely, and trust you will enjoy to-day's cavalcade of two and three-wheeled mechanically propelled history.

VIVIAN F. SMITH,

March 1954

Hon. Sec., Pioneer Sub-Committee,
Sunbeam M.C.C.

The Officials directly responsible for the organisation of this year's Pioneer Run, and the Sunbeam M.C.C. as a whole, wish to thank the London County Council and the Brighton Borough Council for the interest they have shown in this event.

The competitors and officials would like me to express their appreciation to the Metropolitan, Surrey, Sussex and Brighton Police Forces for their valuable assistance in controlling the Course, the Motor Cycle Clubs and persons who have offered their assistance as Stewards, Timekeepers, Officials and Programme Sellers, the Press and Press Agents for the publicity they have given to the event, the Blue Pencil Cafe, Crawley, and the Pyecombe and Aquarium Garages, Messrs. Temple Press for their Public Address van at the Start and to Messrs. Taylor Matterson for their breakdown lorry which follows the last rider down the road to Brighton.

We hope everybody will have an enjoyable day.

T. E. HUBBUCK,

Secretary of the Meeting.



A Message

from

HIS WORSHIP THE MAYOR OF

Brighton

(Alderman J. E. HAY, J.P.)

The Mayor's Parlour,
Town Hall, Brighton.
5th February, 1954.

IT is with the greatest pleasure that I welcome to Brighton all the competitors and others concerned in this popular sporting event, particularly as I am myself a member of the Association of Pioneer Motor Cyclists.

The Mayoress and I have many amusing recollections of our motor cycling experiences in the early days and I still recall my feelings of pride in the first machine which I possessed—a 2¼ h.p. Minerva with a wet battery and coil ignition. Our memories of the old days have given an added interest to this unusual annual event.

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

I wish all our visitors a most enjoyable time on the occasion of this 18th Annual Pioneer Run.

John E Hay

Mayor.

THOSE WERE THE DAYS!

From "**Motor Cycles and How to Manage Them**" **1903.**

Published by "The Motor Cycle"

Repair Kit: For motor-bicycles, the outfit should consist of two tremblers, one platinum-tipped screw, two screws for trembers, a piece of mica, inlet and exhaust valves (complete with springs, washers and keys), two sparking plugs, two piston rings, a belt hook or two, copper wire, insulating tape, pliers, screwdrivers, voltmeter and densimeter, as well as the inevitable oilcans, spanners, tyre repair outfit and pump.

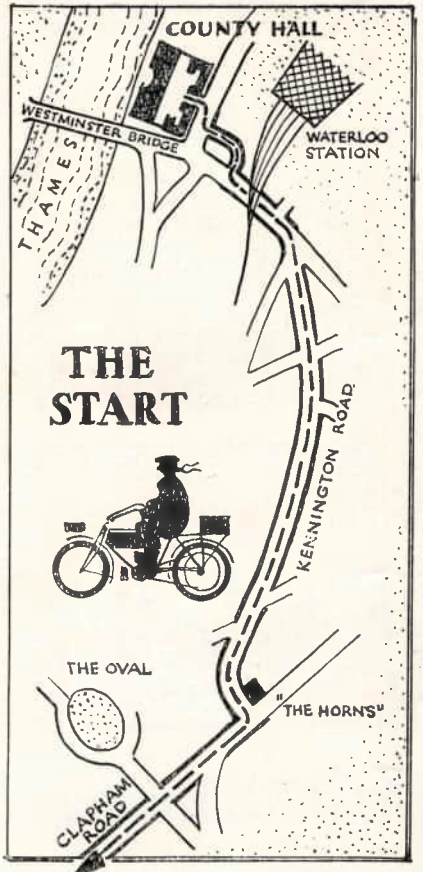
Pedalling Home: A temporary failure which baffles remedy means detaching the belt and pedalling home. In such an event, do not hurry. Raise the saddle to a comfortable stretch for the legs, and pedal lightly and without any attempt at "plugging," and it will be surprising how far you can propel a hundredweight of motor-bicycle without distress.

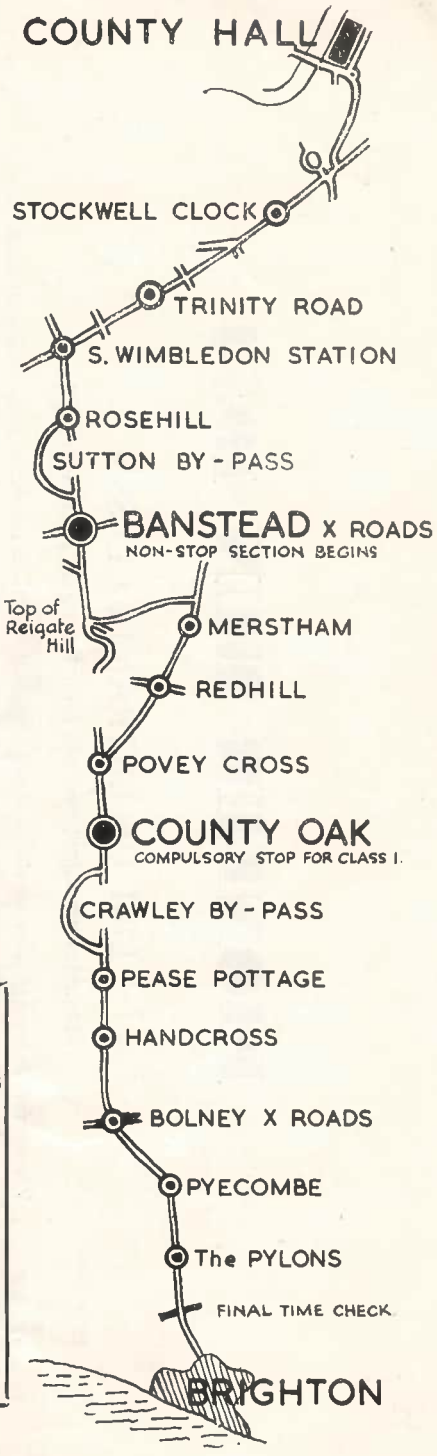
Riding in Traffic: When traversing streets where there is much traffic it is very irritating to have to be continually altering the positions of the levers to suit the pace to various exigencies, The best course is to retard the sparking for the slowest pace, and advance the gas supply for the fastest, leaving them so, and holding the machine back solely by means of the brake.

Speed: Pace must not exceed twelve miles an hour at any time, and whenever the traffic demands it the motor cycle must go at as slow a pace as may be safe to the public. In practice, most motor cyclists exceed the legal maximum when out on a clear road, but to do so is always at your own risk.

Noise: If you hear a great puffing noise behind you, look to see whether it be caused by your having forgotten to shut down the compression tap.

Clothing: Except in the very hottest weather, the motor cycle rider will need to be clothed very much more warmly than for any other purpose. The horse driver has a splashboard and a leather apron to protect him, whereas the motor cyclist is completely exposed. In the winter he needs wrap himself up to a phenomenal extent, and if not very cold, an ordinarily thick suit of winter clothes can be supplemented by spats or leggings, but for the coldest of weather a complete suit of leather and a pair of leather knicker-bockers lined with wool continued down by a pair of pigskin leggings over waterproof shooting boots. For really hot weather, nothing beyond the regular cycling suit is needed, but in mid-summer an admirable reserve garment is the Jaeger double-breasted vest originally designed for wear with evening dress. For the less warm days of Autumn, Holding's kangaroo leather waistcoat, with thin "Italian lining" sleeves—the whole lined with wool—is a most comfortable garment.





Approximate Passing Times

(First man in each Class)

	Class 1	Class 2	Class 3
Start	**9.01**	**9.40**	**10.07**
Rosehill	**9.30**	**10.09**	**10.31**
Top of Reigate Hill	**10.03**	**10.42**	**11.10**
Redhill	**10.15**	**10.54**	**11.20**
Horley	**10.28**	**11.07**	**11.31**
County Oak	**10.39**	**11.18**	**11.40**
Pease Pottage	**11.12**	**11.31**	**11.50**
Handcross	**11.20**	**11.39**	**11.56**
Bolney X Roads	**11.33**	**11.52**	**12.07**
Arrive at Finish	**12.08**	**12.27**	**12.36**

PIONEER RUN 1954

LIST OF ENTRANTS CLASS 1

Machines manufactured not later than 31st December, 1904.

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

Individual descriptions of each make will be found at the end of the programme.

No.	Make	Year	c.c.	Type	Rider		Club	Start
1	QUADRANT	1904	392	Solo	V. F. Smith	(45)	Sunbeam M.C.C.	9.01
2	BEESTON	1897	150	Tricycle	E. Marshall	(63)	Sunbeam M.C.C. and V.C.C.	9.02
3	VICTORIA	1902	142	Solo	M. F. Walker	(39)		9.03
4	KERRY	1903	308	Solo	A. I. Botteril	(25)	Bermondsey M.C.C.	9.04
5	SLINGER	1901	500	Solo	J. P. Smith	(47)	Vintage M.C.C.	9.05
6	HOWARD	1904	142	Solo	R. A. Carter		Vintage M.C.C.	9.06
7	KERRY	1904	500	Solo	G. R. W. Craddas		Carshalton M.C.C.	9.07
8	HUMBER	1903	350	Solo	R. A. May	(36)	Witley & District M.C.C.	9.08
9	MATCHLESS	1902	300	Solo	J. M. West	(45)	Sidcup M.C.C.	9.09
10	ALLDAYS & ONIONS	1903	250	Solo	H. E. Cohen	(69)	Sunbeam M.C.C. & A.P.M.C.	9.10
11	CLEMENT GARRARD	1902	142	Solo	F. N. Dimond-Hogg	(53)		9.11
12	ROBINSON & PRICE	1903	232	Solo	W. D. Stanford	(41)	O.W.L.S.	9.12
13	B.A.T.	1904	482	Solo	C. Waye	(21)	Vintage M.C.C.	9.13
14	DART	1901	195	Solo	W. Moore	(61)	Vintage M.C.C.	9.14
15	SINGER	1901	198	Solo	J. Moore	(24)	Vintage M.C.C.	9.15
16	ORIENT	1901	500	Solo	N. Manby	(44)	B.M.C.R.C. & Vintage M.C.C.	9.16

17	REX	1903	550	Forecar	R. A. Shaw	(39)	Crawley M.C.C.	9.17
18	RALEIGH	1899	239	Solo	D. J. H. Day	(35)	C.S.M.A.	9.18
19	QUADRANT	1903	239	Solo	C. F. Burton	(46)	Leicester Query M.C.C.	9.19
20	BEESTON	1899	175	Tricycle	T. L. Seccombe ...	(38)	Sunbeam M.C.C.	9.20
21	WYATT-MINERVA	1903	250	Solo	S. Gilks	(43)	Ruislip & District M.C.C.... ...	9.21
22	ORMONDE	1902	400	Solo	Brig. C. V. Bennett ...		Sunbeam M.C.C. & Vintage M.C.C.	9.22
23	MINERVA	1903	200	Solo	F. M. Dean	(40)	Ruislip & District M.C.C.... ...	9.23
24	GRIFFON-BICHRONE ...	1902	155	Solo	R. T. Maughfling ...	(26)	Halstead M.C.C.	9.24
25	ARIEL	1904	334	Solo	R. Skerman	(26)	London M.C.	9.25
26	REX	1903	346	Solo	O. Langton	(48)	Vintage M.C.C.	9.26
27	HUMBER	1903	372	Solo	E. K. Langton ...	(46)	Bradford & District M.C.C. ...	9.27
28	RILEY	1905	490	Solo	C. Emmans	(41)	... ...	9.28
29	KERRY	1904	308	Solo	P. C. Emmans ...	(18)	Kerry Club	9.29
30	WERNER	1902	259	Solo	J. F. Sloan	(40)	Sunbeam M.C.C.	9.30
31	DECHAMPS	1899	—	Tricycle	E. D. Lee	(40)	Sunbeam M.C.C.	9.31
32	SINGER...	1903	—	Solo	E. A. Cramer	(43)	... ...	9.32
33	FEATHERSTONE	1903	200	Solo	P. Austen		California M.C.C.	9.33
34	LLOYD	1904	342	Solo	J. P. Nicol	(23)	... ...	9.34
35	QUADRANT	1903	225	Solo	R. E. Leveson-Gower...	(42)	Sunbeam M.C.C.	9.35
36	KERRY	1903	150	Solo	D. McBain		B.M.C.R.C. & Sunbeam M.C.C. ...	9.36
37	REX	1904	—	Solo	D. S. Morgan... ...	(23)	... ...	9.37
38	EXCELSIOR	1904	400	Solo	P. Holmes	(24)	Sunbeam M.C.C.	9.38
39	HUMBER	1902	350	Solo	H. Willett	(45)	... ...	9.39

Machines in Class 1 are observed from Banstead X Roads onwards. A compulsory stop of 20 minutes for refuelling will be undertaken at the Blue Pencil Café, County Oak. and an optional stop is allowed at the Pyecombe Garage.

LIST OF ENTRANTS CLASS 2

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

Individual descriptions of each make will be found at the end of the programme.

No.	*Make*	*Year*	*c.c.*	*Type*	*Rider*		*Club*	*Start*
40	**ELGIN**	**1908**	130	Solo	**J. F. Billings**	(43)	... ...	**9.40**
41	**TRIUMPH**	**1909**	498	Solo	**W. Spencer**		Eastbourne & District M.C.C. ...	**9.41**
42	**SINGER**...	**1908**	210	Solo	**A. E. Jeffrey**	(39)	Chalfonts & Amersham A.C. ...	**9.42**
43	**WERNER**	**1905**	230	Solo	**B. A. Holmes**... ...		... ...	**9.43**
44	**MOTO-REVE**	**1906**	247	Solo	**G. K. Ballamy** ...		Worthing Eagles M.C.C.	**9.44**
45	**TRIUMPH**	**1906**	300	Solo	**W. Grove**	(37)	Sunbeam M.C.C.	**9.45**
46	**WOOLER**	**1909**	344	Solo	**L. V. Fenton**	(51)	Vintage M.C.C.	**9.46**
47	**ROYAL ENFIELD**	**1909**	350	Solo	**P. A. Seymour** ...	(44)	Leatherhead & District M.C.C. ...	**9.47**
48	**DOUGLAS**	**1906**	350	Solo	**E. S. Symes**	(32)	Bishop's Waltham M.C.C. ...	**9.48**
49	**P. & M.**...	**1909**	411	Solo	**A. Carter**	(22)	... ...	**9.49**
50	**MINERVA**	**1909**	412	Sidecar	**J. A. Whitmarsh** ...	(50)	Sunbeam M.C.C.	**9.50**
51	**REX**	**1908**	450	Solo	**L. Pearson**	(49)	... ...	**9.51**
52	**WHITE HEATHER**	**1908**	450	Solo	**W. G. Morgan** ...	(37)	... ...	**9.52**
53	**REX**	**1908**	490	Solo	**C. G. Beckwith** ...	(21)	Vintage M.C.C.	**9.53**
54	**P. & M.**...	**1907**	490	Sidecar	**R. C. Symes**	(67)	Bishop's Waltham M.C.C. ...	**9.54**
55	**MINERVA**	**1909**	412	Solo	**L. C. Newman** ...	(46)	Sunbeam M.C.C.	**9.55**
56	**TRIUMPH**	**1909**	495	Solo	**R. Swiggs**	(26)	... ...	**9.56**
57	**TRIUMPH**	**1909**	498	Solo	**A. M. Crowe**		North Hants. M.C....	**9.57**
58	**BROWN**...	**1909**	500	Solo	**E. L. Taylor**	(43)	... ...	**9.58**
59	**TRIUMPH**	**1907**	495	Solo	**Betty Tippett**	(18)	... ...	**9.59**
60	**F.N.**	**1909**	500	Solo	**E. R. Winter**	(47)	Dittons M.C.	**10.00**
61	**CENTAUR**	**1909**	500	Solo	**G. W. Goodall** ...	(49)	B.M.C.R.C.	**10.01**
62	**TRIUMPH**	**1908**	499	Solo	**R. R. Barber**	(53)	Sunbeam M.C.C.	**10.02**
63	**EXPERIMENT**...	**1909**	650	Forecar	**R. J. Philpotts** ...	(43)	Malden & District M.C.	**10.03**
64	**CHATER LEA**...	**1909**	680	Solo	**E. J. Butterworth** ...	(27)	... ...	**10.04**
65	**DOUGLAS**	**1906**	696	Solo	**W. Redford**	(42)	... ...	**10.05**

LIST OF ENTRANTS CLASS 3

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

Individual descriptions of each make will be found at the end of the programme.

No.	Make	Year	c.c.	Type	Rider		Club	Start
66	PREMIER	1913	490	Solo	G. de L. Easton		Sittingbourne & District M.C.C.	10.06
67	MOTOSACOCHE	1910	211	Solo	L. D. Elder		Bermondsey & Erith M.C.C.	10.06½
68	DOUGLAS	1913	349	Solo	Graham Walker	(57)	Vintage M.C.C.	10.07
69	WALL AUTO-WHEEL	1914	113	Solo	C. H. Goody	(45)	Sunbeam M.C.C. & Vintage M.C.C.	10.07½
70	B.A.T.	1914	770	Solo	D. Perkins	(29)		10.08
71	DOUGLAS	1914	348	Solo	E. G. Denman	(38)	Winchester M.C.	10.08½
72	TRIUMPH	1912	498	Solo	W. T. Mansbridge	(49)	North Hants. M.C.	10.09
73	DOUGLAS	1913	—	Solo	A. P. Phillipps	(42)	London Douglas M.C.C.	10.09½
74	SUNBEAM	1913	348	Solo	S. H. Goddard	(47)	Leatherhead & District M.C.C.	10.10
75	NEW HUDSON	1913	498	Solo	J. L. Wakefield	(42)	Fareham M.C.C.	10.10½
76	ROVER	1914	499	Solo	K. Pugh	(48)	Tenterden M.C.C.	10.11
77	TRIUMPH	1911	550	Solo	H. O. Twitchen	(54)	Vintage M.C.C. & C.S.M.A.	10.11½
78	TRIUMPH	1914	550	Solo	D. M. Cushing	(46)	Vintage M.C.C.	10.12
79	CALTHORPE	1914	175	Solo	H. E. Head		Sunbeam M.C.C.	10.12½
80	JAMES	1914	226	Solo	C. D. Coombes			10.13
81	ROVER	1914	490	Solo	H. S. Cussens	(50)		10.13½
82	ROVER	1914	490	Solo	G. A. Rose			10.14
83	ROVER	1911	490	Solo	W. E. Rose		Sunbeam M.C.C.	10.14½
84	DOUGLAS	1914	348	Solo	R. T. Rigby		Vintage M.C.C.	10.15
85	TRIUMPH	1913	499	Solo	J. Butcher	(25)		10.15½
86	TRIUMPH	1910	—	Solo	C. Rowley	(32)		10.16
87	TRIUMPH	1912	500	Solo	S. C. Perriss	(55)	Dunstable & District M.C.C.	10.16½
88	RUDGE-MULTI	1912	499	Solo	D. P. Horton	(30)	Hillingdon & Uxbridge M.C.	10.17
89	HUMBER	1911	489	Solo	F. French	(26)	Hillingdon & Uxbridge M.C.	10.17½
90	TRIUMPH	1911	499	Solo	D. Bootle	(26)	Hillingdon & Uxbridge M.C.	10.18
91	TRIUMPH	1914	500	Solo	J. B. Wallace	(38)	Consett & District M.C.C.	10.18½

(Continued)

List of Entrants Class 3—(*continued*).

No.	*Make*	*Year*	*c.c.*	*Type*	*Rider*		*Club*	*Start*
92	ROVER	1914	500	Solo	R. W. Davison ...	(35)	Consett & District M.C.C. ...	10.19
93	MOTOSACOCHE	1910	224	Solo	R. F. Woods	(41)	Metropolitan Police M.C.	10.19½
94	TRIUMPH	1914	550	Solo	D. Robson	(35)	Metropolitan Police M.C.	10.20
95	SCOTT	1910	486	Solo	P. D. Alexander ...	(31)	... ...	10.20½
96	TRIUMPH	1914	557	Solo	A. H. Martin		I.M.T.C.	10.21
97	TRIUMPH	1913	498	Solo	S. Broomfield		I.M.T.C.	10.21½
98	PREMIER	1911	256	Solo	J. A. Boyce	(28)	Surrey Sporting M.C. & V.C.C. ...	10.22
99	ZENITH	1913	488	Solo	D. P. Sherlock ...	(38)	Surrey Sporting M.C.	10.22½
100	POPE	1913	994	Solo	E. A. Beckham ...	(42)	Sunbeam M.C.C.	10.23
101	DOUGLAS	1914	348	Solo	E. Johnson	(25)	... ...	10.23½
102	SCOTT	1913	532	Solo	O. Tyler		North Hants. M.C.	10.24
103	ROYAL ENFIELD	1914	347	Solo	E. Mills	(20)	... ...	10.24½
104	ROYAL ENFIELD	1913	770	Sidecar	A. S. Herbert ...	(40)	O.W.L.S.	10.25
105	F.N.	1910	243	Solo	J. L. Hunt	(22)	Sunbeam M.C.C.	10.25½
106	BRADBURY	1910	—	Solo	W. W. Needham ...		Leicester Tigers M.C.	10.26
107	TRIUMPH	1914	550	Solo	D. J. Barton		Vintage M.C.C.	10.26½
108	SCOTT	1910	500	Solo	E. Harrison		Sunbeam M.C.C.	10.27
109	NEW CRESCENT	1912	624	Sidecar	J. G. E. Salmon ...	(42)	Vintage M.C.C.	10.27½
110	P. & M.	1912	465	Solo	A. Prince		Loughborough & District M.C.C.	10.28
111	RUDGE	1914	499	Solo	G. E. Chappell ...	(50)	Sidcup & District M.C.C.	10.28½
112	BROWN	1914	292	Solo	N. W. Pearce	(49)	Sunbeam M.C.C.	10.29
113	B.A.T.	1912	998	Sidecar	F. S. Huntley	(58)	... ...	19.29½
114	A.J.S.	1911	293	Solo	P. Adorian	(20)	... ...	10.30
115	DOUGLAS	1911	348	Solo	C. McCormac ...	(51)	Bristol Douglas M.C.C.	10.30½
116	DOUGLAS	1914	350	Solo	E. F. Brockway ...	(36)	Bristol Douglas M.C.C.	10.31
117	McKENZIE HOBART ...	1914	—	Solo	J. S. Moore		... ...	10.31½

118	SUN-VILLIERS	1914	269	Solo	A. Thoms	(24)	Bulldog M. & M.C.C.	10.32
119	TRIUMPH	1910	498	Solo	W. Fruin	(52)	Sunbeam M.C.C.	10.32½
120	SUN	1914	269	Solo	J. Lindley	(39)	V.C.C. & Vintage M.C.C.... ...	10.33
121	HUMBER	1912	500	Solo	C. F. South	(43)	Vintage M.C.C.	10.33½
122	ROYAL ENFIELD	1914	770	Solo	J. E. Oddy	(23)	Vintage M.C.C.	10.34
123	HUMBER	1913	500	Solo	K. Cobbing	(31)	Vintage M.C.C.	10.34½
124	HUMBER	1912	498	Solo	H. A. Appleby ...	(42)	Lewes Unity M.C.C.	10.35
125	B.S.A.	1914	557	Solo	D. Nowell		... ...	10.35½
126	TRIUMPH	1912	490	Sidecar	O. Hammant	(87)	Henley & District M.C.C.... ...	10.36
127	RUDGE	1913	499	Solo	A. T. Robinson ...	(25)	... ...	10.36½
128	SCOTT	1910	464	Solo	H. J. T. Key	(30)	... ...	10.37
129	TRIUMPH	1914	225	Solo	C. F. Caunter... ...	(55)	A.P.M.C. (Companion)	10.37½
130	DOUGLAS	1912	348	Solo	G. S. Cheavin... ...	(56)	London Douglas M.C.C.	10.38
131	DOUGLAS	1914	349	Solo	G. D. Brown		London Douglas M.C.C.	10.38½
132	CHATER-LEA	1913	986	Sidecar	E. F. Rowe	(25)	Ruislip & District M.C.C.... ...	10.39
133	SUNBEAM	1914	499	Solo	F. C. Potts	(39)	Vintage M.C.C.	10.39½
134	SUNBEAM	1914	770	Sidecar	J. P. Griffiths... ...	(24)	Vintage M.C.C. & Sunbeam M.C.C.	10.40
135	B.A.T.	1912	490	Solo	F. A. Freeston ...		Vintage M.C.C.	10.40½
136	SINGER...	1912	299	Solo	A. M. Dolling ...	(42)	Roosters M.C.C.	10.41
137	ARIEL	1914	500	Sidecar	P. J. Coles	(19)	Vintage M.C.C.	10.41½
138	WILLIAMSON	1913	964	Sidecar	J. G. H. Dickens ...	(25)	Vintage M.C.C.	10.42
139	TRIUMPH	1913	490	Solo	S. G. Wooldridge ...	(51)	North Cornwall M.C.	10.42½
140	RUDGE	1911	500	Solo	D. Coleman		North Hants. M.C....	10.43
141	DOUGLAS	1913	350	Solo	Mrs. M. Savage ...		North Hants. M.C....	10.43½
142	B.S.A.	1913	500	Solo	A. L. Savage		North Hants. M.C....	10.44
143	TRIUMPH	1914	554	Solo	A. Tyler	(44)	V.C.C.	10.44½
144	TRIUMPH	1914	550	Solo	J. E. Ford	(51)	Sunbeam M.C.C.	10.45
145	A.B.C.	1913	500	Solo	R. D. Thomas ...	(36)	Vintage M.C.C. and London Douglas M.C.C.	10.45½
146	RUDGE MULTI	1913	499	Sidecar	P. G. A. Whitman ...	(38)	... ...	10.46
147	DOUGLAS	1913	348	Sidecar	B. D. Budgett... ...	(54)	Sunbeam M.C.C. & V.S.C.C. ...	10.46½

(Continued)

List of Entrants Class 3—(*continued*).

No.	*Make*	*Year*	*c.c.*	*Type*	*Rider*		*Club*	*Start*
148	**INDIAN**	**1912**	998	Solo	**H. D. German** ...		Sunbeam M.C.C.	**10.47**
149	**ZENITH**	**1912**	770	Solo	**F. J. B. Budgett** ...	(48)	Sunbeam M.C.C.	**10.47½**
150	**TRIUMPH**	**1914**	550	Solo	**J. R. MacDougall** ...	(36)	Sunbeam M.C.C.	**10.48**
151	**J.E.S.**	**1914**	119	Solo	**A. E. Cook**	(22)	C.S.M.A. and Vintage M.C.C. ...	**10.48½**
152	**TRIUMPH**	**1911**	499	Solo	**J. F. Burton**	(17)	Leicester Query M.C.C.	**10.49**
153	**F.N.**	**1914**	285	Solo	**A. S. Jones**	(21)	... ...	**10.49½**
154	**TRIUMPH**	**1911**	499	Solo	**G. F. Little**	(46)	Sunbeam M.C.C. & Vintage M.C.C.	**10.50**
155	**WALL AUTO-WHEEL** ...	**1914**	114	Solo	**K. G. Little**	(23)	... ...	**10.50½**
156	**RUDGE-MULTI**	**1914**	750	Solo	**J. G. Boulton**	(30)	... ...	**10.51**
157	**SUN-VILLIERS**	**1914**	269	Solo	**P. E. Winter**		... ...	**10.51½**
158	**F.N.**	**1914**	244	Solo	**J. Greer**	(54)	Sunbeam M.C.C. & Vintage M.C.C.	**10.52**
159	**P. & M.**...	**1913**	484	Sidecar	**A. F. Catchpole** ...		... ...	**10.52½**
160	**P. & M.**...	**1914**	484	Sidecar	**F. C. Millar**		B.M.C.R.C.	**10.53**
161	**P. & M.**...	**1910**	484	Sidecar	**A. T. Clark**		M.C.C.	**10.53½**
162	**RUDGE**	**1912**	499	Solo	**A. J. Targett**	(42)	Sunbeam M.C.C.	**10.54**
163	**MATCHLESS**	**1913**	990	Solo	**G. F. Robertson** ...		Wickham M.C.C.	**10.54½**
164	**DOUGLAS**	**1913**	348	Solo	**V. G. Hyland**		North Hants. M.C....	**10.55**
165	**B.S.A.**	**1911**	495	Solo	**A. J. Nichol**	(39)	Vintage M.C.C. & M.C.C. ...	**10.55½**
166	**DOUGLAS**	**1914**	350	Solo	**H. G. Plumb**		... ...	**10.56**
167	**ABINGDON KING DICK** ...	**1911**	500	Solo	**J. F. Hornsby**... ...	(38)	Sunbeam M.C.C.	**10.56½**
168	**TRIUMPH**	**1913**	499	Solo	**D. W. Chapman** ...	(35)	Mid-Bucks. M.C.C.	**10.57**
169	**PREMIER**	**1912**	499	Solo	**N. R. Stephenson** ...	(38)	Sunbeam M.C.C.	**10.57½**
170	**DOUGLAS**	**1914**	348	Solo	**N. C. B. Harrison** ...	(37)	B.A.R.C.	**10.58**
171	**DOUGLAS**	**1914**	348	Solo	**S. V. Hapgood** ...		Sunbeam M.C.C.	**10.58½**
172	**P. & M.**...	**1911**	500	Solo	**L. A. Davis**		Sidcup M.C.C. & Vintage M.C.C.	**10.59**
173	**RUDGE MULTI**	**1912**	499	Solo	**P. A. Moffat**	(28)	Sunbeam M.C.C.	**10.59½**

174	NEW HUDSON	1914	211	Solo	D. Kemp	(50)	Sunbeam M.C.C. & Vintage M.C.C.	11.00
175	MOTOSACOCHE	1911	214	Solo	R. L. Davis	(39)	Vintage M.C.C.	11.00½
176	DOUGLAS	1913	348	Solo	W. H. Bates	(46)	... ...	11.01
177	LEVIS	1913	211	Solo	H. A. Pearce		Leatherhead & District M.C.C. ...	11.01½
178	P. & M....	1913	498	Sidecar	W. D. Bell	(35)	Vintage M.C.C.	11.02
179	TRIUMPH	1913	499	Solo	R. C. White	(25)	Vintage M.C.C.	11.02½
180	MOTOSACOCHE	1914	212	Solo	V. J. Coombe... ...	(32)	... ...	11.03
181	DOUGLAS	1910	348	Solo	G. F. Church	(41)	... ...	11.03½
182	DOUGLAS	1913	348	Solo	C. P. Hayward ...	(53)	Leatherhead & District M.C.C. ...	11.04
183	TRIUMPH	1912	498	Solo	K. H. Barrett	(25)	Vintage M.C.C.	11.04½
184	F.N.	1914	285	Solo	A. K. Repton	(22)	Norwood M.C.	11.05
185	TRIUMPH	1914	550	Solo	M. V. Stelling ...	(28)	Norwood M.C. & Sunbeam M.C.C.	11.05½
186	A.J.S.	1913	350	Solo	G. E. Rowley	(50)	Wolverhampton M.C.C.	11.06
187	A.J.S.	1912	350	Solo	H. Viney		Witley M.C.C.	11.06½
188	TRIUMPH	1913	499	Solo	S. W. White	(29)	Ravensbury M.C.C.	11.07
189	JAMES	1913	550	Solo	W. W. Swait	(46)	Vintage M.C.C.	11.07½
190	BROUGH	1913	792	Solo	J. T. Haynes		... ...	11.08
191	RUDGE	1913	499	Solo	K. Turvey		... ...	11.08½
192	B.S.A.	1914	557	Solo	E. J. Knowles... ...	(39)	Sittingbourne & District M.C.C. ...	11.09
193	TRIUMPH	1914	550	Solo	E. E. Thompson ...		Vintage M.C.C.	11.09½
194	SCOTT	1911	486	Solo	S. H. Lawrence ...		Sunbeam M.C.C. & Vintage M.C.C.	11.10
195	SCOTT	1910	486	Solo	D. W. Lawrence ...	(22)	Vintage M.C.C.	11.10½
196	TRIUMPH	1910	499	Solo	P. L. Clarke	(21)	... ...	11.11
197	B.A.T.	1914	—	Sidecar	E. Kennard	(41)	Grasshopper M.C.C.	11.11½
198	HUMBER	1912	349	Solo·	F. G. Alborough ...	(48)	... ...	11.12
199	HUMBER	1911	349	Solo	R. J. Fisher	(42)	Grasshopper M.C.C.	11.12½
200	ROYAL ENFIELD	1913	770	Sidecar	A. C. Bristow... ...	(22)	... ...	11.13
201	TRIUMPH	1912	490	Solo	P. F. Small		... ...	11.13½
202	TRIUMPH	1912	499	Solo	K. A. N. Hodgson ...	(40)	... ...	11.14
203	SINGER...	1912	499	Solo	R. Shackleton... ...	(40)	... ...	11.14½

(Continued)



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List of Entrants Class 3—(*continued*).

No.	*Make*	*Year*	*c.c.*	*Type*	*Rider*		*Club*	*Start*
204	MATCHLESS	1913	650	Sidecar	F. E. Collis	(59)	... ...	11.15
205	TRIUMPH	1914	223	Solo	E. Shearn	(25)	Farnham Royal M.C.C. & L.C.C.	11.15½
206	SUNBEAM	1913	342	Solo	A. F. Reeves	(49)	Sunbeam M.C.C. & V.C.C. ...	11.16
207	PREMIER	1912	499	Solo	D. Pickering	(48)	B.M.C.R.C. & Vintage M.C.C. ...	11.16½
208	MOTOSACOCHE	1912	225	Solo	H. Clay	(26)	Sunbeam M.C.C.	11.17
209	B.A.T.	1913	770	Sidecar	J. D. McKay		Vintage M.C.C.	11.17½
210	BRADBURY	1912	554	Solo	D. G. Green		Sittingbourne M.C....	11.18
211	HUMBER	1911	496	Solo	J. A. Nelson	(29)	... ...	11.18½
212	REX	1910	755	Solo	J. E. Howard ...	(33)	Sunbeam M.C.C.	11.19
213	SINGER...	1913	298	Solo	R. F. Ford	(44)	Edgware, Mill Hill & District M.C.	11.19½
214	BRADBURY	1913	499	Solo	D. W. Pearce... ...	(26)	Sunbeam M.C.C.	11.20
215	MATCHLESS	1914	998	Sidecar	J. F. Kelleher... ...	(46)	O.W.L.S.	11.20½
216	MATCHLESS	1912	998	Solo	F. W. Neill	(59)	Erith & District M.C.C.	11.21
217	SINGER...	1914	499	Solo	G. J. Lock	(32)	Sunbeam M.C.C.	11.21½
218	REX-JAP	1913	770	Sidecar	C. E. Allen	(38)	Vintage M.C.C.	11.22
219	DOUGLAS	1912	348	Solo	J. Kerr	(26)	Sunbeam M.C.C.	11.22½
220	B.S.A.	1912	499	Solo	P. Foggitt	(21)	... ...	11.23
221	SUNBEAM	1914	499	Solo	J. W. Stanley... ...	(31)	Erith & District M.C.C.	11.23½
222	TRIUMPH	1911	499	Solo	A. Wheeler		Leatherhead & District M.C.C. ...	11.24
223	NEW HUDSON	1912	—	Solo	P. Vine		Southend M.C.C.	11.24½
224	TRIUMPH	1912	499	Solo	B. Greeves		Southend M.C.C.	11.25
225	TRIUMPH	1911	499	Solo	E. D. Cotgrove ...		Southend M.C.C.	11.25½
226	COVENTRY PREMIER ...	1912	246	Solo	D. D. Brown	(24)	... ...	11.26
227	MEAD	1911	250	Solo	L. V. Goss	(43)	Falcon (Hunts.) M.C.C.	11.26½
228	RUDGE	1913	499	Solo	J. E. Parks		Sidcup & District M.C.C.... ...	11.27
229	LEA-FRANCIS...	1913	496	Solo	D. R. J. Barnard ...	(28)	... ...	11.27½
230	RUDGE-MULTI	1914	499	Solo	E. T. Pink		Sunbeam M.C.C.	11.28
231	BRADBURY	1913	554	Solo	R. Pinnock	(38)	Sunbeam M.C.C.	11.28½
232	SCOTT	1914	532	Solo	A. W. Barnes ...	(50)	... ...	11.29

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TEAMS

CLASS 1

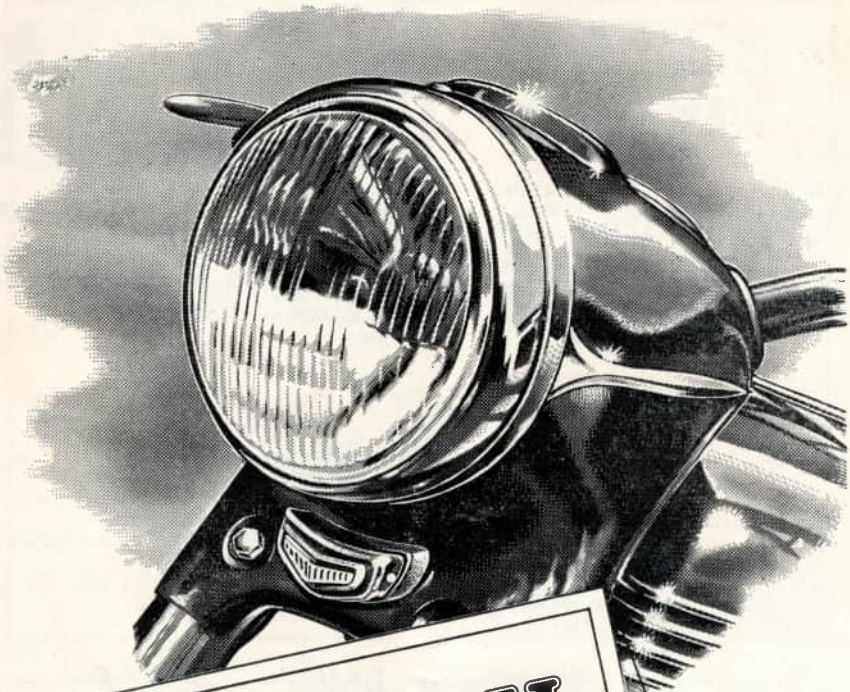
Early Birds ...	1	V. F. Smith	25	R. Skerman	30	J. F. Sloan
Per Ardua ...	3	M. F. Walker	18	D. J. H. Day	22	Brig. C. V. Bennett
The Edwardians	13	C. Waye	14	W. Moore	15	J. Moore
The Pioneers ...	21	S. Gilks	23	F. Dean	24	R. Maughfling
The Yorkshires ...	5	J. P. Smith	26	O. Langton	27	E. K. Langton
The Ancients ...	31	E. D. Lee	32	E. A. Cramer	33	P. Austen
1A	36	D. McBain	37	D. S. Morgan	38	P. Holmes

CLASS 2

2A	40	F. Billings	41	W. Spencer	42	A. Jeffrey
2B	45	W. Grove	46	L. V. Fenton	47	P. Seymour
2C	50	J. Whitmarsh	51	L. Pearson	55	L. C. Newman
Triumph No. 1 ...	56	R. Swiggs	59	B. Tippett	62	R. Barber
2D	60	E. R. Winter	61	G. Goodall	64	E. J. Butterworth

CLASS 3

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North Hants 'A'	102	O. Tyler	141	Mrs. M. Savage	142	A. L. Savage
North Hants 'B'	72	W. T. Mansbridge	140	D. Coleman	164	V. G. Hyland
3B	73	A. P. Phillipps	130	G. Cheavin	131	G. D. Brown
Leatherhead M.C.C.	74	S. H. Goddard	182	C. P. Hayward	222	A. Wheeler
Triumph No. 2 ...	77	H. O. Twitchen	78	D. M. Cushing	94	D. Robson
Roses Rovers ...	81	H. S. Cussens	82	G. A. Rose	83	W. E. Rose
Triumph No. 3 ...	85	J. Butcher	86	C. Rowley	87	S. C. Perriss
P & M Team ...	159	A. F. Catchpole	160	F. C. Millar	161	A. T. Clark
The Rockets ...	169	N. R. Stephenson	175	R. L. Davis	176	W. H. Bates
The Three Must-Get-Theres	170	N. C. B. Harrison	171	S. V. Habgood	172	L. A. Davis
3C	189	W. W. Swait	209	J. D. McKay	218	C. E. Allen
Surrey Trio ...	194	S. H. Lawrence	195	D. W. Lawrence	196	P. L. Clarke
The Three Kennards	197	E. Kennard	198	F. G. Alborough	199	R. J. Fisher
The Matchless Three	204	F. E. Collis	215	J. F. Kelleher	216	F. W. Neill
3D	100	E. A. Beckham	217	G. J. Lock	230	E. T. Pink
Southend Greeves	223	P. Vine	224	B. Greeves	225	E. D. Cotgrove
3E	139	S. G. Wooldridge	158	J. Greer	228	J. E. Parks
3F	88	D. P. Horton	89	F. French	90	D. Bootle
Triumph No. 4 ...	96	A. H. Martin	97	S. Broomfield	107	D. J. Barton
3G	95	P. Alexander	106	W. W. Needham	114	P. Adorian
North London Vintage	121	C. F. South	122	J. E. Oddy	123	K. Cobbing
John Marston's "Firsts"	133	F. C. Potts	134	J. P. Griffiths	206	A. F. Reeves
The Blisworth Boys	136	A. M. Dolling	137	P. J. Coles	138	J. G. Dickins
Triumph No. 5 ...	143	A. Tyler	144	J. E. Ford	152	J. F. Burton
The Three Must-Be-Beers	119	W. Fruin	148	H. D. German	193	E. E. Thompson



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MACHINE DIGEST

A.B.C.

To most people A.B.C. conjures up spring-frames and beautifully made flat-twin engines produced at the Sopwith aircraft factory at Kingston just after World War I. But the earliest model had a h.o. twin set in line with the frame and made by the All British Engine Co. of Brooklands. It had two con-rods in one cylinder so that disturbing forces were equalised and the cylinders were turned from solid steel billets.

A contemporary photograph shows a glass of water full to the brim balanced on top of the engine whilst there are 4,000 revs. on the clock. Apparently the first engine was supplied to Zenith Motors, who made a special frame to accommodate it.

A.J.S.

It would appear that up to 1910 the company run by the Stevens Bros. concentrated on the production of tri-cars and engines for the Wolf motor-cycle. In 1910 a complete A.J.S. machine took shape, a conventional looking model with a 3½ h.p. side valve engine, single-speed belt drive, modern looking spring forks, and, of course, pedalling gear. A two-speed gear graced the model for 1911, which also had a clutch and all-chain drive : this was probably the first example of a push-rod operated clutch, and the machine was entered for the Junior T.T. that year. The first A.J.S. twin made it's début in the London-Exeter-London Trial of 1912 when, in the hands of A. J. Stevens himself, it landed a Gold Medal.

ALLDAYS & ONIONS

This Birmingham firm started production about 1902, with their forecarriages a speciality. Their motor-cycles incorporated a patented cradle for the engine, which was probably the earliest example of the now almost universally adopted " cradle-frame ". The engine of the model seen today has a single internal flywheel, the patent engine mounting and forks strengthened by side head tubes.

ARIEL

One of the few marques which have continued to be produced from the earliest days, the firm first marketed quads and tricycles as early as 1898, their motor-tricycle having the engine forward of the rear axle to overcome the front wheel aviating, a proneness of motor-tricycles. In 1902 their first motor-bicycle came into being, powered by a Kerry engine with spray carburettor and coil ignition. The programme for 1904 included a variety of motor-cycles, a forecar, a side-carriage (sidecar to you), a quad, and that incredible invention the " coupler ", whereby a pedal cycle could be ganged to a motor-cycle to overcome " the dreaded side-slip ".

B.A.T.

Claiming to be the first motor-cycle sold to the public without pedalling gear and also using a spring frame, the earliest " Best After Test " machines had the famous De Dion engines and were raced by the Chase brothers at the old Crystal Palace track. The riding position was almost a " standing " position, and on the 1905 models the saddle and footrests worked in unison on a sub-frame hung from the main frame on springs.

The Tessiers, father and son, made the name famous in competitions and all manner of J.A.P. engines were used. In 1908 a B.A.T. put up fastest lap in the Senior T.T. at 42.25 m.p.h.

BEESTON

The Beeston Cycle Co., one of the pioneers of the industry, closed down in 1901 after stating that they considered the motor-cycle useless for general use ! As early as 1895 the company had been producing motor-tricycles under De Dion patents, the surface carburettor, clutchless spur gear drive, coil ignition and rigid forks being typical features of that era.

Their motor-cycle, exhibited at the Stanley Show in 1901, was convertible into a ladies' model by simply unbolting the cross-bar.

BRADBURY

Noted for the excellence of their cycles, Messrs. Bradbury & Co. of Oldham were early in the motor-cycle field. The first machines incorporated an engine to Birch's design wherein the crank bracket of the engine formed an integral part of

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the frame and a detachable face plate made inspection of the flywheels and bearings possible.

The marque had considerable success in competitions and in 1912 their 3½ h.p model with sidecar held the John-o'-Groats to Land's End and Irish End to End Records.

BROUGH

The well-known firm of W. E. Brough & Co., of Basford, Nottingham, renowned for their fast and luxurious big-twin machines and special purpose "mile-eaters", started production in 1908. The models listed then were a single-cylinder with A.I.V. and Longuemare carburettor and a 5 h.p. twin; both engines were of Brough manufacture. In 1912 a single cylinder ladies' model was produced and in 1913 the 3½ h.p. O.H.V. horizontally opposed "Fore and Aft" twin with two-speed gearbox appeared: the engine was so designed that if the head of a valve dropped off it was unable to fall into the cylinder. In later years big-twin J.A.P. engines were almost exclusively used.

BROWN

In 1903 this well-known accessory firm entered the market with a machine with mechanically operated valves. Adopting a conventional layout with motor placed vertically in the frame and using a spray carburettor, the make became very popular: a novel feature was a combined spark and exhaust-lifter control.

This marque should not be confused with J. T. Brown, who produced the pressed steel frame Midget Bicar in 1906, an advanced attempt at total enclosure.

B.S.A.

The Birmingham Small Arms Co., noted for cycle components since 1880, entered the motor-cycle market in 1910 with a most conventional side-valve machine with direct belt drive. Made at Redditch, it cost £50 or £56 10s. 0d. with a patent cone clutch in the rear hub. Noteworthy was the so-called "magneto-box", a pair of sliding doors to which gave access to the contact-breaker. "Motor Cycling," announcing the new model, was "astonished that such an excellent example of the touring motor-cycle should have been produced at the first attempt." Queerly enough, few of the early B.S.A.'s are to be seen today although the make has been extremely popular from the beginning.

CALTHORPE

Best known by their "Ivory" model, the Beau Brummel of the late twenties, the first Calthorpe hit the road in 1908, powered by a White & Poppe engine. In 1911 the machines, made by the Minstrel & Rea Cycle Co., of Birmingham, had the unusual novelty of a front brake and magneto cut-out combined. A 1914 model, powered with a small Precision engine, had "horizontal" O.H.V. and vertical rockers, unit construction and rocking-pedal footchange.

CENTAUR

The New Centaur Cycle Co. hailed from Coventry and their first machines were handsome in appearance and advanced in design. The 1904 model had the front down tube formed into a silencer and a patent anti-vibratory head was used whereby rubber buffers were placed between the fork crown and the head lug. About 1905, when a temporary lull in motor-cycling popularity was experienced, manufacture was discontinued and the firm turned to pedal cycles. It was not until 1910 that new models were placed on the market, oddly enough belt drive machines with a cone clutch in the rear hub, whereas their early efforts had concentrated on all-chain drive.

The 1910 vertical-twin engine could be turned into a single by removing the centre-section of the three-piece crankcase and one "pot".

CHATER-LEA

The Chater-Lea Manufacturing Co., of Golden Lane, E.C., were chiefly concerned with producing general components in the early days, but the twin J.A.P. model of 1910 with a three-speed gearbox was a favourite machine for sidecar work, and boasted a massive nine-inch cone clutch on the engine shaft. Zedel, Peugeot, M.M.C. and Fafnir were among the engines offered to buyers of the Chater-Lea.

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The next Sunbeam event is the POINT-TO-POINT, a trade-supported national scramble at Longmoor, Hants. (between Liphook and Greatham) at 2.0 p.m. on Saturday, April 10th

NOTICE TO COMPETITORS:

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

ORDERS to
CHARLES DUNN
"GREENLEAVES," WOKING, SURREY (Phone: Woking 3737)

CLEMENT-VICTORIA and CLEMENT-GARRARD

Machines of considerable interest, these lightweights are both from the very early clip-on era. The neat little Clement motors with outside flywheel, overhung crank and natty line in overhead rockers are housed in modified bicycle frames turned out by small-time makers. The coil ignition systems, raw-hide belts and jockey pulleys are all hall-marks of the real veteran.

DART

A neat clip-on lightweight made by a F. E. Barker, of Surbiton, in 1902, and fitted with a Precision engine by the Precision Engine Co. of Northampton, and not to be confused with F. E. Baker, of Precision's Birmingham, who started manufacture in 1909. " Precisions cause confusions."

DECHAMPS

A product of Belgium and a forerunner of the car of that name, this motor-tricycle is motored by an Artillery engine fed by a very early type of Longuemare spray carburettor. An unusual feature is that the crankcase is halved horizontally and a delightful glass oiler looks after cylinder wall lubrication. A spoon brake, mattress saddle and gear drive complete an old world set-up !

DOUGLAS

Although the factory has changed hands many times, the firm has always remained faithful to the horizontally opposed twin cylinder engine. The first production was a 350 c.c. model in 1907 installed in a cycle type frame, but the next year a new frame was designed and from then on " the later the year, the lower the engine ". A two-speed gear was added in 1910 (chain cum belt) with gear control passing through the tank : a ladies' model was also introduced. Hundreds of this type of machine were used in the first World War for dispatch duties.

ELGIN

Lightweight two-strokes of 1908, these little machines are of German origin. Manufactured by a Robert Treskon in Schonebeck and marketed by the Victoria Trading Company, the 130 c.c. engine is a true " clip-on ", and drive is by belt. There is no throttle, all control being carried out by air and spark adjustment only.

EXCELSIOR

The first Excelsior motor-cycle was built in 1897 by the firm Bayliss, Thomas & Co., who had been making bicycles since 1874. As distinct from tricycles, it would appear that this firm was the first to market a motor-cycle in England. The engine was a Minerva, but later M.M.C. engines were fitted. Harry Martin gained fame on these machines at the Canning Town cycle track and in 1903 an Excelsior was the first motor-cycle to cover a measured mile at 60 m.p.h. In 1910 the company became the Excelsior Motor Co. Ltd., and has produced a great variety of models up to the present date.

The EXPERIMENT

An exhibit to show what can be done with a touch of ingenuity, and with so many controls as to please the heart of any cinema organist. Created in 1909 by a Mr. F. V. Russell, chief of the locomotive department of the Great Eastern Railway, in certain details this tricycle shows definite locomotive influence, and the designer stated that anything and everything to make it as efficient and as perfect as possible was incorporated : he forgot to include a frig. ! Just what went into the myriad leather cases remains unsolved.

F.N.

The crankcase on the early F.N. singles was cast iron and the engine clipped to the front down tube, which was divided to pass round it : a wide flat belt took the drive to a wooden belt rim. A sight gauge showed the amount of oil in the crankcase. These Belgian bikes were made at the Leige factory of Fabrique Nationale, the Woolwich Arsenal of Belgium. In 1912, when a very different type of machine was in production, a current advert. claims that " except for the

inability of the machine to stand up by itself, practically all the advantages of a car are present". And so they were—shaft drive, car-type clutch, smooth four or single cylinder engines, and a host of other refinements.

GRIFFON-BICHRONE

A continental set-up by Griffon, Courbevioe (Seine) and Le Bichrone, Paris. Griffon machines scored considerable success in competitions on the Continent during the first part of the century and were marketed in this country by Griffon Motors Ltd., Upper St. Martin's Lane, W.C. The Bichrone motor is the unusual two-stroke effort as used in the motor-cycles of that name. The front cylinder, to which is attached the carburettor, is purely a pump feeding the mixture to the finned rear cylinder via a long induction pipe, and obviating crankcase compression as employed on most two-stroke motors.

HOWARD

Surely one of the most unusual exhibits in today's mobile museum, the lack of a carburettor makes the Howard unique. The horizontal single cylinder engine, with vertical valves and cooled by tubular ducts in the cylinder casting, is fitted with an adjustable fuel jet near the automatic inlet valve to which the petrol is delivered direct. One of these models was on view at the Stanley Show in 1904, and the whole of the machines, including the engine with ball-bearing crankshaft, were manufactured by Howard & Co., of Coalville, near Leicester.

HUMBER

Humber's made bicycles way back in 1868, and after making such diverse vehicles as Bollee tricars, Olympia tandems and electric tandems produced the first of their motor-cycles embodying the Phelon patents in 1902 ; a quality motor-tricycle was also turned out. These machines can claim to be the pioneers of all-chain drive. Later a more conventional layout was adopted, using a two-pedal two-speed planetary gear and also models using the Armstrong three-speed hub. The company then became more interested in car production.

INDIAN

Whereas the engine in the P & M formed the front down-tube, the engine of the first Indian in 1901 took the place of the rear down-tube. Brain child of Hendee & Hedstrom, the machine was built at Springfield, Mass., and with high-compression engine, countershaft all-chain drive, spray carburettor and altogether well ahead of it's contemporaries, it was soon to form the basis of American design.

Drastic changes were made in 1905, when spring forks, cush-drive, twist-grip control and other features were introduced. The firm also made their first twin at that time. As a result of their I.o.M. success in 1912, sales soared to 20,000 a year and the firm had 2,000 agents throughout the world.

JAMES

In 1880 the James Cycle Company built "penny-farthings" at Constitutional Hill, Birmingham, and it was in 1902, at a new factory at Sparkbrook, that the first James motor-cycle saw the light of day. One of these had a Derby motor driving a friction roller by chain, the roller being held in contact with the rear tyre by means of a spring-loaded lever. In 1904 the company introduced the loop frame, which was instantly and universally copied. Around 1908, when design tended to stagnate, P. L. Renouf in collaboration with the James Company designed the revolutionary "Safety" model. Running-boards instead of pedals, wheels on outrigger bearings, internal expanding brakes, and an engine with valve within valve and speed controlled by varying the valve lift were among the many unheard-of features.

J.E.S.

The original motor sets made by a J. E. Smith at Gloucester consisted of an engine, petrol tank and belt-rim which were intended as additives to a push bike, but complete machines utilising the sets were also supplied. The little machines became quite popular around 1913. A later version had the automatic inlet valve supplanted by a mechanically operated valve.

KERRY

Early in the century the Kerry had a great name for reliability and the machines marketed by the East London Rubber Co., of Great Eastern Street, London, were fitted with Belgian Minerva or Sarolea engines. This firm also offered clip-on sets in little cardboard boxes. A French firm, Cycles Liberator, were also at this time making a copy of the Kerry for Continental markets. In 1904 three models of varying power were being produced besides the famous "ladies'" model. Of recent years the firm has once more assumed the name of Kerry's Ltd.

LEA-FRANCIS

Undoubtedly this make was an aristocrat in the motor-cycle world in 1912. Although this Coventry firm had been making bicycles of excellence for a long time, it was a latecomer in the motorised field. It was decided to produce a 3 h.p. twin-cylinder model designed to be oil and mud proof, and the oil-bath chain-cases and specially made deep mudguards were to this effect. With the twin J.A.P. engine, mounted well forward to improve steering, quickly detachable wheels, plate clutch, super silencing, and extraordinary good manners, it was a most dignified machine.

LEVIS

It was in 1908 that the firm of Hughes Butterfield Bros. began their concentrated experiments with the two-stroke engine and in 1911, to meet a public demand, a lightweight machine was offered for sale which can rightly be said to have heralded the two-stroke boom of the present day. A beautifully built little machine with direct belt drive, mag. ignition and an oversize in outside flywheels, it was the only machine in the Sutton Coldfield Reliability Trial to climb Sunrising Hill without pedal assistance. It also beat all Continental makes in the French International Hill-climb.

LLOYD

W. A. Lloyd's Cycle & Fittings Co. Ltd., of Birmingham, were one of the early suppliers of motor-sets and fittings as well as the makers of the L.M.C. motor-cycle. Their 1905 3½ h.p. model was unusual in so far as "exhaust cooling" was employed: a pipe from the silencer blew cooled exhaust gases directly onto the cylinder head. The company also made a very nice tricar, the Walco, and in 1909 their Auto-Varia pulley was a speciality.

MATCHLESS

Basing their design on the famous Werner, the Collier brothers mounted the engine of their first machine over the front wheel; later it was slung behind the steering head in an inclined position. By 1902 the machines had become conventional in appearance. Harry Collier rode the only British machine to finish in the 1905 International Cup race in the I.o.M and in 1906, in Austria, came in third, the first time a British machine had scored success in an international event. The engine was a V-twin with bronze cod-rods, the first all-British V-twin design. The winning of the first T.T. in 1907 and a long list of further T.T. successes gave the factory lasting fame, and the duels in 1910 between Charlie and Jake de Rosier, the British machine being fitted with the "ninety-bore" J.A.P. engine, made history.

In 1914 peak production was reached with the 8B big twin, with three-speed gearbox and all-chain drive.

MINERVA

Although at the dawn of the century the majority of British motor-cycles were powered by the motor sets produced by Minerva Motors Ltd., of Anvers, Belgium, it was about 1903 when a complete machine was made by the firm. Their 3½ h.p. side valve engine of 1904 sounded the death knell of the automatic (or atmospheric) inlet valve which up to that time had been almost universally used.

MOTO-REVE

The Swiss firm, La Moto-Reve, of Geneva, were the first to offer a V type twin-cylinder lightweight in 1902. The engine was a clip-on type mounted in a strengthened bicycle frame with raw-hide belt drive and a jockey pulley. In 1912

the engine turned O.H.V. and a single cylinder was produced with the motor as part of the frame, but still the old jockey pulley was retained.

A feature of the brand was the engine-turning on the crankcases and the use of a train of gears to drive the magneto.

MOTOSACOCHE

The first units, which might be called "an engine in a handbag", were designed as an attachment for a pedal cycle, an idea which has in recent years been widely exploited. The drive was by raw-hide belt and a jockey pulley; this was around 1902. In 1906 their machines had sprung handlebars and weighed as little as 83 lbs. In 1911 the engine became part of the bicycle and their current advert. read—"No oily dirt, no noise, no gymnastics" . . . "for gentlefolk".

This Swiss firm was the only one in the early days of the century to succeed with a motor-assisted bicycle. Their larger engines were used by Matchless and others.

NEW CRESCENT

One of the many small-time makes which used the famous Precision engines and Armstrong or Sturmey three-speed hubs. The entry in today's event is pulling a very nice line in canoe-shaped wicker basket sidecars, and the outfit has been in the hands of the owner's family since it was made.

NEW HUDSON

When they considered that they had got a machine perfect to the smallest detail, the New Hudson Cycle Co., of Birmingham, launched their first model in 1910. They entered the market precisely at the right time, when the public was hungry for variable gears, and their 2½ h.p. model, belt driven and fitted with an Armstrong Triplex three-speed hub, was an immediate success and orders far exceeded the supply.

The 3½ h.p. Colonial model, also with the Armstrong hub, was a favourite with the export market.

ORIENT

Produced in the first decade of the century, the Orient motor-cycle was a Yankee made by the Waltham Manufacturing Co., of Waltham, Mass., which firm in 1903 turned their attention to the production of that lightweight "flivver", the Orient Buckboard, which was more or less a plank with four wheels propelled by a motor-cycle engine. The Orient motor-cycle, with it's engine set high in the frame, cooled by means of copper fins, flat belt drive with lever-operated jockey pulley, spoon brake and coil ignition, is a fine example of the early type of machine.

ORMONDE

A make which has long been extinct, the Ormonde Motor Co. are reputed to have built their first machines in a cellar in Oxford Street about 1902. The layout was unusual in that the engine, a Belgian effort called the Kelecom, was precariously clipped to the seat tube under the saddle and fed by a spray carburettor. A short belt drove the rear wheel. An extra long wheelbase was claimed to give steady running and the engine was placed high out of the way of mud and dust. The price was £50.

For 1904 a model was designed with the engine situated in front of the bracket and a patent belt-cum-chain was evolved.

P & M

The P & M is truly one of the old brigade, as the factory at Cleckheaton turned out their first model in 1900. A few years later the P & M two-speed gear was invented and Mr. Phelon was joined by Mr. Moore, when it was decided that all future motor-cycles made by the firm should incorporate this idea. In 1905, when they won gold medals in the 1,000 miles trial, the factory employed only six men, but in 1912, after rapid expansion, over 2,000 machines a year was the output.

The P & M's of around 1912, with their queer kick-starter layout, chain-control to the gearbox and distinctive front forks, are still strong contestants in rallies today.

POPE

A machine which hails from over the " duck-pond " and built entirely at the Pope factory, it first appeared in this country in 1912 as a single cylinder model with off-set cylinder, Schebler vaporiser, a plate clutch in the engine pulley, and a flat belt drive. The next year a big-twin model was introduced with overhead valves and detachable heads ; notable also was a frame with rear-springing, all-chain drive and a shaft-driven magneto. These two models continued to be made, with variations, until 1918, when production ceased. The makers are, however, still in business making Columbia cycles, America's largest cycle factory dating from 1877.

PREMIER

Unlike other early cycle makers who readily turned their attention to motor propelled machines, the Premier Cycle Co., of Coventry, were late to produce. 1908 saw the first model, a 3½ h.p. single cylinder with a White & Poppe engine, Chater-Lea spring forks, pedals and footrests, but in 1912 no fewer than fourteen various models were offered. Their 1909 lightweight twin was peculiar for it's off-set cylinders with fins cast horizontally to aid cooling, and the frame was made up from straight tubes only to give rigidity.

QUADRANT

The Quadrant Cycle Co. Ltd., of Birmingham, one of the earliest firms in the cycle trade and founded in 1883, produced their first motor-cycle in 1901. Always full of novel ideas, the company produced a motor-tricycle with two engines and yet another with banking front wheels ! A feature of their motor-cycles was the famous single-lever control, this doing away with the usual complexity of levers and knobs, the ignition-switch, throttle, exhaust-lifter and spark-control being rolled into one great " beer-handle ". The Quadrants in Class 1 today all have this feature plus surface carburettors, just the same as used by Tom Silver in 1903 to break the End-to-End record in 64 hrs. 29 mins.

RALEIGH

The earliest Raleigh's, with their engines in front of the steering head and driving the front wheel, had the same delightful habits as their contemporaries the Werners—side-slip and the risk of fire !

The more conventional 1904 3 h.p. machine is believed to have pioneered twist-grip control, all taps and levers being dispensed with and having instead twisting-handles and Bowden wire. The Raleighette three-wheeled motor-tandem also appeared with a water-cooled engine and spring-drive through chains and a two-speed gear. In 1906 the company ceased production until 1919, when a flat-twin model with a leaf-spring spring frame was introduced.

REX

The first Rex motor-cycle appeared at the National Show in 1900, and the firm was one of the first to arrange for a large output of machines. The dropped frame Rex of 1906, which was almost universally copied, was fitted with the Roc two-speed gear, and the same year a twin with twin back tyres as an aid to prevent side-slip.

The early Rex engine had the silencer cast in the cylinder head, and the firm was a staunch believer in the surface carburettor, which they utilised until a late date.

RILEY

Unlike the majority of other motor-cycle firms, the Riley Co. in the first instance produced a car, and later turned their attention to motor-cycles. Later again they reverted to tri-cars and four-wheeled cars. The Riley " Motor-Bi " appeared in 1903, an up-to-date machine with a Longuemare carburettor and unspillable batteries. In 1904 the famous luxuriously upholstered 3½ h.p. water-cooled tri-car was introduced, with rear wheel drive through a long V belt.

ROBINSON & PRICE

This firm, whose works were at Chatham Street, Liverpool, received credit in the journals for the superb finish and ingenious details incorporated in their machines. Beside the facts that they appeared at the Stanley Show of 1902 and later produced a forecar, no details are available.

ROVER

The Rover Cycle Company began the manufacture of cycles in 1877, and in 1900 this Coventry firm started experimenting with motorised vehicles. Their first effort was a motor bath-chair with two wheels at the rear and a genuine "back-seat driver"; the engine was by De Dion. Motor-cycles featuring twin down tubes were produced until 1904, when the company turned over to cars, and it was 1910 before their next motor-cycle appeared—a 3½ h.p. machine, the design of which remained almost unchanged up to 1925, when once more the firm favoured the motor-car.

ROYAL ENFIELD

The Enfield Cycle Co., of Redditch, are usually remembered for their small V-twin machines which appeared before 1914. However, their first machine, a quadricycle driven by Walter Grew (first editor of "The Motor Cycle"), competed in the 1,000 miles Trial of 1900. Like many of the pioneer types, their first motor-cycle, made in 1902, had the engine mounted over the front wheel and drove the rear wheel via a raw-hide belt. In 1903 the engine descended to the bottom-bracket and all-chain drive was a feature. The Company were the pioneers of dry-sump lubrication and their 1912 model, a small V-twin with i.o.e. valve layout, carried the oil in a glass container attached to the seat tube.

RUDGE

A make to be reckened with in pre-war T.T. races, the first Rudge appeared in 1910 and was marketed in 1911. The i.o.e. engine had the valve chest well forward as an aid to cooling, and other notable features were a hand-controlled clutch, rust-proofed handlebars covered in black celluloid, very modern design spring forks and the method of starting the engine—the pedalling gear was connected to the timing gear via a chain, and when not required the pedals swung down to form footrests. The 1911 Rudge was the first 500 c.c. machine to cover 60 miles in one hour. In 1913 that famous of all devices, the Rudge Multi gear, was introduced, providing a choice of up to twenty-three ratios by notching-up the gear lever against a bar mounted on the tank.

SCOTT

The genius, Alfred A. Scott, began his experiments with the parallel-twin two-stroke engine in 1902 and from thereon the design of the Scott engine remained basically unchanged. The first production model appeared in 1908, complete with a kick-starter and telescopic forks: of interest is that the frames were made by the Enfield Cycle Co. The machine was to be "The Car on Two Wheels". Competition successes soon followed, and Scotts won the 1912 and 1913 Senior T.T. races. The earliest machines had air-cooled barrels and water-cooled heads, later ones water-cooled barrels and heads, later still water-cooled barrels and air-cooled heads, and finally, water-cooling for both again: there are, of course, other dating features. The crankcase doors, rocking-pedal two-speed gear, sprung footboards and open-frame layout are all incorporated in the early models to be seen today.

SINGER

The earliest Singer, made in Coventry, embodied the Perks & Birch motor-wheel, a remarkable device whereby the engine, surface carburettor, etc., were all housed within a cast aluminium rear wheel. The drive was by spur gear. The next year saw the same layout, but with a single-sided cast wheel to aid accessibility. Drive was this time by a short chain: the unit was also fitted to tricycles and forecars. 1904 saw the production of a model with engine in the conventional position, a feature being a starting clutch for the engine.

SLINGER

This incredible machine is reputed to be the "one off" effort of an eccentric electrical engineer. Built at Seattle (Yorks.) in 1901, it was contemporary in so much that the engine is mounted forward of the steering head, but the general layout must be unique. The surface carburettor is now supplanted by a spray type, but the cooling arrangement of the Dion engine, steering linkage and transmission details are all worthy of close inspection.

SUN

The Sun Cycle and Fitting Co., of Aston Brook, Birmingham, turned out machines not noteworthy in design and employed J.A.P. and Precision engines. The Sun-Villiers was a neat little lightweight with the original type of Villiers unit with single outside flywheel and a chain-driven magneto.

SUNBEAM

John Marston Ltd., of Wolverhampton, noted for their high quality bicycles, turned their attention to motor-cycles in 1912, the first model being a 350 c.c. side valve two-speed, all-chain machine even at that early date incorporating the well known oil baths. Roller bearings, adjustable tappets and a quickly detachable rear wheel made this model remarkable at that time, and to this date Sunbeams retain original features and a finish which few can equal.

TRIUMPH

It is said that M. J. Schulte, director of Triumph Motors in the early days, saved the motor-cycle industry from extinction by refusing to market new innovations until they had been fully proven : it was not until 1920 that the company changed to all-chain drive, and yet the Triumph was admitted to be the best D.R. machine used by the Army in 1914-1918—the Police seem to have similar ideas about the machines they employ today.

The first Triumph sold to the public in 1903 had the well-tried Minerva "clip-on" engine, and the next year Fafnir units were fitted in the upright position and a forecar with water-cooled engine was in production. 1906 saw the firm making their own engine, a 3½ h.p. side valve in a frame of conventional design, and the machines remained basically unchanged for a number of years. In 1913 the "Baby Triumph" two-stroke was introduced and also their first vertical-twin, which at the time suffered from shortcomings.

WALL AUTO WHEEL

This clip-on motorised third wheel attachment which was introduced in 1910 was an early attempt to provide a motor-assisted cycle, a cult which in recent years has become firmly established. The Autowheel achieved great popularity, the 1911 model having a wonderfully neat horizontally opposed twin two-stroke engine with a crank-shaft also revolving horizontally. Later the well-known "mobile bacon-slicer" model was turned out, a vertical single cylinder four-stroke with large outside flywheel. The wheel could be hung clear of the road when not in use. Notable also was the Wall Tri-Carriage of 1912—"the ideal Runabout for Two".

WERNER

It was in 1896 that the two young Russians, Michel and Eugene Werner, of Paris, mounted a small benzine engine with tube ignition over the front wheel of a bicycle and caused it to drive the front wheel by means of a raw-hide belt. The next year the machine was offered to the public and it was undoubtedly the first practical motor-cycle to be manufactured in any quantity. The high centre of gravity, giving rise to side-slip, and a danger of fire from the burner ignition failed to deter the great Horseless Carriage Co. from making the machines in Britain. Quick to realise the faults in their first model, the brilliant Werner brothers produced a new design with the engine in the now conventional position, and in 1901 the model was marketed in this country by Werner Motors Ltd. at their Regent Street agency. In July, 1902, E. H. Arnott made the first End-to-End record on such a machine. At the National Show in 1904 a vertical twin was exhibited, which many claim to be the first of this type.

WILLIAMSON

In 1912 the demand for passenger machines encouraged W. Williamson, a well-known figure in the trade, to market a 8 h.p. two-speed combination. The engines, either air- or water-cooled, were horizontally opposed twins made by Douglas Bros. at Bristol. The machines themselves were made at Coventry and all parts, including the Douglas gearbox, were extra robust to cope with the sidecars the machines were built to haul. The engines were not claimed as ultra efficient, but were designed to wear well and carry out heavy work. The great likeness which later Douglas models bear to these machines can be plainly seen.

WOOLER

The earliest Woolers, bristling with unusual features, boasted a horizontally mounted two-stroke engine with a double-ended piston and no crankcase compression, con-rods working outside the cylinder and a frame with plunger-type springing fore and aft. Later horizontally opposed flat-twin engines were introduced and the machines had a torpedo-shaped petrol tank passing in front of the head lug and divided into two parts, one for petrol and one for paraffin, which feature gave rise to the nickname " Flying Banana ". This firm has recently re-entered the market with a flat-four.

WYATT-MINERVA

An example of the low powered motor-cycle very popular around 1903, the Wyatt has a clip-on Minerva engine housed in a suitably modified cycle frame. This is a typical example of the locally assembled model usually turned out by small cycle firms and incorporating one of the so-called " motor-sets " consisting of an engine, petrol tank, sundry controls, a belt-rim and a box of assorted nuts and bolts.

ZENITH

Comprised mostly of proprietary fittings, the big twin Zeniths were much favoured by the speed brigade early in the century. In 1908 the celebrated Gradua gear was invented : the principle involved was that whilst the engine pulley, being adjustable, gave a difference in gear ratio the back wheel moved fore and aft to take up the slack in the belt. This was arranged by means of sundry bevel gears, a chain and a " coffee grinder " handle or hand-wheel. The device was fitted to the Zenette double spring frame model of that year and also to a very sporty rigid frame model, both powered with Fafnir engines. Such was the success achieved by machines fitted with the gear that it was not very long before it was out-lawed from competitions and the firm gained advertisement by adding the word " BARRED " across its insignia.

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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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SIXTH 

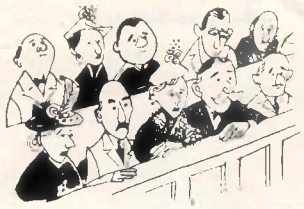
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