OFFICIAL PROGRAMME 2s.

SILVER JUBILEE

1961

Pioneer Run

FOR MOTOR CYCLES OF HISTORIC INTEREST

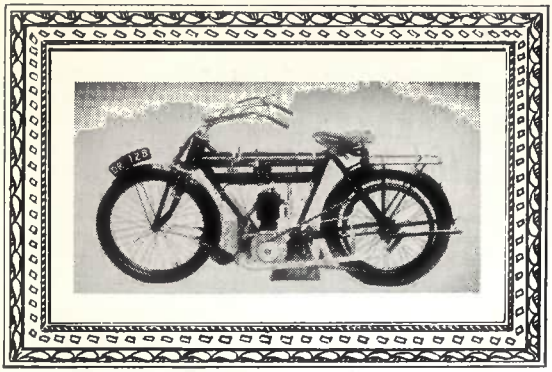
Start—Tattenham Corner
Finish—Brighton

SUNDAY 19 MARCH



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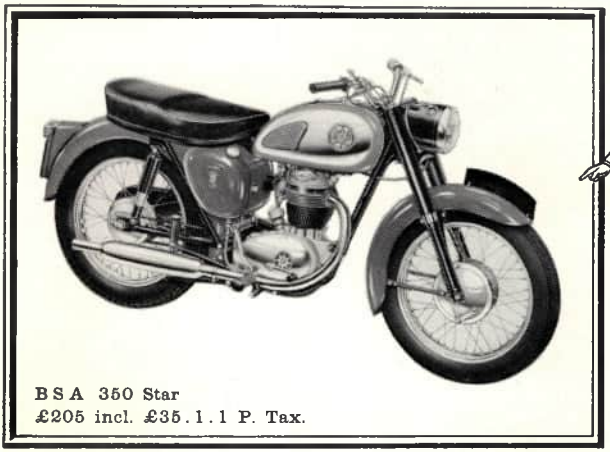


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SILVER JUBILEE OF THE PIONEER RUN

for motorcycles of historic interest

A Message from The Worshipful The Mayor of Brighton
ALDERMAN A. J. M. JOHNSON, J.P.

I AM delighted to have this opportunity of extending greetings to all who will be visiting Brighton for the 25th Pioneer Motor Cycle Run.

Each year this annual event proves to be a great attraction, not only to motor cycle enthusiasts, but to a great number of visitors and residents. I hope it may long continue.

The success of the run depends, among other things, upon the facilities given to the riders for a clear run from London to Brighton and I hope all other road users will try very hard to keep out of the path of the competitors and give them an unimpeded journey.

Brighton is happy to be associated with this popular and fascinating run. I hope that all who take a share in the event will have an enjoyable and successful day.

A. J. M. Johnson

February, 1961.

The Mayor's Parlour, Brighton.

Mayor.

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SILVER JUBILEE OF THE PIONEER RUN

for motorcycles of historic interest

A Special Restricted Competition held under A.-C.U. Permit No. Q.750 and organised by the Sunbeam Motor Cycle Club. (Sunbeam Event No. 268).

Starting from Tattenham Corner Station (British Railways, Southern Region), and finishing at Madeira Drive, Brighton.

SUNDAY, MARCH 19th, 1961

OFFICIALS

STEWARDS OF THE MEETING:	J. C. LOWE, ESQ. (APPOINTED BY THE AUTO-CYCLE UNION). MAJOR H. R. WATLING, C.B.E., J.P., BRIG. C. V. BENNETT, O.B.E., M.I.MECH.E., AND H. A. CUBITT, ESQ. (APPOINTED BY THE SUNBEAM MOTOR CYCLE CLUB).
A.-C.U. TIMEKEEPER:	H. W. SHUTTLEWORTH (INTERNATIONAL)
CHIEF MARSHALS:	R. T. NEWBERY (START); R. K. LEES (FINISH)
PROGRAMMES:	W. WARE. COMPILED BY DENNIS BATES
COMMENTATOR:	PETER ARNOLD
ASST. SECRETARY OF THE MEETING:	J. H. LEEDALE
SECRETARY OF THE MEETING:	H. L. WILSON, 8 FAIRFIELD WAY, EWELL COURT, SURREY
CLERK OF THE COURSE:	T. E. HUBBUCK, 42 MANOR ROAD, TOTTENHAM, LONDON, N.16

ACKNOWLEDGEMENTS

The Sunbeam Motor Cycle Club wishes to record its sincere thanks for the valuable services rendered by so many people and organisations; His Worship the Mayor of Brighton, the Brighton Corporation, the County Borough of Brighton Police, the Surrey joint Police Force and the Sussex Police Force; British Railways (Southern Region), for the use of Tattenham Corner Station; the Pyecombe Garage, Pyecombe; Messrs. Taylor, Matterson of Balham for their breakdown lorry, which follows the last rider to Brighton; 'Motor Cycling' and 'Motorcycle News' for their publicity, and 'Motor Cycle' for publicity and kindness in supplying posters. Thanks also to the Aquarium Garage, Brighton for Fire Extinguishers and general assistance; the Winter Garden Restaurant for catering; Peter Arnold for the commentary at Brighton; and to Britton's of Preston Park for the Timekeeper's Box.

A special word of thanks to all officials and marshals as well as to those members of the Triumph Owners Motor Cycle Club and the Sussex Car Club for their valuable help in selling the programmes.

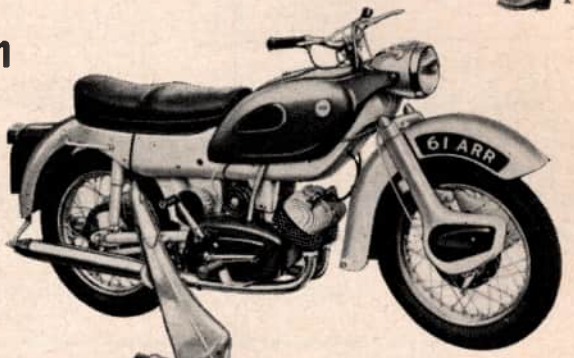
Consultant Designers for the Programme: Guy Hayes and Peter Fromant.

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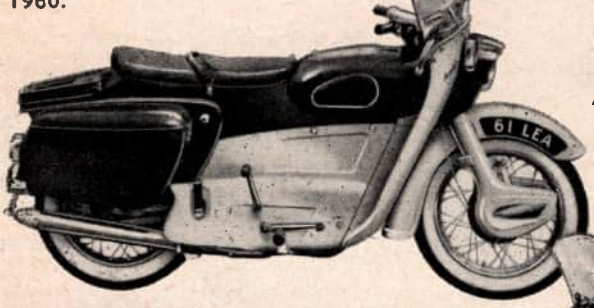


3 Winners from the famous Ariel Stable



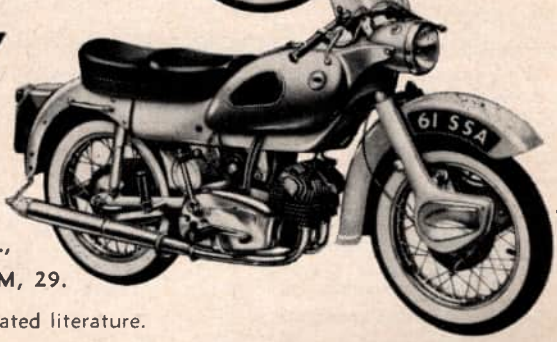
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The ARIEL Leader 250cc TWIN

"Motorcycle of the Year Trophy" 1959. Runner-up 1960.



THE ARIEL Arrow SUPER SPORTS

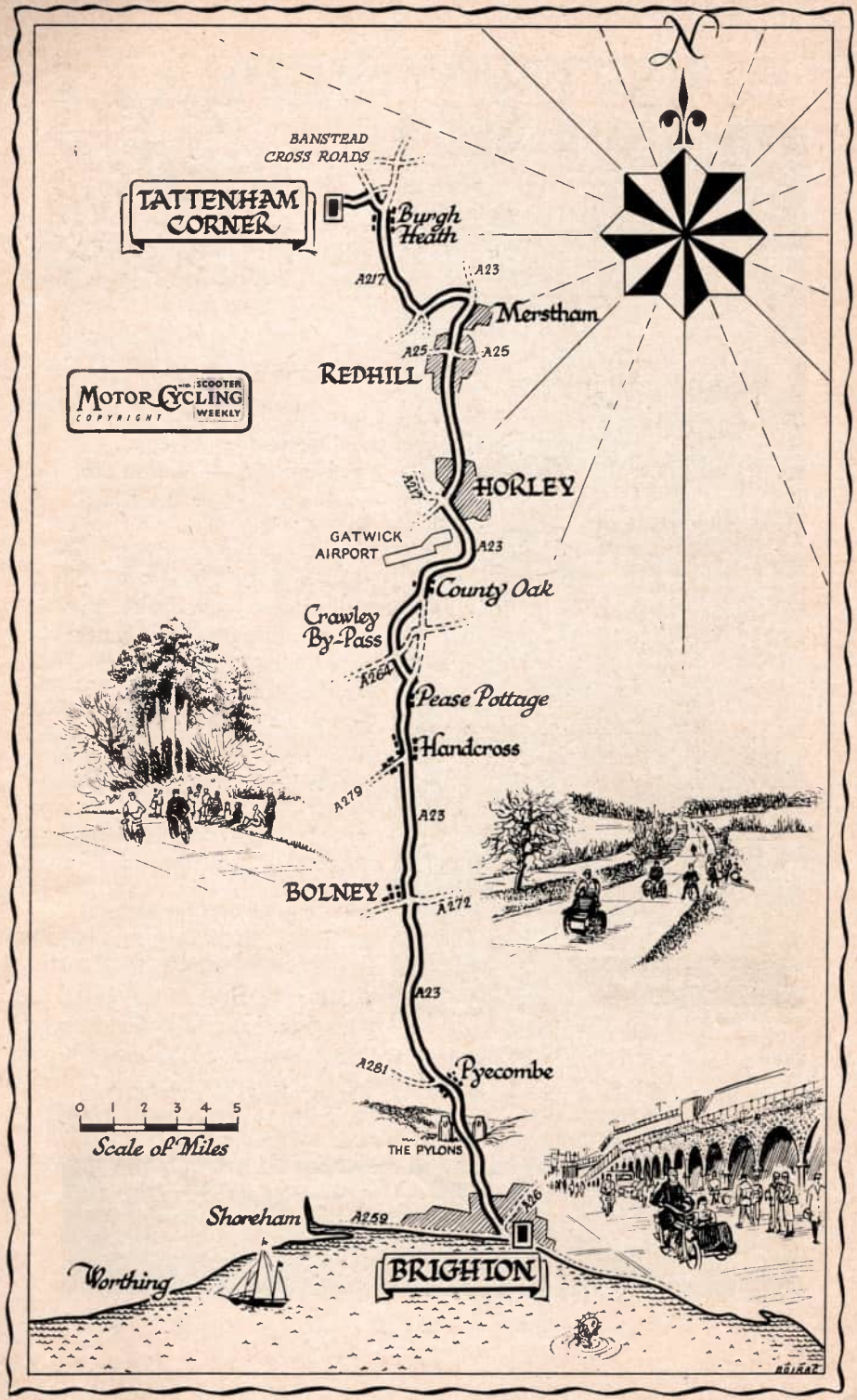
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A23
A281
Pyecombe
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Scale of Miles
THE PYLONS
Shoreham
A259
A26
Worthing
BRIGHTON
ADKRAZ

HISTORY REPEATS ITSELF . . .



Just to prove that we're not without experience, here is one of our founder-directors, Mr. Wally Young, arriving on his Pioneer Triumph, at Brighton, which he intends to visit again today.

"What can I do for you, Sir, . . . a belt for a 'P' type? Yes, Sir — shan't keep you a moment — we've several in stock."

"Here you are, Sir . . . and a 'King of the Road' . . . Certainly, Sir — a beautiful headlamp, if ever there was one."

"Those Were The Days . . ." we can hear you saying. But they haven't changed as much as you think. At our very much larger premises at Garratt Lane we are still maintaining the tradition of polite and efficient service . . . whether for Spares, Accessories, Clothing or complete Vehicles.

After you have enjoyed the PIONEER RUN for 1961 come in and see the Finest Show of New and Used Motorcycles, Cars, Scooters and 3-Wheelers in the South . . . it will be a real eye-opener for you.

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EST. OVER A QUARTER OF A CENTURY

Starting up

by 'Ixion' of The Motor Cycle

The golden way of starting a 1902 engine was to move house to the side of a road as near the summit of a steep hill as possible, for frankly, the engine of the period had every excuse for sulking when cold. In theory you could run along the road till the engine was turning over fast on a 4: 1 gear. Or you could mount the saddle, and pedal like a sprint champion. Actually it paid better to go through the following drills, after putting the model on its stand: -

1. Open the petcock (i.e. small brass tap at centre of cylinder head).

2. Inject about an egg-cup full of petrol (to dissolve the crust of burnt oil wedding the piston to the cylinder (at this date special motor oils had hardly begun to exist).

3. Pedal or push till the piston can be heard wobbling against the cylinder walls.

   Replace model on stand.

4. Rack memory as to whether any petrol surviving in the swishbox (i.e. carburettor) from your last run was very stale, or only mildly stale.



Run and jump T.T. fashion

(If very stale, drain; if mildly stale, hope, because there may be no petrol stock within 50m.).

5. Remove small thimble on top of tank, thus releasing vertical wire attached to small cork float inside swishbox, and set petrol level at 2in. Switch on.

6. Coast down a long, steep hill (if available), holding up compression release (petcock or exhaust valve) until good speed is attained.

7. If no suitable hill available, either (1) push model to nearest hill of fair gradient; or do a run and jump T.T. fashion; or hop aboard, pedalcyclist fashion after prolonged kicking with one foot on back wheel step and other foot stabbing the road. (Pause



"Oh Lor! . . ."

LEN SAVAGE

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"The Law!"

for breath occasionally, and repeat as may be required).

8. Sooner or later a faint fluffy noise may be heard from engine. This is a joyous token. Mixture is correct, but r.p.m. are deficient. Redouble all efforts until the cotton-woolly noise evinces a mild crescendo. Continue all efforts until the noises (courteously known as "explosions"), become genuinely audible and blend from a dot-and-carry-one into a sustained chatter resembling a very small monkey in rather a bad temper.

9. Do not rashly imagine that because you can at last hear the engine, it will necessarily condescend to keep on running. It is still very cold, and may expire at any moment. At the least sign of a diminuendo catch it up with some ferocious pedalling, using all your slight reserves of breath, until it actually begins to bark regularly, and as if it meant to continue same.

This busy half-hour will have soaked you with sweat, but don't be alarmed. You won't catch cold, because the top speed is unlikely to generate much of a draught. Every cyclist whom you may meet will endeavour to keep up with you, and not a few will succeed.

Subsequent Starts

(a) Brief temporary starts should be easy, for they will be attempted with the piston free, and the swishbox slightly hot.

(b) But be careful to test the petrol float every 5m. so as to keep a fair supply of petrol in the swishbox. There is one exception to this; try to reach your destination with



Others will try to keep up with you

the swishbox practically dry, so that you may have fresh petrol available for your next start.

(c) If you are forced to make any longish stops en route (as you most certainly will), do not let the engine cool right down, and gum itself up again with bad oil. Open the petcock about every stationary half-hour, and inject about a teaspoonful of paraffin. Remember that paraffin is a very penetrating liquid, and store it in one of Lucas' best brass oilcans; if you rely on the cheap stamped tin oilcans, as supplied with the motorcycle, they will probably leak into your pocket, and people will sniff when they meet you.

(d) If you have a weak heart, you are not advised to subject it to the very rigorous stresses involved in engine starting. In your case residence at the top of some good hill is advisable—say Skiddaw, or Snowdon for preference.



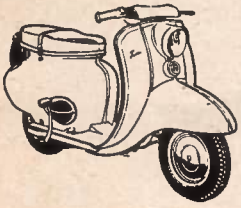
Some hill, some corner!

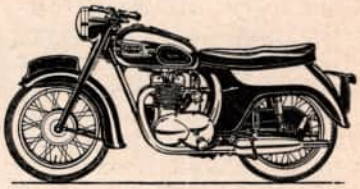
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COMERFORDS
LIMITED

SILVER JUBILEE OF THE PIONEER RUN

for motorcycles of historic interest

LIST OF ENTRANTS
CLASS ONE
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.

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
1	DREADNOUGHT	1903	269	Solo	E. E. Thompson,	Pinner		Vintage M.C.C.	9.01
2	QUADRANT	1903	650	F'car	W. Garrard,	Acton	(59)	Sunbeam	9.01½
3	QUADRANT	1904	396	Solo	Vivian F. Smith,	Barnes	(52)	Collectors	9.02
4	ROMAIN	1899	432	Tri'cle	J. F. Sloan,	Kingston		V.C.C.	9.02½
5	KERRY	1903	304	Solo	B. Thorn,	Thames Ditton		Dittons	9.03
6	DECHAMPS	1899	490	Tri'cle	E. D. Lee,	Sandhurst	(48)	Sunbeam	9.03½
7	PEUGEOT	1902	189	Solo	E. Damadian,	Cheshire		Chester M.C.C.	9.04
8	MINERVA	1902	211	Solo	A. H. Foxton,	Hereford	(48)	Vintage M.C.C.	9.04½
9	KERRY	1904	490	Solo	N. A. Devonshire,	Lee Green		Bexleyheath & District	9.05
10	QUADRANT	1902	225	Tri'cle	J. Lowden,	Grimsby	(55)	Veteran Car Club	9.05½
11	VICTORIA	1902	142	Solo	M. F. Walker,	Kenton	(46)	Sunbeam	9.06
12	EXCELSIOR	1904	400	Solo	P. Holmes,	Rushden		Vintage M.C.C.	9.06½
13	HUMBER	1902	350	Solo	R. A. May,	Shalford	(42)	Witley & Dist.	9.07
14	WERNER	1903	334	Solo	K. Denman,	Horley	(31)	Witley & Dist.	9.07½
15	ETNA	1904	1.600	Tdm. Tri'cle	K. R. Blake,	West Ewell	(29)	Witley & Dist.	9.08
16	ORMONDE	1904	402	Solo	W. A. Martin,	Berwickshire	(54)	Sunbeam	9.08½
17	SINGER	1901	198	Solo	John Moore,	Reading	(31)	Vintage M.C.C.	9.09
18	FEATHERSTONE	1902	200	Solo	P. Lee,	Reading	(32)	South Reading	9.09½
19	DART	1901	198	Solo	M. Leonard,	Newbury	(52)	Vintage M.C.C.	9.10
20	PHOENIX TRIMO	1903	499	F'car	Dr. A. T. Robinson,	Worcester Park	(32)	Vintage M.C.C.	9.10½
21	KERRY	1903	308	Solo	H. L. Urquhart,	Belvedere	(32)	Bermondsey & Dist.	9.11
22	MATCHLESS	1902	275	Solo	Brian Lowe,	Sunbury	(26)		9.11½
23	R.E.X.	1903	550	F'car	R. A. Shaw,	Crawley		Veteran Car Club	9.12
24	PRINCEPS	1901	250	Solo	M. Giles,	Woking	(26)	Vintage M.C.C.	9.12½
25	HUMBER	1904	402	Solo	H. Willett,	Epsom	(48)		9.13
26	SINGER	1901	198	Tri'cle	E. H. Harrison,	Chesham, Bucks.	(33)		9.13½
27	HUMBER	1904	350	F'car	E. Chambers,	Maidstone	(44)		9.14
28	HOWARD	1903	350	Solo	G. F. Davy,	Stowmarket	(43)	Diss & Dist.	9.14½
29	DE DION BOUTON	1899	269	Quad Cycle	S/Ldr. C. Usher,	Chelsfield	(60)		9.15
30	ORIENT	1901	493	Solo	Norman Manby,	Kettering	(51)	B.M.C.R.C.	9.15½
31	ROBINSON & PRICE	1903	232	Solo	W. D. Stanford,	Tunbridge Wells	(48)		9.16
32	MINERVA	1903	200	Solo	F. M. Dean,	South Ruislip	(47)	Ruislip & Dist.	9.16½
33	BROWN	1904	498	Solo	T. Alcock,	Ruislip	(19)	Ruislip & Dist.	9.17

CLASS ONE—continued

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
34	QUADRANT	1901	200	Solo	Don Bell,	Evesham	(42)	Vintage M.C.C.	9.17½
35	R.E.X.	1903	346	Solo	D. Earnshaw,	Doncaster	(19)	Vintage M.C.C.	9.18
36	BROWN	1904	498	Solo	T. Folwell,	Pinner	(28)	Ruislip & Dist.	9.18½
37	QUADRANT	1903	232	Solo	R. E. Leveson-Gower,	Stanton Harcourt	(49)	Sunbeam	9.19
38	KERRY	1904	400	Solo	J. C. Vinson,	Swanley		Sidcup	9.19½
39	HUMBER	1904	402	Solo	A. W. Hearn,	Henley-on-Thames			9.20
40	WERNER	1903	259	Solo	B. M. Murphy,	Eltham	(22)	Vintage M.C.C.	9.20½
41	ORMONDE	1902	398	Solo	R. A. Beecroft,	Storrington		Collectors	9.21
42	ALLDAYS	1903	250	Solo	H. E. Cohen,	New Malden	(76)	Sunbeam	9.21½
43	CLEMENT GARRARD	1902	142	Solo	F. N. Dimond-Hogg,	Cheltenham	(60)		9.22
44	R.E.X.	1904	381	Solo	Oliver Langton,	Leeds	(55)	A.P.M.C.	9.22½
45	SINGER	1903	198	Solo	E. A. Cramer,	Stafford			9.23
46	MINERVA	1904	246	Solo	H. J. Goodall,	Basingstoke	(51)	North Hants.	9.23½
47	LLOYD	1903	347	Solo	H. B. Wix,	Stanmore	(34)	Vintage M.C.C.	9.24

Because of their small capacity engines the three machines below run under Class I Regulations.

48	DAYTON	1914	150	Solo	H. R. Sedge,	Sittingbourne			9.24½
49	WALL AUTO WHEEL	1914	118	Solo	A. E. Disney,	Hayes, Middx.		Collectors	9.25
50	WALL AUTO WHEEL	1914	118	Solo	W. H. Ford,	Merton	(46)		9.25½

LIST OF ENTRANTS—CLASS TWO
Machines manufactured between the 1st January, 1905, and 31st December, 1909

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
51	R.E.X.	1908	450	Solo	R. M. Pearson,	Sutton	(22)		9.26
52	TRIUMPH	1908	496	Solo	W. H. G. Young,	Sutton	(44)	Sunbeam	9.26½
53	F.N.	1908	482	Solo	S. E. Sears,	Bolney	(57)	V.C.C.	9.27
54	CHATER LEA	1909	247	Solo	E. A. Evans,	Feltham		B.O.A.C. Speed Bird M.C.C.	9.27½
55	TRIUMPH	1908	496	Solo	R. J. Houghton,	Southampton	(23)		9.28
56	TRIUMPH	1906	300	Solo	Winston Grove,	Abingdon		Sunbeam	9.28½
57	TRIUMPH	1908	496	Solo	C. M. Lane,	Downton	(35)	Salisbury M.C.C.	9.29
58	LLOYD-THOMAS	1909	239	Solo	C. J. Grout,	Datchet	(26)	Vintage M.C.C.	9.29½
59	TRIUMPH	1909	499	Solo	W. Spencer,	Hailsham		Eastbourne M.C.C.	9.30
60	MINERVA	1909	412	S'car	J. A. Whitmarsh,	Netheravon	(57)	Happy Wanderers	9.30½
61	MINERVA	1909	412	Solo	J. C. Newman,	Swindon	(21)	North Wilts.	9.31
62	F.N.	1909	596	Solo	E. R. Winter,	Thames Ditton	(54)	Dittons	9.31½
63	TRIUMPH	1908	496	Solo	Jimmy Simpson,	Polperro	(63)	T.T. Riders Assn.	9.32
64	TRIUMPH	1907	456	Solo	R. R. Barber,	Polperro	(60)	T.T. Riders Assn.	9.32½
65	F.N.	1907	482	Solo	R. Cresswell,	London	(52)	Vintage M.C.C.	9.33
66	WHITE & POPPE	1905	427	Solo	R. T. E. Dunmur,	Amersham	(47)	Vintage M.C.C.	9.33½
67	SINGER	1908	210	Solo	A. E. Jeffrey,	Great Missenden	(46)		9.34
68	MOTOSACOCHE	1906	224	Solo	J. Offord,	Weybridge	(31)	Vintage M.C.C.	9.34½
69	WOOLER	1909	344	Solo	L. V. Fenton,	Hillingdon	(58)	Vintage M.C.C.	9.35
70	WERNER	1905	230	Solo	B. A. Holmes,	Abbey Wood	(46)		9.35½
71	MOTOSACOCHE	1909	212	Solo	L. D. Elder,	Erith	(41)	Sunbeam	9.36
72	BROWN	1909	498	Solo	E. L. Taylor,	Speldhurst			9.36½

KEEPING THEM ALIVE

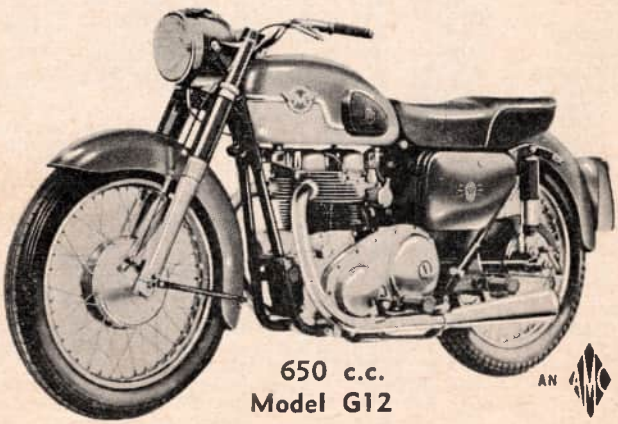
The replacement of parts on a Pioneer machine is always a major problem. No 'over-the-counter' spares service for them! This was always particularly hard on an owner whenever the tyres had to be replaced. The old beaded edge tyre, in its multiplicity of sizes, became unobtainable, so that the prospect of the movement wearing itself to a halt was obvious and immediate. However, into the breach stepped Ken Cobbing who, with the support of Graham Walker formerly editor of 'Motor Cycling' and the vast resources of the Dunlop Rubber Company created The Vintage Tyre Scheme which co-ordinates all requirements for tyres so that orders can be placed for batch productions from the old moulds that are still preserved. Enthusiasts the world over have found this life-saver one of the real contributions to preserving their mounts. Full details are published elsewhere in this programme.



MATCHLESS

MOTOR CYCLES

... have been in continuous production for over 60 years and enjoy the longest unbroken record of manufacture in the Motor Cycle Industry.



650 c.c.
Model G12

AN AMC PRODUCT

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

LIST OF ENTRANTS

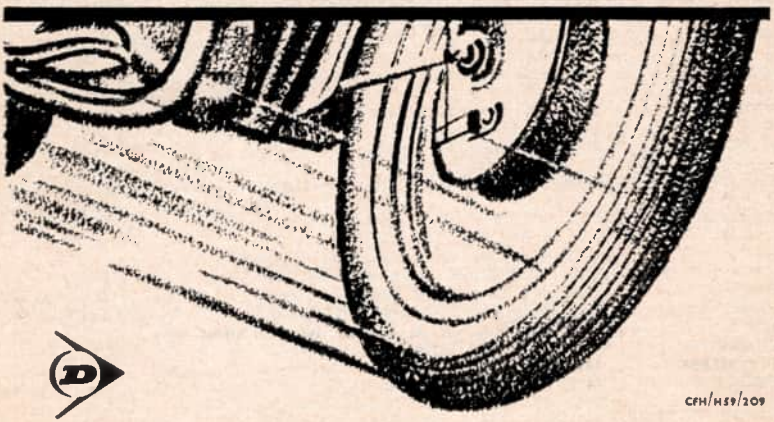
CLASS THREE

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

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
73	A.J.S.	1912	298	Solo	Harry W. Louis, Streatham		(47)		9.37
74	SUNBEAM	1914	499	S'car	Arthur Prince, Loughborough			Loughborough	9.37½
75	NEW CRESCENT	1912	624	Solo	J. G. E. Salmon, Shepshed			Vintage M.C.C.	9.38
76	SUNBEAM	1913	342	Solo	A. F. Reeves, Sidcup			Sunbeam	9.38½
77	MATCHLESS	1914	996	S'car	J. F. Kelleher, Plumstead		(53)	O.W.L.S.	9.39
78	TRIUMPH	1911	499	Solo	T. W. Lightfoot, Wimbledon			Veteran Car Club	9.39½
79	N.S.U.	1911	396	Solo	Major W. T. Pitt, Lenham			Sunbeam	9.40
80	SUNBEAM	1913	349	S'car	J. A. Butterworth, Kettering		(58)	V.C.C. & V.M.C.C.	9.40½
81	DOUGLAS	1912	345	Solo	M. S. Spicer, Sittingbourne			Sittingbourne & Dist.	9.41
82	PREMIER	1913	490	Solo	G. de L. Easton, Sittingbourne			Sittingbourne & Dist.	9.41½
83	NEW HUDSON	1914	750	Solo	W. R. Sedge, Sittingbourne		(56)	Sittingbourne & Dist.	9.42
84	HOBART	1914	225	Solo	G. Neeves, Sittingbourne		(28)	Sittingbourne & Dist.	9.42½
85	DOUGLAS	1914	348	Solo	S/Ldr. H. K. Knight, Aldershot		(65)	A.P.M.C.	9.43
86	DOUGLAS	1912	348	Solo	E. Giles, Woking		(59)	Bugatti Owners	9.43½
87	RUDGE	1911	499	Solo	A. E. Miles, Hull, Yorks			Vintage M.C.C.	9.44
88	P. & M.	1912	484	S'car	A. F. Catchpole, Streatham		(57)		9.44½
89	DOUGLAS	1914	348	Solo	Miss J. A. Millar, Ewell East				9.45
90	P. & M.	1913	484	S'car	F. C. Millar, Ewell East		(58)	B.M.C.R.C.	9.45½
91	P. & M.	1910	484	S'car	A. T. Clarke, Sutton			Surrey Hills	9.46
92	TRIUMPH	1912	499	S'car	H. J. Hammant, Henley-on-Thames		(26)	Henley & Dist.	9.46½
93	DOUGLAS	1914	348	Solo	W. Moore, Reading		(68)	Vintage M.C.C.	9.47
94	B.S.A.	1913	499	Solo	J. Martin, Berwickshire		(18)	Collectors	9.47½
95	DOUGLAS	1914	348	Solo	G. Southon, Shalford		(69)	Witley & Dist.	9.48
96	TRIUMPH	1910	499	Solo	W. Fruin, Benson, Oxon.				9.48½
97	MATCHLESS	1913	650	S'car	F. E. Collis, South Nutfield		(66)	A.P.M.C.	9.49
98	DOUGLAS	1914	348	Solo	R. Gibbard, Chingford			London Douglas M.C.C.	9.49½
99	DOUGLAS	1912	348	Solo	G. S. Cheavin, Putney		(63)	London Douglas M.C.C.	9.50
100	DOUGLAS	1914	348	Solo	G. D. Brown, Godalming			London Douglas M.C.C.	9.50½
101	ROYAL ENFIELD	1910	348	Solo	P. A. Seymour, Ashtead, Surrey		(51)	Leatherhead & Dist.	9.51
102	MATCHLESS	1912	770	Solo	J. S. Moore, Framfield		(41)	Collectors	9.51½
103	DOUGLAS	1914	348	Solo	S. V. Habgood, Ashtead, Surrey		(45)	Sunbeam	9.52
104	DOUGLAS	1914	348	Solo	Capt. N. C. B. Harrison, Kenley		(44)	B.A.R.C.	9.52½
105	TRIUMPH	1914	223	Solo	E. K. Shearn, Eton Wick				9.53
106	MOTOSACOCHE	1912	212	Solo	R. Palmer, Three Bridges		(30)		9.53½
107	DOUGLAS	1914	348	Solo	Dr. P. H. Nankivell, Crawley		(52)	Crawley & Dist.	9.54
108	ROYAL ENFIELD	1914	348	Solo	R. H. Bailey, Tunbridge Wells		(48)		9.54½
109	DOUGLAS	1913	348	Solo	C. P. Hayward, Sutton		(60)	Leatherhead & Dist.	9.55
110	REX J.A.P.	1911	770	S'car	W. H. Fenby, Hessle, Yorks.		(44)	Vintage M.C.C.	9.55½
111	SCOTT	1911	486	Solo	S. H. Lawrence, Burgh Heath		(66)	Sunbeam	9.56
112	SCOTT	1910	486	Solo	D. W. Lawrence, Great Bookham		(29)	Scott Owners	9.56½
113	DOUGLAS	1910	340	Solo	G. W. Hayes, Egham		(43)		9.57
114	A.J.S.	1913	350	Solo	A. P. Kennard, Beckenham		(23)	Double Five Kent	9.57½
115	RUDGE MULTI	1913	499	S'car	J. R. Stock, Surbiton				9.58
116	ROVER	1914	499	Solo	S. W. S. Scott, Claygate				9.58½
117	ROYAL ENFIELD	1914	749	S'car	H. D. S. Scott, Surbiton			Vintage M.C.C.	9.59
118	HUMBER	1911	498	Solo	H. A. Appleby, Boreham Street		(49)		9.59½
119	ALLDAYS MATCHLESS	1914	499	Solo	A. E. Green, Wolverton		(40)	B.M.C.R.C.	10.00
120	DOUGLAS	1913	348	S'car	B. H. Budget, Reigate		(61)	Sunbeam	10.00½
121	SCOTT	1912	532	Solo	J. Stuart White, Leeds		(83)	Vintage M.C.C.	10.01
122	B.S.A.	1913	498	Solo	W. Green, Barnsley			Vintage M.C.C.	10.01½
123	DOUGLAS	1913	348	Solo	A. P. Phillipps, Chilworth		(50)	London Douglas	10.02
124	TRIUMPH	1912	499	Solo	W. F. J. Durrant, Peacehaven		(53)	Happy Wanderers	10.02½



Think of tyres
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DUNLOP



CFH/H59/209

CLASS THREE—continued

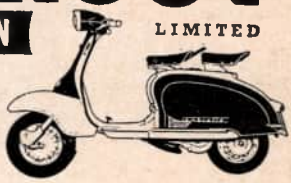
No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
125	SCOTT	1911	532	S'car	P. M. Warwick, Bromley		(23)		10.03
126	PREMIER	1912	498	Solo	J. Phillips, Hanslope, Bucks.		(30)	Vintage M.C.C.	10.03½
127	TRIUMPH	1913	499	S'car	J. E. Hampshire, Headington			Vincent Owners	10.04
128	A.B.C.	1913	498	Solo	R. D. Thomas, Bicester			Vintage M.C.C.	10.04½
129	F.N.	1910	250	Solo	E. V. Evans, Loxwood, Sussex			Sunbeam	10.05
130	TRIUMPH	1914	550	Solo	A. A. Lambert, Shoreham-by-Sea		(41)	Vintage M.C.C.	10.05½
131	B.A.T.	1912	998	S'car	F. S. Huntley, Crawley		(67)		10.06
132	B.S.A.	1912	498	Solo	D. S. Lindsay, Maidstone		(48)	Vintage M.C.C.	10.06½
133	RUDGE	1913	499	Solo	J. E. Parks, Clacton-on-Sea			Vintage M.C.C.	10.07
134	DOUGLAS	1914	348	Solo	T. Shrapnell, Salisbury		(24)	Collectors	10.07½
135	ZENITH	1914	750	Solo	C. S. Knight, Salisbury		(51)	Collectors	10.08
136	ZENITH	1914	500	S'car	J. A. Norman, Hassocks		(33)	Collectors	10.08½
137	SUN VILLIERS	1914	269	Solo	A. F. Hill, Hayling Island			Happy Wanderers	10.09
138	TRIUMPH	1912	499	Solo	K. A. N. Hodgson, Oxted, Surrey		(46)	Vintage M.C.C.	10.09½
139	DOUGLAS	1910	344	Solo	G. F. Church, Camberwell				10.10
140	TRIUMPH	1914	550	Solo	B. H. Budd, Hampstead		(25)	Collectors	10.10½
141	ROVER	1913	499	S'car	J. Davies, Shefford, Beds.		(41)	Bedford Eagles M.C.C.	10.11
142	TRIUMPH	1914	550	Solo	J. Kersey, Gt. Yarmouth		(47)	Vintage M.C.C.	10.11½
143	HUMBER	1913	499	Solo	K. Cobbing, Enfield		(38)	Vintage M.C.C.	10.12
144	HOBART	1911	300	Solo	Miss J. Tallack, Enfield		(36)	Vintage M.C.C.	10.12½
145	ROYAL ENFIELD	1914	770	S'car	W. Garrard, Ealing		(59)	Sunbeam	10.13
146	RUDGE MULTI	1913	499	Solo	M. A. Cushing, Kingston		(28)		10.13½
147	ROYAL ENFIELD	1913	770	S'car	D. M. Cushing, Kingston		(53)	Happy Wanderers	10.14
148	NEW HUDSON	1914	211	Solo	R. H. Coleman, Wanstead			Collectors	10.14½
149	ARIEL	1914	499	Solo	J. K. Bindley, Tolworth		(54)	Collectors	10.15
150	ROYAL ENFIELD	1911	348	Solo	G. W. Goodall, Epsom		(55)	B.M.C.R.C.	10.15½
151	HUMBER	1911	496	Solo	W. B. Ridley, Epsom		(28)		10.16
152	DOUGLAS	1914	348	Solo	J. W. Dorling, Fulham		(25)	West London	10.16½
153	DOUGLAS	1914	348	Solo	A. Dorling, Fulham		(58)	Vintage M.C.C.	10.17
154	DOUGLAS	1914	348	Solo	R. E. Smith, Tolworth		(29)	Leatherhead	10.17½
155	JUNO	1914	269	Solo	G. R. W. Cruddas, Croydon			Carshalton M.C.	10.18
156	B.S.A.	1911	495	Solo	A. J. Nichol, Addlestone		(46)	Vintage M.C.C.	10.18½
157	TRIUMPH	1911	499	Solo	J. Lamb, Westmorland		(56)	Vintage M.C.C.	10.19
158	RUDGE	1911	499	Solo	D. F. T. Barlow, Dover		(44)	Barham	10.19½
159	BRADBURY	1913	554	Solo	D. W. Pearce, West Ewell				10.20
160	WARRICK	1914	723	3-W'ler	L. Mathews, Southend-on-Sea		(41)	Veteran Car Club	10.20½
161	CAMPION	1910	494	Solo	D. G. Nunn, Cambridge		(22)	Vintage M.C.C.	10.21
162	DOUGLAS	1912	345	Solo	F. L. Dolman, Cambridge		(21)	Vintage M.C.C.	10.21½
163	TRIUMPH	1912	499	Solo	P. B. C. Higgs, Chobham		(26)	Happy Wanderers	10.22
164	WILKINSON T.M.C.	1912	850	S'car	H. Clay, West Molesey		(29)		10.22½
165	RUDGE	1911	499	Solo	A. L. Savage, Farnborough			North Hants.	10.23
166	B.S.A.	1913	498	Solo	Mrs. M. Savage, Farnborough			North Hants.	10.23½
167	DOUGLAS	1913	348	Solo	Miss J. Savage, Farnborough		(22)	North Hants.	10.24
168	DOUGLAS	1913	348	Solo	D. J. Dunford, Southampton			Southampton & Dist.	10.24½
169	NORTON	1912	490	Solo	S. Lawton, Southampton			Southampton & Dist.	10.25
170	MATCHLESS	1912	964	Solo	S. A. Spanner, Southampton		(33)	Southampton & Dist.	10.25½
171	NEW HUDSON	1912	499	Solo	H. Bignell, Southampton		(49)	Southampton & Dist.	10.26
172	ROYAL ENFIELD	1914	346	Solo	N. E. Goss, Southampton			Southampton & Dist.	10.26½
173	MOTOSACOCHE	1913	290	Solo	R. J. Payton, Southampton			Southampton & Dist.	10.27
174	B.S.A.	1914	550	Solo	A. A. Thompson, Anerley		(44)		10.27½
175	F.N.	1911	494	Solo	J. E. Storey, Dover		(73)	Collectors	10.28
176	TRIUMPH	1912	499	Solo	J. W. Steer, Caversham		(47)	Vintage M.C.C.	10.28½
177	SINGER	1913	498	Solo	E. F. Rowe, Newbury			Ruislip & Dist.	10.29
178	SCOTT	1914	532	Solo	P. A. Barnes, Great Bookham		(27)		10.29½
179	NEW HUDSON	1914	770	Solo	L. F. Davis, Bromley		(40)		10.30
180	NEW HUDSON	1914	500	Solo	E. L. Street, Catford		(44)		10.30½
181	PREMIER	1914	498	Solo	L. Fuller, Lewisham		(31)		10.31
182	HUMBER	1912	499	Solo	N. J. Cottrell, New Barnet			Collectors	10.31½
183	TRIUMPH	1911	499	Solo	L. D. Ascott, West Wickham		(23)	Sunbeam	10.32
184	CHATER-LEA	1913	998	S'car	H. C. Mack, Uxbridge		(70)	Ruislip & Dist.	10.32½
185	GRANDEX	1912	498	S'car	G. S. Gilks, Ickenham		(20)	Ruislip & Dist.	10.33

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CLASS THREE—continued

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
186	TRIUMPH	1910	499	Solo	T. A. Hatfield,	Crowthorne	(57)	Collectors	10.33½
187	MOTOSACOCHE	1912	290	Solo	K. G. Hatfield,	Sandhurst	(24)	.. ..	10.34
188	TRIUMPH	1912	499	Solo	G. N. Tester,	Reigate ..		Vintage M.C.C.	10.34½
189	A.K.D.	1911	499	Solo	J. F. Hornsby,	Ruislip ..	(46)	Sunbeam	10.35
190	BRADBURY	1910	554	Solo	Maj. R. T. Dent,	Lagos, Nigeria		Vintage M.C.C.	10.35½
191	SUN VILLIERS	1914	249	Solo	A. D. Stanford,	Tunbridge Wells	(18)	Kent & Sussex M.C.C.	10.36
192	ROYAL ENFIELD	1911	348	Solo	R. A. Samson,	Ilford ..	(31)	N.E. London	10.36½
193	TRIUMPH	1914	550	Solo	W. H. Wilshere,	Watford ..	(55)	Vintage M.C.C.	10.37
194	TRIUMPH	1911	499	Solo	F. H. Banks,	Waltham Cross ..	(51)	Vintage M.C.C.	10.37½
195	TRIUMPH	1914	550	Solo	G. Patrick,	West Harrow ..	(61)	Vintage M.C.C.	10.38
196	ROYAL ENFIELD	1914	348	Solo	K. Sutherland,	Horsham ..	(42)	Horsham & Dist.	10.38½
197	TRIUMPH	1913	499	Solo	A. Dean,	Camberley ..		Vintage M.C.C.	10.39
198	PREMIER	1912	246	Solo	F. J. Willcocks,	Brixton ..	(46)	.. ..	10.39½
199	DOUGLAS	1913	348	Solo	F. J. Greenslade,	Romford ..	(52)	Vintage M.C.C.	10.40
200	LEA-FRANCIS	1914	496	S'car	J. A. Greenslade,	Romford ..		Vintage M.C.C.	10.40½
201	NEW HUDSON	1912	350	Solo	P. Preston,	Uxbridge ..		Ruislip & Dist.	10.41
202	PREMIER	1913	499	Solo	E. A. Beckham,	Bristol ..	(50)	.. ..	10.41½
203	LUGTON	1914	498	Solo	W. F. Smith,	Edmonton ..	(29)	Vagabonds M.C.C.	10.42
204	TRIUMPH	1911	499	Solo	Karl Pugh,	Tenterden ..	(55)	Tenterden & Dist.	10.42½
205	B.S.A.	1914	557	Solo	D. Nowell,	Acton ..		.. ..	10.43
206	VELOCE	1914	206	Solo	F. Harney,	Petts Wood ..		.. ..	10.43½
207	WILLIAMSON	1913	964	S'car	J. G. H. Dickins,	Northampton	(32)	Vintage M.C.C.	10.44
208	ROVER	1913	499	Solo	W. A. Mann,	Cheltenham ..	(54)	Vintage M.C.C.	10.44½
209	TRIUMPH	1912	499	Solo	O. E. Maynard,	Horsted Keynes	(52)	Sunbeam	10.45
210	A.K.D.	1911	499	Solo	D. Bassett,	Crowborough ..	(45)	.. ..	10.45½
211	TRIUMPH	1914	550	Solo	J. B. Wallace,	Co. Durham ..	(46)	Consett ..	10.46
212	ROVER	1914	499	Solo	R. W. Davison,	Co. Durham ..	(42)	Consett ..	10.46½
213	A.J.S.	1913	696	Solo	G. A. T. Brett,	Eltham ..	(45)	Vintage M.C.C.	10.47
214	LEVIS	1913	211	Solo	H. Pearce,	Chessington ..	(38)	.. ..	10.47½
215	TRIUMPH	1912	499	Solo	Terry Small,	Southampton ..		Bishops Waltham	10.48
216	B.S.A.	1913	498	Solo	Ken Small,	Southampton ..		Vikings	10.48½
217	DOUGLAS	1914	348	Solo	W. D. Craig,	Kingston ..	(32)	B.M.C.R.C.	10.49
218	ZENITH	1914	988	Solo	G. W. Beamish,	Portslade ..		Bar None	10.49½
219	TRIUMPH	1911	499	Solo	J. N. Maguire,	Kingston ..		Dittons	10.50
220	CENTAUR	1913	499	Solo	J. Blackwell,	Long Ditton ..		Witley ..	10.50½
221	ZENITH	1914	488	Solo	A. H. Wynes,	Claygate ..		Dittons	10.51
222	TRIUMPH	1914	550	Solo	D. H. Howlett,	Surbiton ..	(27)	Dittons	10.51½
223	B.A.T.	1913	947	S'car	E. Kennard,	Seaford ..		Grasshopper	10.52
224	HUMBER	1911	499	Solo	R. E. Price,	Barnet ..	(31)	South Newbury	10.52½
225	HUMBER	1912	499	Solo	R. F. Heasman,	Barcombe ..	(25)	Lewes Unity	10.53
226	POPE	1913	994	Solo	E. A. Beckham,	Fulham ..	(49)	Sunbeam	10.53½
227	TRIUMPH	1914	550	Solo	M. V. Stelling,	London ..	(35)	C.S.M.A.	10.54
228	BRADBURY	1910	554	S'car	D. L. Taylor,	Weybridge ..		.. ..	10.54½
229	MATCHLESS	1911	770	Solo	Don Durant,	Reigate ..		Veteran Dirt Track Riders Assn.	10.55
230	CORAH	1912	770	Solo	G. L. Brown,	Pershore ..		Vintage M.C.C.	10.55½
231	BRADBURY	1911	554	Solo	P. A. Howell,	Kilburn ..	(21)	Vintage M.C.C.	10.56
232	SCOTT	1910	464	Solo	H. J. T. Key,	Stanford-le-Hope	(37)	.. ..	10.56½
233	TRIUMPH	1911	499	Solo	M. McGready,	Sunbury ..	(29)	Sunbeam	10.57
234	RUDGE MULTI	1912	499	Solo	Peter A. Moffat,	Gloucester ..	(35)	Vintage M.C.C.	10.57½
235	WILLIAMSON	1913	964	S'car	F. E. D. Burke,	Cheltenham ..	(47)	Vintage M.C.C.	10.58
236	B.S.A.	1913	498	Solo	C. J. Palmer,	Cheltenham ..	(47)	Vintage M.C.C.	10.58½
237	ZENITH	1913	488	Solo	D. B. Sherlock,	Redhill ..	(46)	Surrey Sporting	10.59
238	TRIUMPH	1913	499	Solo	S. Hewlett,	London ..		.. ..	10.59½
239	TRIUMPH	1914	550	Solo	A. H. Martin,	Enfield ..		I.M.T.C.	11.00
240	TRIUMPH	1913	499	Solo	D. W. Chapman,	Leighton Buzzard		.. ..	11.00½
241	BRADBURY	1911	554	Solo	J. A. Head,	Hendon ..	(19)	.. ..	11.01
242	DOUGLAS	1914	348	Solo	E. G. Denman,	Eastleigh ..		Sunbeam	11.01½
243	B.A.T.	1910	498	Solo	M. R. Cooke,	Northwood ..	(32)	Ruislip & Dist.	11.02
244	TRIUMPH	1910	499	Solo	A. C. Cardy,	Norwich ..	(21)	Vintage M.C.C.	11.02½
245	ROVER	1914	499	Solo	C. B. Rowe,	Guildford ..	(23)	.. ..	11.03
246	DOUGLAS	1914	348	Solo	G. A. Fisher,	Thornton Heath	(49)	.. ..	11.03½
247	COVENTRY PREMIER	1912	246	Solo	P. J. Coxon,	North Cheam ..	(41)	.. ..	11.04
248	DOUGLAS	1913	348	Solo	D. L. Fenton,	Hillingdon ..	(27)	.. ..	11.04½

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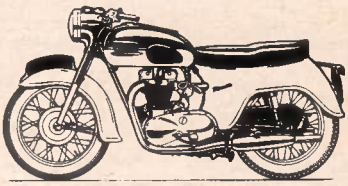
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4, King Edward Street, Leeds.

THIS is a Triumph advertisement from the first issue of "The Motor Cycle" dated 31st March, 1903. Whilst few of the features listed still appear in Triumph specifications, those offered today ensure the same superiority that was claimed in '03.

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CLASS THREE—continued

No.	Make	Year	c.c.	Type	Rider	District	Age	Club	Start
249	NEW HUDSON	1913	499	Solo	G. F. Horne,	Ashford		Vintage M.C.C.	11.05
250	MATCHLESS	1913	998	Solo	J. F. W. Robarts,	Crowborough	(21)	Kent & Sussex M.C.C.	11.05½
251	TRIUMPH	1912	499	Solo	C. A. Pulman,	Basingstoke		Happy Wands.	11.06
252	TRIUMPH	1912	499	Solo	T. W. Mansbridge,	Basingstoke		North Hants.	11.06½
253	TRIUMPH	1912	499	Solo	W. T. Mansbridge,	Basingstoke		North Hants.	11.07
254	SCOTT	1913	532	Solo	O. W. Tyler,	South Warnborough	(61)	North Hants.	11.07½
255	A.J.S.	1912	298	Solo	F. D. Forster,	Aldershot	(26)	North Hants.	11.08
256	N.S.U.	1911	498	Solo	J. M. Heanes,	Fleet, Hants.	(52)	North Hants.	11.08½
257	DOUGLAS	1910	340	Solo	E. Withers,	Wall Heath, Staffs.	(51)		11.09
258	DOUGLAS	1914	348	Solo	J. D. Brockway,	Old Hill, Staffs.	(40)		11.09½
259	DOUGLAS	1914	348	Solo	Eric Brockway,	Bristol		London Douglas	11.10
260	HUMBER	1913	198	Solo	S. W. White,	Mitcham		Sunbeam	11.10½
261	F.N.	1913	285	Solo	L. C. Pocock,	Balham			11.11
262	JAMES	1914	226	Solo	G. A. Rose,	Clapham		B.M.C.R.C.	11.11½
263	ROVER	1912	499	Solo	W. E. Rose,	Woldingham		B.M.C.R.C.	11.12
264	ROVER	1914	499	Solo	Miss M. W. Ward,	Wimbledon		B.M.C.R.C.	11.12½
265	ROVER	1913	499	Solo	G. J. Viewing,	Epsom	(36)		11.13
266	TRIUMPH	1913	499	Solo	R. C. White,	Lymington, Hants.	(32)	Vintage M.C.C.	11.13½
267	LEVIS	1914	211	Solo	M. H. Searle,	Reading	(21)	Vintage M.C.C.	11.14
268	SPARKBROOK	1914	770	S'car	W. Searle,	Reading		Sunbeam	11.14½
269	PREMIER	1912	246	Solo	W. H. Bates,	Hampton Hill	(53)		11.15
270	MOTOSACOCHE	1911	214	Solo	L. A. Dunk,	Twickenham	(34)	B.A.R.C.	11.15½
271	DOUGLAS	1913	348	Solo	R. L. Davis,	Teddington	(46)	Vintage M.C.C.	11.16
272	ROVER	1913	499	Solo	M. M. Vinson,	Orpington		Sidcup	11.16½
273	F.N.	1913	494	Solo	A. S. Jones,	Portslade	(28)	Brighton & Dist.	11.17
274	RUDGE	1912	499	Solo	J. Yallop,	Hawick, Scotland		Hawick & Scottish Border	11.17½
275	TRIUMPH	1913	499	Solo	J. Butcher,	Chard	(32)		11.18
276	N.U.T.	1914	496	Solo	P. R. Sparkes,	Bridgewater		Vintage M.C.C.	11.18½
277	TRIUMPH	1911	499	Solo	G. F. Little,	Sutton	(53)	Happy Wanderers	11.19
278	TRIUMPH	1914	550	Solo	F. Fenton,	Evesham		Vintage M.C.C.	11.19½
279	BROWN	1914	292	Solo	J. R. Shoesmith,	Woking	(43)		11.20
280	SINGER	1913	499	Solo	R. J. May,	Thames Ditton	(36)	Witley	11.20½
281	SINGER	1914	499	Solo	F. Hesk,	Peckham	(44)		11.21
282	TRIUMPH	1912	499	Solo	Vic Willoughby,	Enfield	(46)		11.21½
283	TRIUMPH	1913	499	Solo	Maj. J. S. Weeks,	Fleet, Hants.	(33)	V.M.C.C.	11.22

TEAMS

CLASS 1

THE EARLY BIRDS
3 Vivian F. Smith
4 J. Sloan
5 B. Thorn

RUISLIP & DISTRICT
32 F. M. Dean
33 T. Alcock
36 T. Folwell

WHITLEY M.C.C. 'A'
14 K. L. Denman
15 K. R. Blake
13 R. A. May

VINTAGE VETERANS
1 E. E. Thompson
8 A. H. Foxton
34 Don Bell

SUNBEAM 'A'
6 E. D. Lee
11 M. F. Walker
16 W. A. Martin

SUNBEAM 'B'
20 Dr. A. T. Robinson
37 R. E. Leveson-Gower
42 H. E. Cohen

CLASS III

LONDON DOUGLAS M.C.C.
98 R. Gibbard
99 G. S. Cheavin
100 G. D. Brown

NORTH HANTS M.C.C.
165 A. L. Savage
166 Mrs. M. Savage
167 Miss J. Savage

NORTH LONDON VINTAGE
142 J. Kersey
143 K. Cobbing
144 Miss J. Tallack

SITTINGBOURNE M.C.
81 M. S. Spicer
82 G. de L. Easton
83 W. R. Sedge

THE THREE MUST GET THERES
86 E. Giles
163 P. Higgs
140 B. Budd

THE RESURGENTS
269 W. H. Bates
270 L. H. Dunk
271 R. L. Davis

TEAMS—continued

THE TRUSTY TRIO
193 W. H. Wilshere
194 F. H. Banks
195 G. Patrick

MONTAGU MOTOR MUSEUM 'A'
168 D. J. Dunford
169 S. Lawton
170 S. A. Spanner

MONTAGU MOTOR MUSEUM 'B'
171 H. Bignell
172 N. E. Goss
173 R. J. Payton

CATFORD WANDERERS
180 E. L. Street
179 L. F. Davis
181 L. Fuller

RUISLIP & DISTRICT
184 H. C. Mack
185 G. S. Gilks
201 P. Preston

DOUGLAS WORKS TEAM
257 E. Withers
258 J. Brockway
259 E. Brockway

SUNBEAM 'E'
242 E. G. Denman
268 W. Searle
260 S. W. White

THREE QUERIES
261 L. C. Pocock
262 G. A. Rose
263 W. A. Rose

THREE MORE QUERIES
264 Miss M. W. Ward
265 G. Viewing
266 R. C. White

NORTH HANTS
254 O. W. Tyler
255 F. D. Forster
256 J. M. Heanes

BASINGSTOKE REGULARS
251 C. A. Pullman
252 T. W. Mansbridge
253 W. T. Mansbridge

TRIUMPHANTS
238 S. Hewlett
239 A. H. Martin
240 D. W. Chapman

WESTERN REGION V.M.C.C.
234 P. Moffat
235 F. E. Burke
236 C. J. Palmer

SUNBEAM 'D'
209 O. E. Maynard
202 E. A. Beckham
233 M. McGready

THE BRADBURYS
231 P. A. Howell
241 T. A. Head
159 D. Pearce

THE KENNARDS
223 E. Kennard
224 R. Price
225 R. Heasman

WITLEY 'B'
217 W. Craig
220 J. Blackwell
280 R. J. May

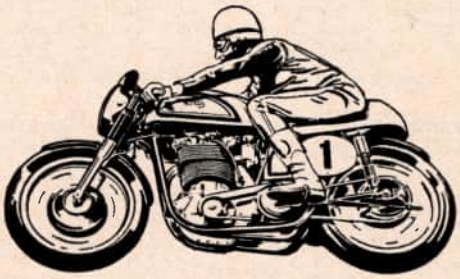
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184 H. C. Mack
185 G. S. Gilks

SUNBEAM 'A'
76 A. F. Reeves
79 Major W. T. Pitt
103 S. V. Habgood

SUNBEAM 'B'
111 S. H. Lawrence
120 B. H. Budgett
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The object of the scheme which is the only one of its kind in the world for motorcycles, is to preserve the few remaining beaded edge moulds by regularly contracting for the manufacture of batches of beaded edge tyres and tubes.

The scheme maintains a stock of over 500 tyres plus tubes of some 50 sizes and has been responsible for the majority of the motorcycle size beaded edge tyres produced since the war.

If manufacturing difficulties can be overcome it is hoped to extend the scheme to cover the most popular sizes of beaded edge rims. Where possible, members are requested to buy **"New"** tyres, but if this is impracticable a range of **"Clearance"** and **"Surplus"** tyres is available in most sizes at prices from 30/- each. Tyres described as **"New"** have been manufactured in the last 18 months, are in makers wrappings and carry the makers guarantee. Any other tyres are designated **"Clearance"** or **"Surplus"**.

In addition the scheme maintains a large stock of obsolete and rare sizes of wired edge tyres in both "new" and "surplus" varieties.

Thanks are due to the Dunlop Rubber Co. for their great help, to Graham Walker for his constant efforts behind the scenes and, above all, the Vintage enthusiasts throughout the world without whose support the scheme could not be possible.

Your support is necessary to guarantee its continuance in the future.

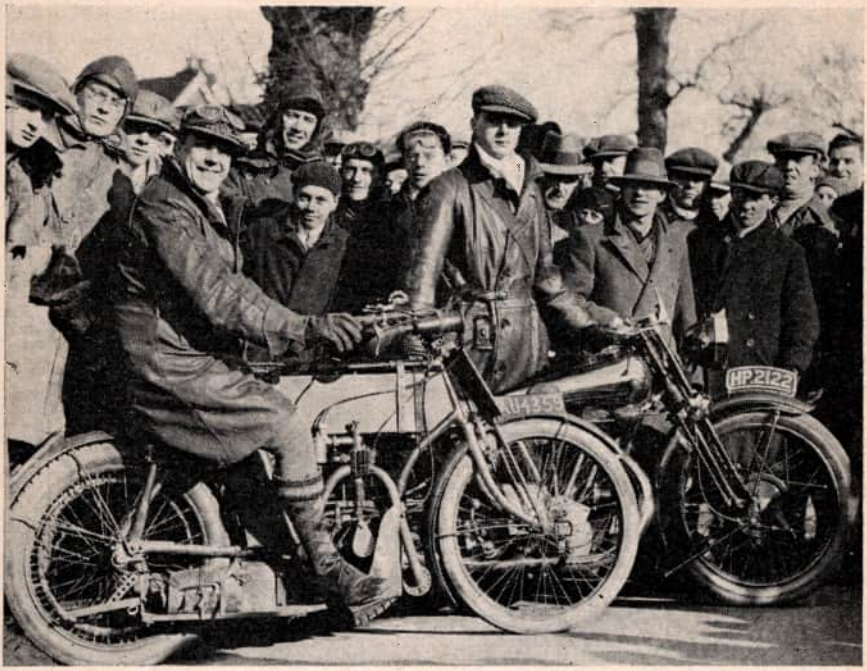
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Number One machine in 1930 was Harold Karslake's Dreadnought, seen here with George Brough aboard. The Dreadnought, ridden by Vintage Club president Eric Thompson, is Number One in today's Jubilee Run.

The First Sunbeam Club Pioneer Run London-Brighton 1930

Extract from the report which appeared in

MOTOR CYCLING with SCOOTER WEEKLY

February 12, 1930.

To describe the Pioneer Run merely as "an outstanding success" would be not only to perpetrate a cliche, but very much to understate the case. The success of the run was, in fact, very much beyond the expectations of its keenest supporters, and it would hardly be going too far to say that some of the officials were actually frightened last Sunday morning by the way in which the entire British public—as it seemed—had taken the proceedings to its heart and insisted on being in the picture. There has never been a motor cycling "occasion" quite like it; never before have we seen all the world going mad over one of our outings!

The start at Croydon took place in a seething mass of people and a hoard of vehicles of every sort and description. The situation was too much even for the local police, and amounted at times to something very like chaos. Croydon had seen nothing like it since Lindberg landed. Beyond the start, all along the arterial road right down into Purley, people were lined, several deep in places, and hundreds of motor-cycles leant against the kerbs.

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And the men, too (and one girl who started), had to make their progress in company with crowds of supporters, mounted on every conceivable kind of machine. An almost solid phalanx of motorcyclists bored its way down to the coast, and the police and the A.A. and R.A.C. men had their work cut out.

The idea of holding a run of antique motorcycles has been discussed off and on for many years, and the old Streatham Club did, in fact, hold a trial for old machines just before the war. And there was a band of stalwarts who formed themselves into a short-lived organization called the Single Gear Club, with much the same idea. But for a very long time indeed the Pioneer Run was a matter of talk and of nothing else.

It remained for the Sunbeam M.C.C. to put the idea on a practical footing, and some months ago the club made its plans for the run, working in conjunction with the Association of Pioneer Motorcyclists. The manufacturers Union came forward with a cup for the most meritorious performance, and "Motor Cycling" presented a cup for the oldest rider gaining 100 marks or more, whilst the project was received with general enthusiasm.

The entry was divided into three classes, for machines built prior to 1905, 1910 and 1915 respectively. The first and most interesting class attracted 13 riders, with George Brough, as No. 1, mounted on the redoubtable old Dreadnought that Harold Karslake took through so many M.C.C. runs. A speed of 15 m.p.h. was set for these veterans. while the other classes had to average 20 m.p.h. Amongst the well-known riders who figured in the latter were Graham Walker, Ernie Nott, Tyrell-Smith, and G. E. Himing of Isle of Man fame. Of trials riders of note R. B. Clark and the brothers Welch may be mentioned.

A system of bonus marks was devised with a view of handicapping the riders of the more modern mounts. Thus, for example, marks were given for surface carburetters and coil ignition, as well as for the age of the machine, whilst the seniority of the owner was also taken into account. Actually there were two machines in the run with surface carburetters.

George Reynolds became so exhausted with his efforts over his home-made mount that he decided not to ride and the machine was taken over at a moment's notice by a hero named H. H. Sharp, who faced the icy blast in a lounge suit, and rode the whole way to Brighton, minus hat or overcoat. Repairing the tank, changing plugs and general wayside overhauling no doubt assisted his circulation, but he certainly deserved a special award.

Going down towards Purley C. J. C. Wheeler (Triumph 1909) hit a dog, but

Photographs by "Motor Cycling".



A youthful-looking Graham Walker poses with his 1911 Rudge Whitworth.



Trials rider of the era, Ronnie Clark and his 1908 Minerva with leaf-sprung forks.



H. A. Applebee and a very early 244 c.c. Matchless.

without suffering disaster. However, he had to cease motoring later on, near Brighton, with a defective front wheel bearing. E. G. Farrow's 1909 Chater-Lea J.A.P. ceased firing on one cylinder in the first mile and he completed the run on the other.

The Ariel tricycle, driven by A. C. Mapstone, got no farther than Coulsdon, when the ignition "went"—and refused to come back. D. Withers (1909 Douglas) had bother with a control wire at this point.

The ascent out of Redhill brought feet into play in some cases. S. Withers (1908 Douglas) retired there with engine failure.

After a lunch stop at the "Chequers" at Horley, the run continued through Crawley up the long climb to Pease Pottage, where a very large crowd had collected on the way. A. C. Maskell (Morgan 1914) was put out of the running by a seized piston.

With a stretch of fine, wide road, Pyecombe, the last hill, was duly reached and the ascent took its expected of 1 p.a. whilst C. Bullen-Brown whose 1902 Clement-Garrard had only 142 c.c.'s, had to push in company with one or two others. On the other hand, several exceedingly fast climbs were observed there, F. B. Brown (Triumph 1911), P. L. B. Wills (Rudge) and G. M. Bryant (Triumph 1914) providing instances in point.

Out of the 67 starters 56 reached Brighton, which must be considered highly creditable.

RESULTS

The "Motor Cycling" cup team—C. Brough (Dreadnought, 1902-3), G. G. Kitson (Scott 1910), B. Marians (489 P. and M. 1914). **Bronze Plaques:** C. Brough (Dreadnought, 1902-3), F. A. Aplebee (244 Matchless, 1902), G. Burtenshaw (Lagonda tricar, 1903-4), G. C. Horsman (300 Rex, 1902), E. T. E. Turner (490 Minerva, 1903), E. Mondey (300 Kerry, 1900), A. Betchley (250 Kerry, 1904), J. T. Sleightholm (498 Triumph, 1906), B. H. Brayne (490 Brown, 1909), M. J. Kensett (500 Chater-Lea J.A.P., 1908), E. G. Farrow (550 Chater-Lea J.A.P., 1909), G. E. Himing (490 Rover, 1913), C. W. Stockton (494 Triumph, 1909), D. Withers (349 Douglas, 1909), J. Gorringe (490 Triumph, 1907), R. B. Clark (402 Minerva, 1908), P. R. Crittall (Hobart, 1907), A. G. Daw (348 Douglas, 1910), H. A. Purcell (499 Sunbeam s.c., 1914), S. Hall (980 Morgan, 1913), G. W. Walker (499 Rudge, 1911), G. E. Nott (499 Rudge, 1911), H. G. Tyrell-Smith (499 Rudge, 1912), B. Marians (489 P. and M., 1914), F. B. Brown (490 Triumph, 1911), B. N. Reavall (499 Triumph, 1911), G. M. Bryant (490 Triumph, 1914), T. Wagner (499 Rover, 1914), G. G. Kitson (Scott 1910), G. A. Norchi (285 F.N., 1913), F. A. McNab (498 B.S.A., 1913), E. F. S. Clarke (532 Scott, 1912), G. W. Thurston (490 Triumph. 1912), G. A. Mangolesti (994 Indian, 1912), D. F. Welch (77 Matchless, 1911), W. E. Harris (490 Triumph, 1913), P. J. Robins (250 Humber, 1910), H. K. G. Garland (Triumph, 1914), W. Wittle (482 F.N., 1910).



A. Betchley and his 1904 Kerry won a bronze plaque in 1930. Today Kerrys handle mo-peds.



J. W. Troughton with his 200 c.c. Wearwell with a Stevens engine. The Lucas magneto is later than the machine.

Certificates: J. W. Thornton (200 Wearwell), O. E. Sykes (500 P. and M. s.c., 1913), C. W. Rowe (N.U.T., 1914), Miss Norah Everitt (226 James, 1913), A. H. Reeves (750 Royal Enfield s.c., 1914), P. L. B. Wills (650 Rudge, 1913), F. L. Taylor (350 Royal Enfield, 1910), J. Bass (225 Triumph, 1914), W. B. Jury (269 Sun-Villiers, 1914), G. W. L. Reynolds (490 Triumph, 1913), K. Pugh (348 AJS, 1911), L. Molloy (200 Motosacoche, 1911), J. A. Watson-Bourne (Lugton-Precision, 1912), G. O. Blatchley (N.S.U. sc., 1914), H. F. Vowler (Ariel, 1912).

Photographs by "Motor Cycling".

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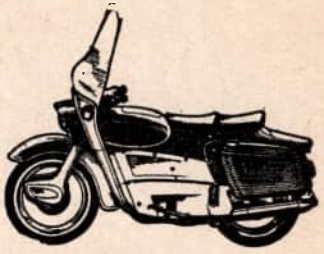
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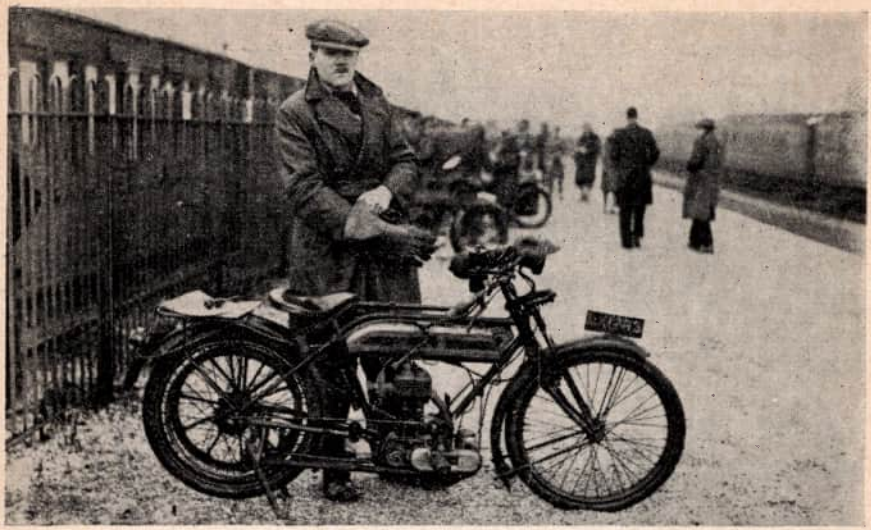
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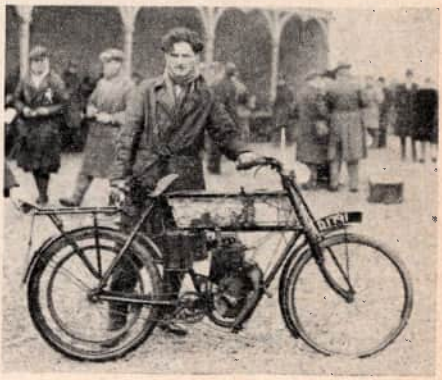


Is LX1263 one of the many 1914 Triumphs in today's Run? Here it is seen in the hands of H. R. G. Garland.



Karl Pugh with one of the oldest A.J.S. machines in existence, a 1911 '350'; DY709.

From Crowborough in Sussex P. R. Crittall came with his Hobart to ride in the first event. He still owns this machine.



A Selection of Earlier Pioneer Runs Produced by:

MOTOR CYCLING with SCOOTER WEEKLY

Photographs by "Motor Cycling".



Claiming to be made in 1910, this Scott was ridden in 1930 by G. G. Kitson. The magneto is 1912 or later, the carburetter a Vintage Mills.



DX1469 is another Triumph, a 225 c.c. two-stroke ridden in 1930 by J. Bass.

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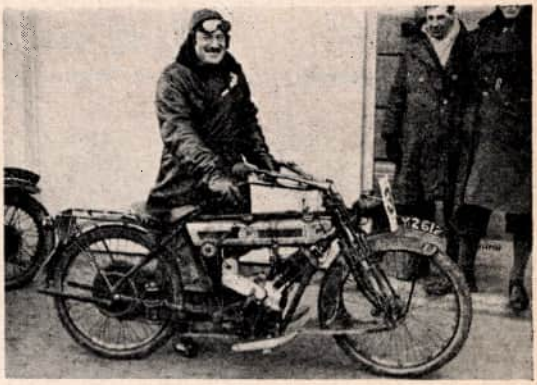
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Yet another Triumph, C. J. C. Wheeler and his 1909 model in the 1930 event. Registration number OP465.

B. Marians in 1930 with a make of machine his family have been connected with since they were first made, a P. & M. This model, Y2612, is a 1914 489 c.c. version.





H. G. Reynolds in 1930 with a very old 'one-off' that used a Globe engine. Where is it now?

Photographs by

MOTOR CYCLING with SCOOTER WEEKLY

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