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LEINSTER

"200"

1/-

Motor Cycle Road Race - Tallaght Co. Dublin

Promoters

The Leinster Motor Club Ltd

27 South William Street, Dublin

SATURDAY, 8th MAY, 1948

Start 3 p.m. Roads closed 2 p.m.

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LEINSTER "200" 1948

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V. O'REILLY

Assistant Chief Marshal :

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Starter :

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Chief Time-keeper :

R. CALLOW

Carda Sióchana :

SUPT. L. MAHER

As other officials are being appointed almost up to the day of the race, it is impossible to include their names in the programme, but the Committee gladly and sincerely acknowledge its debt to them, and its appreciation of their assistance, together with that of the Gárda Sióchána, the St. John Ambulance Brigade, the Order of Malta Ambulance Unit, the donors of Cups, the residents around the course, etc., and all those without whose assistance the running of this event would be impossible.

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HOW TO "SPECTATE" INTELLIGENTLY

By "WATCHER."

It is surprising how many people go to a motor cycle race without any idea of what they intend doing. Some, of course, just go to see "thrills," skids, falls and so on, though I hope there are not many such people. Others, usually keen motor cyclists themselves, go to study cornering methods and watch neck-and-neck duels between various riders, as usually occur in this race. Then there are those people who are mainly interested in what is happening in the race and who looks likely to win.

It is not too hard to find out what is going on, providing you keep your attention on the riders and keep a record of their numbers. Many people try to mark off on their programmes a whole bunch of men passing by and make mistakes in the heat of the moment. It is very much better to write down the numbers in order on a piece of paper (or a corner of the programme if you have not a piece of paper handy), and transfer them to the programme at a quieter moment.

Just ticking off each rider as he comes round, as most people do, only gives you a vague idea of what is going on, and means nothing to you after the race. It is much better to mark the order in which the leading half-dozen (or more, if you feel capable of doing it without confusion) riders pass. Then, as the race progresses, you will notice, first the middle-markers, from about No. 15 to 20 or so coming up through the field, then the back-markers from 30 or so. These are the men to watch, for the winner is almost certain to come from amongst them, unless one of the early men gets so far ahead they can not catch him. You can judge this by seeing how many credit laps the back marker has made up on the earlier start or half-distance, three-quarter distance, and so on. If he has made up the correct proportion or more, then he has a good chance of making up the deficit.

If you have a stop-watch, then things can be even more interesting, for you can time the gap between the two and find out how much the faster man is gaining each lap and easily work out whether he is likely to pass the other by the last lap. This is particularly

HOW TO "SPECTATE" INTELLIGENTLY—continued.

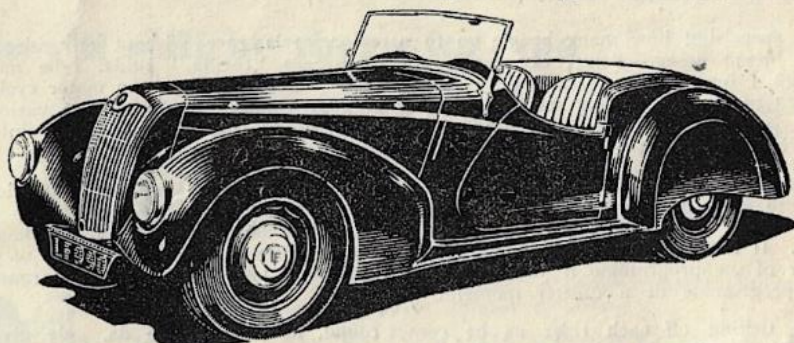
interesting in the closing few laps. If you have no stop-watch, an ordinary watch with a seconds hand will do, if you read it carefully; it is easiest to time to the nearest ten seconds if you are inexperienced.

Even for the many people who do not feel capable of keeping a marked programme throughout the race, or do not wish to, a stop-watch can make the race very interesting. Timing various riders over a stretch of the course within your view, or round a corner, will often prove very enlightening and surprising at times. There is just one thing to watch: make sure you always time from the same fixed points, such as a gate, telegraph pole, or gap in a hedge, or you will find your times quite useless and misleading. You, dear reader, may think this last bit of advice rather unnecessary, but it is surprising how many people do just that thing without realising their mistake.

If you are not interested in lap scoring or timing (and it is much easier than most people suppose) and just want to watch the riding, you may learn a lot if you go about it the right way. On the fast sections of the circuit watch how the experienced riders get flat down on their tanks, cutting down every possible fraction of wind resistance that might lessen their speed. See how, as they approach a slow corner, they sit up so that the wind resistance will help their braking and watch the various points at which they begin to brake and change gear. The good riders usually have selected, during practising, fixed points at which to do this, the inexperienced man just comes to the corner any odd how and brakes, perhaps too early, perhaps too late, in which case he usually gives himself, other riders and the spectators a fright. This may be spectacular, but it is not good riding. You will not see the stars doing that kind of thing. They make everything look smooth and effortless; in fact, you can usually pick out the fastest men by the fact that they do not look fast, though a watch will quickly tell the difference.

Then on the corners watch how different men use the available road. Some approach wide, cut across the apex of the bend and go out wide as they leave, using all the road there is to spare. This may be the correct method in some cases, for it often straightens somewhat a sharp curve; but a man may take what you think a peculiar "line" round a bend, yet not be riding badly. He may, for instance, be dodging a bad bump this way. Very often it pays to lose a fraction of time on a bend for the purpose of being able to get round the next bend, or bends, faster and keep up one's speed. One very fine rider told me last year that, by adopting this method, he was afterwards able to reach his maximum speed some hundreds of yards or more earlier. It all counts, and it is by such things as these the star riders gain their superiority over the ordinary good rider.

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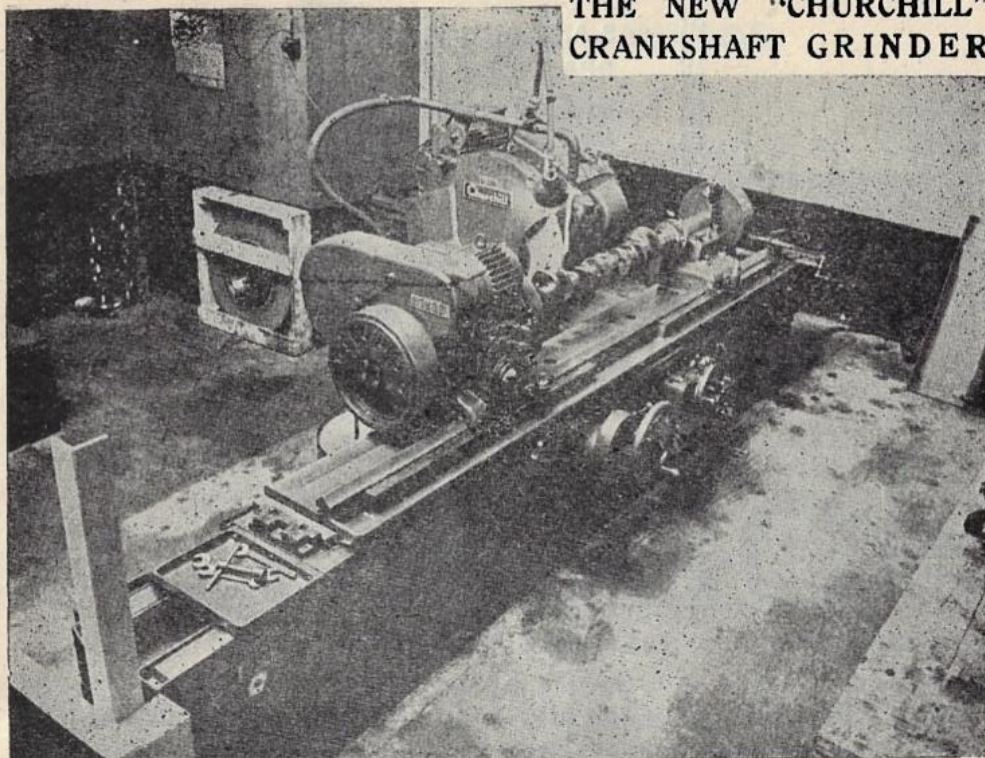
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- 2nd. JACKSON CUP. (Perpetual). Presented by G. Jackson, Esq. **Replica and £35-0-0**
- 3rd. HILL CUP. (Perpetual). Presented by the late E. H. Hill, Esq. **Replica and £20-0-0**
- 4th. **£10-0-0.** 5th. **£7-10-0.** 6th. **£5-0-0.**

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- 1st. JACOB CUP. (Perpetual). Presented by C. E. Jacob, Esq. **Replica and £20-0-0**

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- 1st. COLEBURNE CUP. (Perpetual). Presented by the late W. Coleburne, Esq. **Replica and £20-0-0**

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- 1st. DOYLE CUP. (Perpetual). Presented by A. Doyle, Esq. **Replica and £20-0-0**

ADDITIONAL AWARDS

THE SKERRIES CUP (Perpetual), presented by Skerries Traders, and Replica is offered to the first rider to finish on handicap (excluding the winner of any of the above awards) who has never won a race of 10 miles or upwards (road, sand or track).

THE PIRATE CUP (Perpetual), presented by T. Murphy, esq., and Replica will be awarded to the first rider (excluding the winner of any of the aforementioned awards) to finish on handicap, who is a paid up member of the Leinster Motor Club on or before 31st March, 1948.

CLUB SILVER MEDALS will be awarded to all finishers (exclusive of Cup and Replica winners).

£5 to the riders making fastest lap of the day in each Scratch Class.

CLUB TEAM AWARD

UNIVERSITY TROPHY AND REPLICA (Presented by Dublin University Motor Cycle and Light Car Club) to entrant of winning Club Team (three riders).

CLUB BRONZE ASH TRAYS will be awarded to the members of the winning Club Team.

ONE MAKE TEAM AWARD

CLUB MEDALS to riders of winning team.

TO SPECTATORS

KEEP OFF THE COURSE AND "PLAY THE GAME"

Please keep off the footpath and road. Obey the instructions of the police and officials, whose only desire is to promote the safety of the competitors and spectators.

Great caution must be exercised in seeing that nothing is done to upset the calculations of the competitors.

The road may look very wide to you, but to a competitor travelling at 80 to 100 miles an hour it looks like a narrow laneway. The mental strain of the riders is great, and one spectator on the footpath or road may be sufficient to lead to a serious accident.

Keep dogs chained up—if anyone has been so reckless as to bring a dog with him to-day! DON'T let go the lead for a second.

Don't throw away papers. Papers fluttering on the course might cause a serious accident.

Don't attempt to encroach on the course after the official car has closed the roads. Where barriers are erected near the course, no one will be permitted to pass.

Remember the roads are NOT open to the public until the official car bearing the "Road Open" sign has passed after the finish of the race.

These precautions are necessary for the safety of spectators and competitors, and the future of this event will depend chiefly on the strict observance of these regulations.

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4. 0	88.75	5. 6	69.60	6.12	57.25
1	88.38	7	69.37	13	57.10
2	88.01	8	69.15	14	56.95
3	87.65	9	68.93	6.15	56.80
4	87.29	5.10	68.71	16	56.65
4. 5	86.94	11	68.49	17	56.50
6	86.59	12	68.27	18	56.35
7	86.24	13	68.05	19	56.20
8	85.88	14	67.83	6.20	56.05
9	85.54	5.15	67.61	21	55.90
4.10	85.20	16	67.40	22	55.75
11	84.86	17	67.19	23	55.60
12	84.52	18	66.98	24	55.46
13	84.19	19	66.77	6.25	55.32
14	83.86	5.20	66.56	26	55.18
4.15	83.53	21	66.35	27	55.04
16	83.20	22	66.15	28	55.18
17	82.88	23	65.95	29	54.76
18	82.56	24	65.75	6.30	54.62
19	82.24	5.25	65.55	31	54.48
4.20	81.92	26	65.35	32	54.34
21	81.61	27	65.15	33	54.20
22	81.30	28	64.95	34	54.06
23	80.99	29	64.75	6.35	53.92
24	80.68	5.30	64.55	36	53.78
4.25	80.38	31	64.35	37	53.64
26	80.08	32	64.15	38	53.51
27	79.78	33	63.96	39	53.38
28	79.48	34	63.77	6.40	53.25
29	79.18	5.35	63.58	41	53.12
4.30	78.89	36	63.39	42	52.99
31	78.60	37	63.20	43	52.86
32	78.31	38	63.01	44	52.73
33	78.02	39	62.82	6.45	52.60
34	77.73	5.40	62.64	46	52.47
4.35	77.45	41	62.46	47	52.34
36	77.17	42	62.28	48	52.21
37	76.89	43	62.10	49	52.08
38	76.61	44	61.92	6.50	51.95
39	76.34	5.45	61.74	51	51.82
4.40	76.07	46	61.56	52	51.69
41	75.80	47	61.38	53	51.56
42	75.53	48	61.20	54	51.43
43	75.26	49	61.02	6.55	51.31
44	75.00	5.50	60.85	56	51.19
4.45	74.74	51	60.68	57	51.07
46	74.48	52	60.51	58	50.95
47	74.22	53	60.34	59	50.83
48	73.96	54	60.17	7. 0	50.71
49	73.70	5.55	60.00	1	50.59
4.50	73.45	56	59.83	2	50.47
51	73.20	57	59.66	3	50.35
52	72.95	58	59.49	4	50.23
53	72.70	59	59.33	7. 5	50.12
54	72.45	6. 0	59.17	6	50.01
4.55	72.20	1	59.01	7	49.89
56	71.95	2	58.85	8	49.78
57	71.71	3	58.69	9	49.66
58	71.47	4	58.53	7.10	49.55
59	71.23	6. 5	58.37	11	49.43
5. 0	70.99	6	58.21	12	49.32
1	70.75	7	58.05	13	49.20
2	70.52	8	57.89	14	49.09
3	70.29	9	57.73	7.15	48.97
4	70.06	6.10	57.57		
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The Leinster "200"

To-day is a memorable one in the history of Motor Cycle Racing in Ireland in that it sees the recommencement, after a lapse of years, of the first two hundred miles motor cycle race ever promoted in Eire. This race, held in its present form, was run for the first time in 1931 on the Skerries-Rush-Lusk Circuit and since then it has attracted many of the finest riders in the world in addition to providing a wonderful sporting event for the ordinary clubman who has the opportunity of gaining an important award.

Many of the entrants in that original Leinster "200" of 1931 have passed away and others have retired from active participation in the sport, but it is interesting to note that the Chief Flag Marshal in to-day's race, Mr. Joe O'Neill, rode a 348 Velocette in that race and riding in the next place to him was Gordon Burney who still may be seen on odd occasions in reliability trials riding a Royal Enfield as he did in that Leinster "200" of 1931. Charlie Manders and Stanley Woods have retired from the racing game but, like Burney, can be seen in trials from time to time. The real veteran of Motor Cycle Racing is Tom Byrne who rode a 490 Norton in 1931 and is still racing on a Rudge. The winner of the first Leinster "200" was H. V. Quinn on a Calthorpe; W. H. T. Meageen, Velocette, was second; and George Burney third.

To-day we have many of our old friends among the spectators and many hundreds of new ones. To the latter we would say: "Play the game" in the way we expected spectators to do in the long series of Leinster "200's" in the past. The Chief Marshall, Mr. Vincent O'Reilly, has an encyclopaedic knowledge of Motor Sport, and he will have Zone Marshals and Marshals distributed round the course in strategic positions. One thing that these Marshals will ask you to do is to keep off the road, and for your own sake as well as that of the riders we rely on you to comply with this request. In addition, there will be points on the circuit marked "Forbidden Ground." These are provided in case, through an error of judgment, a rider may have to leave the road; and, although they may appear to be vantage points for watching the race, please leave them clear so that if a rider does run off the road, he will be given a free field.

The Leinster Motor Club are putting on a spectacle for which you are not asked to pay a penny beyond the small fee charged for this programme and you are, therefore, under a special obligation to do everything possible to assist the Marshals in the running of the race, which the Leinster Club are doing their utmost to ensure will be as successful as all the past "200's" were.

Other obvious points to observe are that no loose pieces of paper are thrown on the course; and do not, under any circumstance, cross the road while the race is in progress. The Official Car will open the roads after the last competitor has finished, so please do not leave your place until it has passed. Do not allow dogs near the course. To advertisers we would point out that no banners, flags or signs may be hung across the course.

In conclusion, then, please co-operate with the Police and Marshals in the interest of yourself, the Club and the riders. Thank you.

PREVIOUS WINNERS

LEINSTER "100"

- 1923—N. Metcalfe, Belfast (Brough-Superior)
- 1924—J. G. Burney, Dublin (Royal Enfield)
- 1925—C. W. Taylor, Athy (P. and M.)
- 1926—A. M. Conlan, Kells (A.J.S.)
- 1927—J. H. Blackburn, Banbridge (Velocette).
- 1928—G. W. Walker, Coventry (Rudge-Whitworth)
- 1929—T. A. Ingram, Dublin (New Imperial)
- 1930—E. A. Mellors, Birmingham (New Imperial)

FASTEST TIMES

- 1923—G. W. Walker, Wolverhampton (Norton)
- 1924—J. Craig, Ballymena (Norton)
- 1925—C. W. Taylor, Athy (P. and M.)
- 1926—G. W. Walker, Wolverhampton (Sunbeam)
- 1927—T. Bullus, Yorks (New Hudson)
- 1928—G. W. Walker, Coventry (Rudge-Whitworth)
- 1929—G. W. Walker, Coventry (Rudge-Whitworth)
- 1930—E. A. Mellors, Birmingham (New Imperial)

LEINSTER "200"

- 1931—H. V. Quinn, Dublin (Calthorpe)
- 1932—C. H. Manders, Dublin (Rudge-Whitworth)
- 1933—H. Pinnington, Wrexham (A.J.S.)
- 1834—J. Guthrie, Hawick (Norton)
- 1935—L. Kitchen, Liverpool (Norton)
- 1936—J. Dunne, Liverpool (Norton)
- 1937—R. Pennycook, Liverpool (Norton)
- 1938—R. A. Edwards, Dewsbury (Norton) (69.31 m.p.h.)
- 1939—"R. Hunter," Belfast (Ariel)

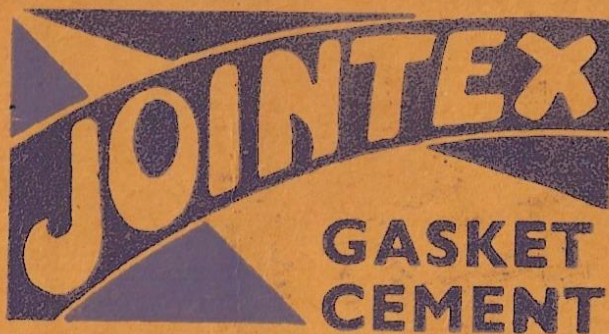
FASTEST TIMES

- 1931—W. H. T. Meageen, Cumberland (Velocette).
- 1932—J. Guthrie, Hawick (Norton)
- 1933—H. G. Tyrell-Smith, Coventry (Rudge)
- 1934—J. Guthrie, Hawick (Norton)
- 1935—S. B. Darbshire, Liverpool (Norton)
- 1936—T. G. Byrne, Dublin (Rudge)
- 1937—J. Guthrie, Hawick (Norton)
- 1938—S. Woods, Dublin (Velocette)
- 1939—S. Woods, Dublin (Velocette)

1939 CLASS AWARDS

- No Finisher 500 c.c. Class
- S. Woods (Velocette) (77.87) 350 c.c. Class
- D. Parkinson (Excelsior) (68.05) 250 c.c. Class

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