

OFFICIAL PROGRAMME.

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1/-

W. V. BOWIE, *Clerk of Course.*

SKERRIES "100"

HANDICAP MOTOR CYCLE RACE
SKERRIES, CO. DUBLIN

SATURDAY, 2nd JULY, 1949, at 3.30 p.m.

Held under Open Competition Rules of the F.I.C.M., the M.C.U.I. and
the M.C.U.I. (S.C.).

Promoters: DUBLIN & DISTRICT MOTOR CYCLE CLUB, LTD.,
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After the Race come to the Race Dance at Red Island, 8-12 p.m.

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Judges :

DENE ALLEN, E. I. GIBSON, COLONEL V. CAMPBELL, J. LEWIS,
D. McCracken, H. M. DARDIS, COLONEL N. McNEILL.

Clerk of the Course :

W. V. BOWIE.

Honorary Secretary of the Meeting :

B. F. MASON.

Chief Marshals :

E. P. HURSE. J. J. O'NEILL.

Assistant Chief Marshals :

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T. DUFFY.

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ACKNOWLEDGMENTS.

The County Council, Skerries Development Association, Skerries Sailing Club, Skerries Carnival Committee, the Burroughs Adding Machine Co., the Director of Broadcasting, Dept. of Local Government, the Garda Siochana, the Irish Red Cross Society, Medical Officers, the Dublin Japan Works for Erin Fire Extinguishers St. John's Ambulance Brigade, H.M.V. for loan of Radios, the Advertisers, the Dublin Motor Clubs, the Lansdowne Motors, Ltd., for loan of a car, Educational Co. of Ireland, all the Hon. Officials and last but not least, the most important of all, the Competitors and Entrants.

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 sincerely acknowledges its debt to them and its appreciation of their assistance, without which the running of this event would be impossible.

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The principal award : The "Irish Press" Cup.

A FEW WORDS ABOUT TO-DAY'S RACE

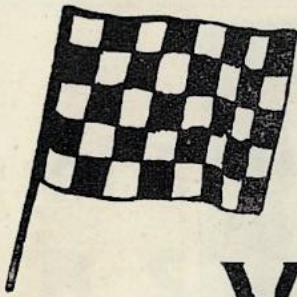
THE club welcome to-day to their fourth Skerries "Hundred" road race both riders and spectators and share in their expectations of a good afternoon's sport. That word "sport" is the keynote of the club's policy in running the event: they are out to give everyone a real sporting event, enjoyable and as free from restrictions as possible.

In 1931, to meet the needs of competitors whose machines were not very suitable for the big 200 miles races and whose racing experience was limited, the Dublin and District Motor Cycle Club inaugurated the Dublin "Hundred" race over the safe but interesting 4½-mile circuit in the Phoenix Park. It was an immediate success and was run every year until in 1941 the petrol restrictions and later the turf dumps in the Park prevented its subsequent holding.

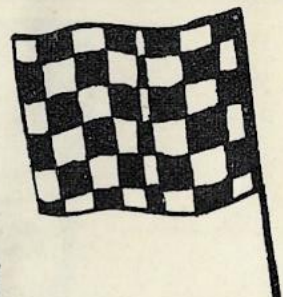
The race grew in favour and fame, and before long cross-channel riders, some of them factory-entered, took part. These visitors were welcomed; but the Club did not ever forget the reason for the institution of the race, and the local man's interests were never subordinated to the lure of the "big name." Many riders who subsequently became well known served their apprenticeship in those Phoenix Park races, thus emphasising its usefulness.

When the time came to resume racing after the war, it was obvious that the Park circuit would not be available for some years and the Club sought for somewhere else to hold their annual race. The old Skerries circuit, not used for eleven years, was considered, and an invitation from local interests in this progressive seaside resort decided the Club to go further into the possibilities.

The long Skerries-Rush-Lusk circuit was thought to be unsuitable for various reasons of policy and organisation; and a circuit shortened to seven



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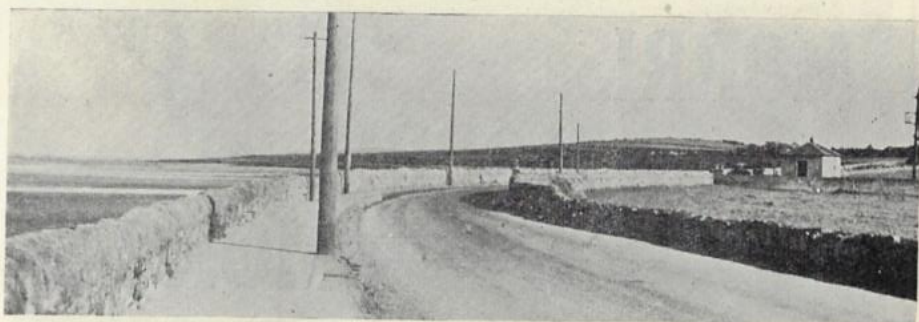
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Round the Course: The Sea Wall.

miles, by turning right at Loughshinny crossroads and rejoining the old course at Balcunnin, was thought to be more practicable. Negotiations and arrangements went ahead; and in due course the race was held in 1946.

Following a fashion inaugurated before the war, the handicap was won by a Belfast rider, T. H. Turner (Norton), then little known but subsequently to become very prominent. He made best speed of the race and best 350 c.c. lap. Ernie Lyons, on his famous "Tiger 100" Triumph, made the record lap at 72 m.p.h., but had to retire when he came off at the S-bend beyond Loughshinny when an exhaust pipe caught the ground.

Next year, the entries increased and riders came from all parts of Ireland and from over the sea to take part. Once again the premier award, the "Irish Press" Cup, went north, again to a little-known rider who was later to become prominent in the sport, R. T. Matthews, of Bangor, on a 1935 K.T.T. Velocette. He made a new 350 c.c. lap record at 70.03 m.p.h.; but the full-distance record went to Peter Gill (348 Velocette) at 68.10 m.p.h. Second and third places on handicap went to two very promising young riders, "Dicky" Carter (3T Triumph) and Benjy Russell (G3L Matchless), who was so tragically to lose his life in the Manx Grand Prix two months later when leading a strong field in the Lightweight race.

In 1948 the race had become so popular that the Club found it necessary in the interests of safety, and to avoid overcrowding, to limit the number of entries, the principle adopted being "first come, first served," and not of preference for the better-known riders. This time the backmarkers came into their own as speeds shot up and records went by the board. Riding an eleven-year-old 490 c.c. International Norton in brilliant fashion, Louis Carter, elder brother of "Dicky" (George Gerard nowadays), ran away with the handicap, averaged a higher speed (72.54 m.p.h.) than the old lap record, and won the 500 c.c. class.

Ernie Lyons was second on one of the new 7R A.J.S.s, at the new record average of 73.37 m.p.h., and pushed up the 350 lap record to 74.74 m.p.h.; so far the record race average has always gone to a 350 c.c. machine. Cromie McCandless (499 Norton) raised the lap record to 75.62 m.p.h. and was doing very well on handicap until he had to retire with engine trouble. Manliff Barrington (348 Norton) snatched third place by one second from E. Walker (3T Triumph) between the Monument Corner and the finishing line, a thrilling few seconds! The only records unbeaten were in the 250 c.c. class, where Ron Mead's 65.54 m.p.h. (on an M.D. in 1946) for the lap and Mike O'Leary's 58.20 m.p.h. for the race (on his home-built Endura) remained intact.

The field includes old hands, not-so-old hands, promising newcomers and youngsters trying their hand at racing for the first time; at least racing on the road, for some of them are comparatively old hands at grasstrack racing, that easy-to-try and useful apprenticeship to the sterner branch of the sport. Amongst them there may be one or more of the stars of the future, who can tell?

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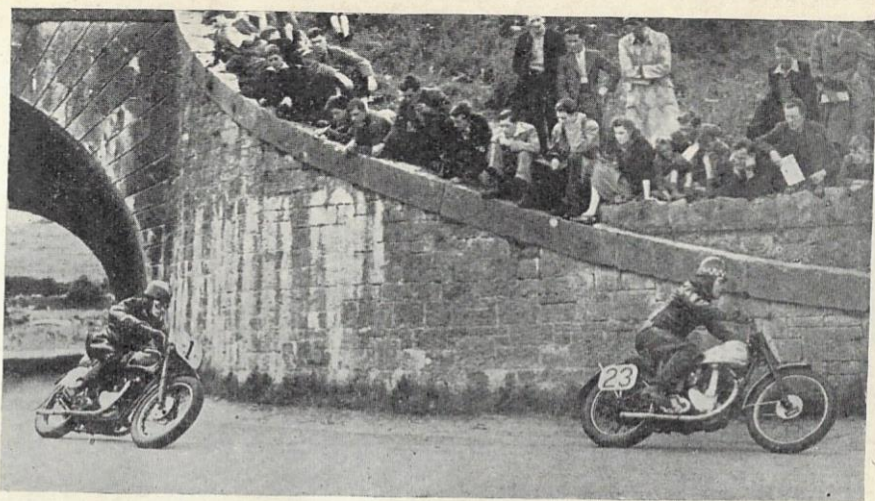
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Round the Course : The Railway Bridge.

In his secret heart, every youngster who tries his hand at motor cycle racing feels that, given the opportunity, he can become a star. But the road to stardom is difficult, and often long; and the toprnotcher has to have skill, physical fitness, brains, perseverance and determination out of the ordinary. Unfortunately, it tends nowadays to require a long purse also; but there are always experienced eyes watching races such as this, and the newcomer who puts up a performance out of the ordinary, even on an "old crock," is sure to attract attention that will lead to his receiving notice and encouragement if he continues to improve and fulfil his original promise. The race may mark the debut of another Stanley Woods or Joe Craig; though most of the performers can never be stars and will be content to race for the fun of the thing. Remember, however, that even the "born" rider does not become a T.T. star overnight.

Newcomers (and spectators, too) should get it firmly into their heads that fast cornering, with the bicycle heeled over to a terrific angle, and followed sooner rather than later by a heart-stopping escape from disaster, is not good riding, though it may be exciting enough to experience and to watch. The expert knows from experience and trained judgment just how fast he can take a corner, to a fraction, and he never goes a bit faster than he *knows* is safe, even when hard pressed: he relies for extra speed on more engine revs., and later and harder braking. Naturally, he has his frights, narrow escapes, and a few spills, when he is learning; but he profits by his experiences and avoids such things in the future. The casual and uninformed spectator might easily overlook the stars, for their manner of riding is unobtrusive and unexciting to watch. By all means applaud the man who gets himself into trouble on a corner and extricates himself by skill (or luck); but remember that if he had been really good he would probably not have got himself into that difficulty, and reserve your plaudits for the men who really deserve them.

The Skerries "100" has gone from strength to strength; and good organisation allied to a sporting and friendly attitude of officials to competitors has given the race a reputation that many an old-established event might envy. The Dublin and District Club will continue to run the race primarily for the "local boy" until such time as the Dublin "100" can resume its traditional rôle in that respect. When that time comes the Skerries race may change its *raison d'être*—who knows?—but it will always, it is hoped and believed, be as well-run and as happy an event as it is to-day.



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L. Carter (Norton) being flagged winner of the 1948 race.

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Awards.—First on Handicap—IRISH PRESS CUP, Replica and £30.
 Second " GRAND HOTEL CUP, " £20.
 Third " "DESMOND" CUP, " £10.

Scratch Awards.—500 c.c. Class.—ARMSTRONG TROPHY, Replica and £10
 350 c.c. " RED ISLAND CUP, " £10.
 250 c.c. " "I.O.U." CUP, " £10.

Fastest Lap.—"REDEX" CUP and Replica.

All the above trophies are Perpetual and must be returned to the Club on request.

Team Awards.—Club Plaques to entrants of Winning Teams provided that three teams enter in each class.

Awards to Competitors other than First Three on Handicap and Class Winners.—

BEST VISITOR.—(Competitor who normally resides more than 75 miles from Skerries).—JOE MAY CUP and Replica (Perpetual).

BEST D. & D. MEMBER.—PRESIDENT'S CUP (PERPETUAL).

FINISHERS' AWARDS.—Club Plaques to all competitors who complete the course within 10 minutes of the Winner on Handicap, excluding 1st, 2nd and 3rd on Handicap and Class Winners.

THE SKERRIES DEVELOPMENT AND VISITORS' ASSOCIATION

welcome the Dublin and District Motor Cycle Club to Skerries and wishes them a most successful race to-day. The Association also takes this opportunity of inviting *YOUR* assistance in its work for the development and improvement of Skerries. The annual house-to-house collection is being made at present and your contribution will be much appreciated. The Association relies entirely on voluntary subscriptions.

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ENTRANTS, MACHINES, RIDERS AND HANDICAPS

No. and Entrant	Address	Machine and c.c.	Rider, if not Entrant	Handicap	
				Mins.	M.P.H.
1. O. SHERIDAN ...	Swords ...	249 Rudge ...	J. Murphy ...	25	57.6
2. G. ENNIS ...	Dublin ...	348 Excelsior ...	—	24	58.2
3. O. SHERIDAN ...	Swords ...	493 Sunbeam ...	—	22	59.3
4. P. DOYLE ...	Dublin ...	490 Norton ...	—	20	60.5
5. E. E. RICHARDSON	Dublin ...	347 Matchless ...	—	20	60.5
6. P. J. HUGHES ...	Dublin ...	349 Triumph ...	—	19	61.1
7. R. G. LOVELL-BUTT	Dublin ...	349 Triumph ...	—	19	61.1
8. L. T. BRADLEY ...	Greystones ...	348 Norton ...	—	19	61.1
9. E. CANNON ...	Monaghan ...	348 B.S.A. ...	—	18½	61.5
10. J. CONNOLLY ...	Dublin ...	348 B.S.A. ...	—	18	61.8
11. S. G. SOMERVILLE	Dublin ...	347 Matchless ...	—	17½	62.1
12. C. J. SOMERVILLE	Dublin ...	348 B.S.A. ...	—	17½	62.1
13. J. J. GUIRKE ...	Dublin ...	348 B.S.A. ...	—	17	62.5
14. F. C. DICKSON ...	Dublin ...	348 B.S.A. ...	—	17	62.5
15. M. FITZGERALD ...	Dublin ...	348 B.S.A. ...	—	17	62.5
16. W. A. MAIRS ...	Belfast ...	249 Rudge ...	—	16½	62.8
17. W. SPARLING ...	Dublin ...	499 B.S.A. ...	—	16½	62.8
18. K. SHERRY ...	Monaghan ...	499 B.S.A. ...	—	16½	62.8
19. R. BRENNAN ...	Dublin ...	348 Velocette ...	—	16	63.1
20. R. A. STAMMERS ...	Dublin ...	349 Rudge ...	—	16	63.1
21. P. McIVOR ...	Finglas ...	490 Norton ...	—	16	63.1
22. J. McGRANE ...	Dublin ...	499 Rudge ...	—	16	63.1
23. H. O'REILLY ...	Dublin ...	348 Norton ...	—	15½	63.4
24. W. N. WEBB ...	Surrey ...	249 Excelsior ...	—	15½	63.4
25. W. M. WEBSTER ...	Crewe ...	249 Excelsior ...	—	15½	63.4
26. E. C. BARRETT ...	Dublin ...	495 Velocette ...	J. F. Smyth	14½	64.1
27. H. LINDSAY ...	Dublin ...	498 A.J.S. ...	—	14½	64.1
28. G. DUMMIGAN ...	Belfast ...	249 Rudge ...	—	14	64.5
29. A. LYONS ...	Clondalkin ...	498 A.J.S. ...	—	13½	64.8
30. R. A. MEAD ...	Crewe ...	249 Norton-Mead	—	12	65.9
31. D. P. BRADLEY ...	Greystones ...	348 Norton ...	—	11	66.6
32. J. B. FITZSIMONS ...	Dublin ...	348 Norton ...	—	10½	67.0
33. L. RICE ...	Crossgar ...	348 Norton ...	—	10½	67.0
34. E. WAGNER ...	Cork ...	348 A.J.S. ...	—	10½	67.0
35. A. A. P. TOHER ...	Sligo ...	498 Triumph ...	—	9½	67.0
36. E. A. CALLAGHAN	Dublin ...	498 Triumph ...	—	9½	67.8
37. C. D. LITTLE ...	Belfast ...	348 Velocette ...	—	9½	67.8
38. F. NUGENT ...	Dublin ...	348 Norton ...	—	9½	67.8
39. P. G. BULLOCK ...	Dublin ...	348 Norton ...	—	9	68.2
40. G. P. ELLISON ...	Wallasey ...	348 Velocette ...	—	9	68.2
41. G. N. GRAY ...	Dublin ...	348 A.J.S. ...	—	9	68.2
42. D. J. GALLAGHER	Moreton ...	348 A.J.S. ...	—	9	68.2
43. E. WALKER ...	Dublin ...	348 A.J.S. ...	—	9	68.2
44. NEATH M.C.C. ...	Glamorgan	490 Norton ...	C. F. Edwards	8½	68.5
45. H. DUGDALE ...	Warrington	348 Norton ...	H. Pinnington	8½	68.5
46. J. SCOTT ...	Lisburn ...	498 Triumph ...	—	8½	68.5
47. C. GRAY ...	Belfast ...	348 A.J.S. ...	—	8	68.9
48. J. BAILIE ...	Bangor ...	348 Velocette ...	M. W. Bailie	8	68.9
49. R. T. MATTHEWS ...	Bangor ...	348 Velocette ...	—	8	68.9
50. A. C. B. JACOB ...	Dublin ...	498 Triumph ...	—	7½	69.3
51. L. CARVILL ...	Dublin ...	498 Triumph ...	—	7½	69.3
52. T. G. BYRNE ...	Dublin ...	498 Triumph ...	—	6	70.6
53. K. DIXON ...	Wallasey ...	348 Velocette ...	—	6	70.6
54. HAZLEHURST MOTORS	Birmingham	348 Velocette ...	R. J. Hazlehurst	4½	71.9
55. G. G. CARTER ...	Dublin ...	490 Norton ...	—	4½	71.9
56. R. S. WILKINS ...	London ...	348 Norton ...	M. Barrington	4	72.3
57. G. E. DUKE ...	Birmingham	348 Norton ...	—	4	72.3
58. L. CARTER ...	Dublin ...	494 B.M.W. s/c	—	2	74.1
59. F. L. BEART ...	Surrey ...	499 Norton ...	C. McCandless	1½	74.5
60. E. LYONS ...	Kill ...	498 Triumph ...	—	Scr.	76.0

31	D. P. BRADLEY, Greystones	348 Norton	11. 0	14. 0	31
32	J. B. FRYSIMONS, Dublin	348 Norton	10. 30	14. 30	32
33	L. RICE, Crossgar	348 Norton	10. 30	14. 30	33
34	E. WAGNER, Cork	348 A.J.S.	10. 30	14. 30	34
35	A. A. P. TOHER, Sligo	498 Triumph	9. 30	15. 30	35
36	E. A. CALLAGHAN, Dublin	498 Triumph	9. 30	15. 30	36
37	C. D. LITTLE, Belfast	348 Velocette	9. 30	15. 30	37
38	F. NUAGENT, Dublin	348 Norton	9. 30	15. 30	38
39	P. G. BULLOCK, Dublin	348 Norton	9. 0	16. 0	39
40	G. P. ELLISON, Wallasey	348 Velocette	9. 0	16. 0	40
41	N. GRAY, Dublin	348 A.J.S.	9. 0	16. 0	41
42	D. J. GALLAGHER, Moreton	348 A.J.S.	9. 0	16. 0	42
43	E. WALKER, Dublin	348 A.J.S.	9. 0	16. 0	43
44	C. F. EDWARDS, Glamorgan	490 Norton	8. 30	16. 30	44
45	H. PINNINGTON, Wrexham	348 Norton	8. 30	16. 30	45
46	J. SCOTT, Lisburn	498 Triumph	8. 30	16. 30	46
47	C. GRAY, Belfast	348 A.J.S.	8. 0	17. 0	47
48	M. W. BAILIE, Crossgar	348 Velocette	8. 0	17. 0	48
49	R. T. MATTHEWS, Crossgar	348 Velocette	8. 0	17. 0	49
50	A. C. B. JACOB, Dublin	498 Triumph	7. 30	17. 30	50
51	L. CARVILL, Dublin	498 Triumph	7. 30	17. 30	51
52	T. G. BYRNE, Dublin	498 Triumph	6. 0	19. 0	52
53	K. DIXON, Wallasey	348 Velocette	6. 0	19. 0	53
54	R. J. HAZLEHURST, Birmingham	348 Velocette	4. 30	20. 30	54
55	G. G. CARTER, Dublin	490 Norton	4. 30	20. 30	55
56	M. BARRINGTON, Dublin	348 Norton	4. 0	21. 0	56
57	G. E. DUKE, Birmingham	348 Norton	4. 0	21. 0	57
58	L. CARTER, Dublin	494 B.M.W. s/c	2. 0	23. 0	58
59	W. A. C. McCANDLESS, Belfast	499 Norton	1. 30	23. 30	59
60	E. LYONS, Kill, Co. Kildare	498 Triumph	Scr.	25. 0	60

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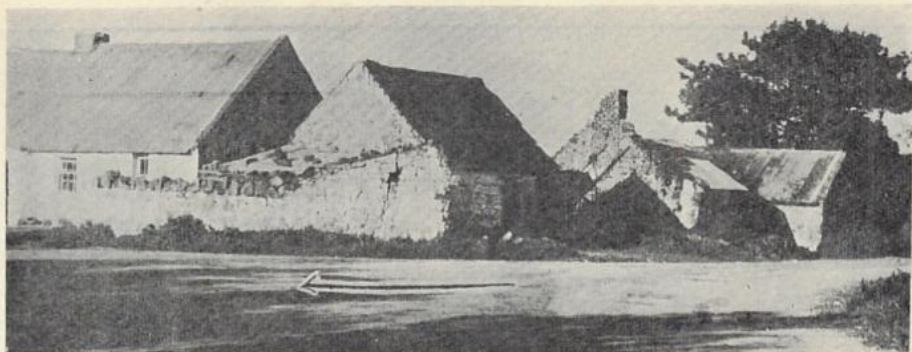
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Round the Course: Balcunnin Corner.

WINNERS OF PREVIOUS RACES.

		M.P.H.
1946:	T. H. Turner (348 Norton), Belfast, h'cap 6 min.	66.43
1947:	R. T. Matthews (348 Velocette), Bangor, 5½ min.	67.99
1948:	L. Carter (490 Norton), Dublin, 3½ mins.	72.54

RACE RECORDS

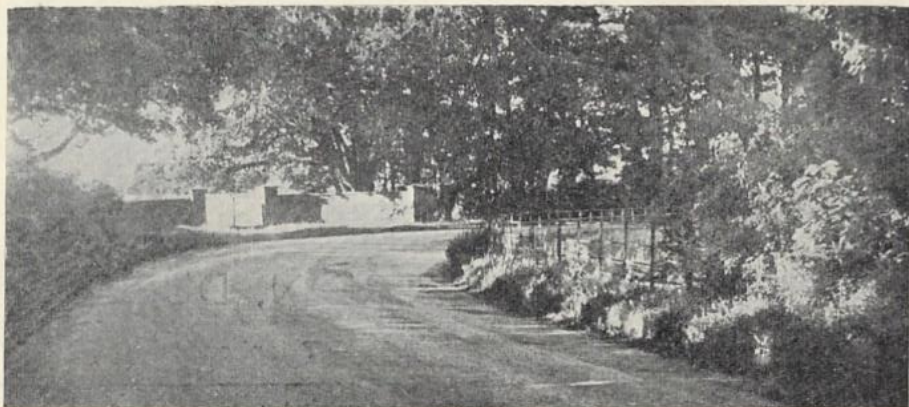
Full distance :—		M.P.H.
500 c.c.	L. Carter (Norton), 1948	72.54
350 c.c.	E. Lyons (A.J.S.), 1948	73.37
250 c.c.	M. O'Leary (Endora) 1947	58.20
One Lap :—		
500 c.c.	C. McCandless (Norton), 1948	75.62
350 c.c.	E. Lyons (A.J.S.), 1948	74.74
250 c.c.	R. A. Mead (M.D. Special), 1946	65.54

SPECTATORS

The Club has gone to a great deal of trouble to ensure your safety and that of the riders, so please keep off the course and thus give the riders a fair chance. A serious accident can easily be caused by the carelessness of a spectator. We therefore ask you to obey the requests of the Marshals, who are acting in your best interests, and be particularly careful towards the end of the Race. Please be patient.

If you enter private property see that you cause no damage to crops, etc., and don't throw waste paper or banana skins about. Leave nothing but your thanks, and shut all gates. Keep dogs chained up—if anyone has been so thoughtless as to bring a dog with him to-day. DON'T let go the lead for a second, or better still lock it up in your car.

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(One lap equals 7.1 miles)

M.S.	M.P.H.	M.S.	M.P.H.	M.S.	M.P.H.	M.S.	M.P.H.
5 0	85.20	5 56	71.80	6 36	64.54	7 16	58.62
5	83.80	57	71.60	37	64.38	17	58.48
10	82.45	58	71.40	38	64.22	18	58.35
15	81.13	59	71.20	39	64.06	19	58.22
20	79.87	6 0	71.00	40	63.90	20	58.09
5 21	79.62	6 1	70.80	6 41	63.74	7 21	57.96
22	79.37	2	70.60	42	63.58	22	57.83
23	79.12	3	70.41	43	63.42	23	57.70
24	78.88	4	70.22	44	63.26	24	57.57
25	78.64	5	70.03	45	63.10	25	57.44
5 26	78.40	6 6	69.84	6 46	62.94	7 26	57.31
27	78.16	7	69.65	47	62.79	27	57.18
28	77.92	8	69.46	48	62.64	28	57.05
29	77.68	9	69.27	49	62.49	29	56.92
30	77.45	10	69.08	50	62.34	30	56.80
5 31	77.22	6 11	68.89	6 51	62.19	7 31	56.67
2	76.99	12	68.70	52	62.04	32	56.55
3	76.76	13	68.52	53	61.89	33	56.42
34	76.53	14	68.34	54	61.74	34	56.30
35	76.30	15	68.16	55	61.59	35	56.18
5 36	76.07	6 16	67.98	6 56	61.44	7 36	56.05
37	75.84	17	67.80	57	61.29	37	55.93
38	75.62	18	67.62	58	61.14	38	55.81
39	75.40	19	67.44	59	61.00	39	55.66
40	75.18	20	67.26	7 0	60.86	40	55.57
5 41	74.96	6 21	67.08	7 1	60.72	7 41	55.45
42	74.74	22	66.90	2	60.57	42	55.33
43	74.52	23	66.73	3	60.43	43	55.21
44	74.30	24	66.56	4	60.28	44	55.09
45	74.09	25	66.39	5	60.14	7 53	54.03
5 46	73.87	6 26	66.22	7 6	60.00	8 2	53.03
47	73.66	27	66.05	7	59.86	8 11	52.05
48	73.45	28	65.88	8	59.72	8 21	51.01
49	73.24	29	65.71	9	59.58	8 31	50.02
50	73.03	30	65.54	10	59.44	8 41	49.06
5 51	72.82	6 31	65.37	7 11	59.30	8 52	48.05
52	72.61	32	65.20	12	59.17	9 3	47.07
53	72.41	33	65.03	13	59.04	9 15	46.05
54	72.20	34	64.87	14	58.90	9 28	45.00
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THE population of Eire is 3,000,000. Northern Ireland houses about a million and a-quarter. Great Britain can claim nearly 50,000,000. One would expect Irish racing men to be smothered in the records of motor cycle races. Nor is a comparatively small population Ireland's sole or chief handicap. Ireland has never been a wealthy country—and motor cycling is not a hobby for poor men. Ireland presents comparatively few facilities for training in speed. Yet her achievements—both past and present—defy any such quantitative analysis. At this very moment she claims no fewer than three of the world's finest riders—Artie Bell, Ernie Lyons, and Manliff Barrington, all three too young to have reached the peak of their careers. Behind them stand a squad of up-and-oncoming youngsters, several of whom will equal the feats of their forerunners in due time.

If we turn to the past, the book shows that at any given moment the number of absolute topnotchers in the Atlantic islands has never numbered more than three. The entire galaxy during the "between wars" period would be limited by many sound judges to a mere quartette—Walter Handley (English); Jimmy Guthrie (Scots); Stanley Woods (Irish); and Alec Bennett (Irish-Canadian). Now neither Woods nor Bennett are Irish names. No studbook records the pedigree generations of motor cycling aces. Other races may have contributed certain qualities to both Woods and Bennett. Some day the Senior T.T. may be won by a Micky Phelan, mothered by a Finnigan woman from County Cork. But in the absence of recorded pedigrees every man claims a certain nationality, and both Bennett and Woods are at least Irish in fact and in law. In their persons this pair match the pair from the bigger island, despite all Ireland's handicaps.

To my mind Woods is the greatest of the quartette. There was nothing facile about his career. Skim it swiftly in your memory. In 1923 he won the Junior on a small make with no expert aid. The Big Shots ignored him. Two blank years followed. In '26 he won the Senior with "works" backing. Five successive years of ill-luck and failure followed—a smaller man would have thrown his hand in. '32 brought him a double—1st Junior, 1st Senior. Another double in '33. A third double in '35. A 1st and a 2nd in '38 and another 1st in '39. During those years foreign stables were bidding fantastic sums for British champions. Had Stanley stuck to the triumphant British models, his record would have been stupendous. But a youngster has every right to compile a bank balance whilst the going is good, and Stanley's essays to win on foreign makes were not always very successful. He encountered

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disappointment and disaster, but they never cast him down, any more than triumph swelled his head.

We travelling pressmen see much more of the aces than the stay-at-home spectator. These Manx wins were dovetailed into a tremendous catalogue of Continental and Irish victories. Some of these I saw, perceiving a side of Stanley other than Douglas exposed. I remember one occasion when a horrible journey caused Woods to arrive very late at the venue of a Continental Grand Prix. He sat up all night, with no helping mechanics, to strip an engine which had failed at the last meeting. Practice was over. The course was flooded by sightseers and crazy amateurs. Reassembling his engine Stanley rode out, picked his moments, adjusted this, tuned that, threading the crowds at high speed and great risk. In the afternoon he won hands down.

Supreme in such personal qualities as that incident illustrates, he was also a master of style. The palm for sheer grace and perfection of neatness is usually awarded to Walter Handley, but I am never certain that he could give Stanley any points. Woods has no temperament. I have seen other stars sit down and weep in public when sudden disaster put them out of a race. But you can't fluster Stanley. He takes the slings and arrows of outrageous fortune as he takes victory or wealth.

If the descent of Woods and Bennett is not 100 per cent Irish, the main foundation of their triumphs is probably derived from their Irish blood. I once sat watching an Irish rugger fifteen smashing a more technically efficient English fifteen. Their forwards suddenly flamed into a ferocity which tore the Saxon skill to flinders like a hornet ripping up a cobweb. I asked my neighbour in the adjoining seat whether it reminded him of anything. He immediately described a bayonet charge by an Irish regiment in the first world war.

Some of the more emotional nations can develop an incomparable frenzy when the spirit takes them. The Welsh orator may suddenly boil over with the *hywl*, which turns him for a few inspired moments from a very ordinary person into a superman. The formidable factor about your Irishman is that in his frenzied moments, though he sheds all fear and prudence, he does not lose his head or forget his cunning.

There is enough Irish blood in Woods—as there was in Bennett—to furnish this amazing ferocity. But he also displays qualities more associated normally with other nations. The Scotch are bonnie fechtors, especially with their backs to the wall. If they can twist disaster into victory, they'll do it; and if they can't, they'll take a host of enemies to Valhalla with them. The Turkish infantryman has been described as the best defensive soldier on earth. Similarly, Stanley is never beaten till his engine seizes, or his rival has got the first wave of the chequered flag.

But for two things he would have set up a racing record unlikely ever to be paralleled. One was that divergence into foreign service; and the other was that the second-world war terminated his personal career prematurely, just when he combined all the skill of a veteran with the dash of a reigning champion. But I am thankful to know that even now his vast experience and his shrewd brain are paving paths of victory for younger men.

I for one believe that another survey of race in racing will continue to show a definite Irish supremacy twenty years from now.

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