

# Official Souvenir Programme



## LEINSTER

### "200"

# 2'-

*Motor Cycle Road Race Wicklow Circuit*

*Promoters*

**The Leinster Motor Club**

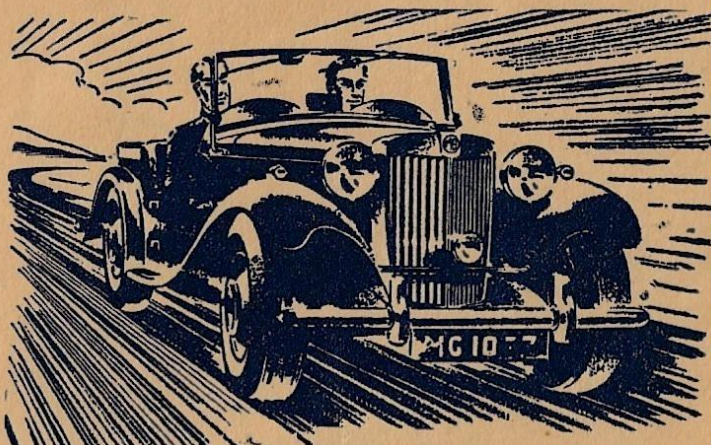
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**SATURDAY, 6th MAY, 1950**

Start 4 p.m.

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# Leinster "200" 1950

**Secretary of the Meeting :**

F. N. LARGE.

**Stewards of the Meeting :**

T. W. MURPHY (President), A. HARRISON, S. WOODS.

**Clerk of the Course :**

R. B. S. LE FANU.

**Chief Marshal :**

J. IRVINE.

**Chief Flag Marshal :**

J. J. O'NEILL.

**Starter :**

W. J. FAGAN, B.A., B.A.I.

**Judges :**

I. WEBB, J. LEWIS, J. J. SHEIL.

**Hon. Medical Services :**

I.R.C.S., Wicklow and District Unit (E. G. H. Hopkins).

**Chief Medical Officer :**

DR. H. G. ELLERKER.

**Chief Paddock and Pit Marshals :**

J. A. I. MORAN, E. P. GILL.

**Chief Stand Steward :**

N. C. PHILLIP.

**Hon. Analyst :**

S. D. CAMPBELL, B.Sc.

**Scrutineers :**

C. H. W. MANDERS, T. MAGUIRE.

**Broadcast :**

C. H. BECKETT, B. MASON, D. O'CLERY

**Public Address :**

C. G. BOURKE, W. F. WALSHE, G. A. MANGAN.

**Chief Time-keeper :**

R. H. WRIGHT, O.B.E.

**Gárda Síochána :**

SUPT. J. WARD.

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 Síochána, 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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## 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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Come to one of Wicklow's comfortable hotels or guest-houses and find here a sweeping five-mile bay of great beauty; a safe, clean beach for bathing; many miles of seaside walking through green fields; gorse-fringed lakes ideal for a picnic party, and boating and sailing from our harbour.

Stroll through our town, its old streets stretching back into history, its new ones indicating our modern progress. Turn along the rocky coastline from the historic ruins of Black Castle and cross the splendidly-sited golf course to the cliffs of Wicklow Head. Take your walk along Dunbur Road, enjoying the entrancing view of the coast from distant Howth to the slopes of Lugnaquilla, and visit the fine sands of Silver Strand, ideal for bathing or for your *al fresco* meal. Many other walks bring you to the finest of Wicklow's scenery—a rare and lovely union of sea, mountain, lake and woodland.

Further afield lie the world-famous Valley of Seven Churches in Glendalough and the Vale of Avoca. The visitor to these delightful beauty-spots will have his appetite whetted by the many attractions which lie between them and Wicklow—the woodlands of Ashford, the moors of Ballyduff, the lake at Roundwood, or the wooded banks of the Avonmore. So we could go on almost indefinitely, never exhausting the exciting possibilities of this unspoiled and natural holiday paradise.

To help you enjoy your holiday, we can boast of having as fine a hotel service as exists anywhere in Ireland, surely an essential ingredient of a happy, memorable holiday.

P.J.N.

WICKLOW TOURIST ASSOCIATION.

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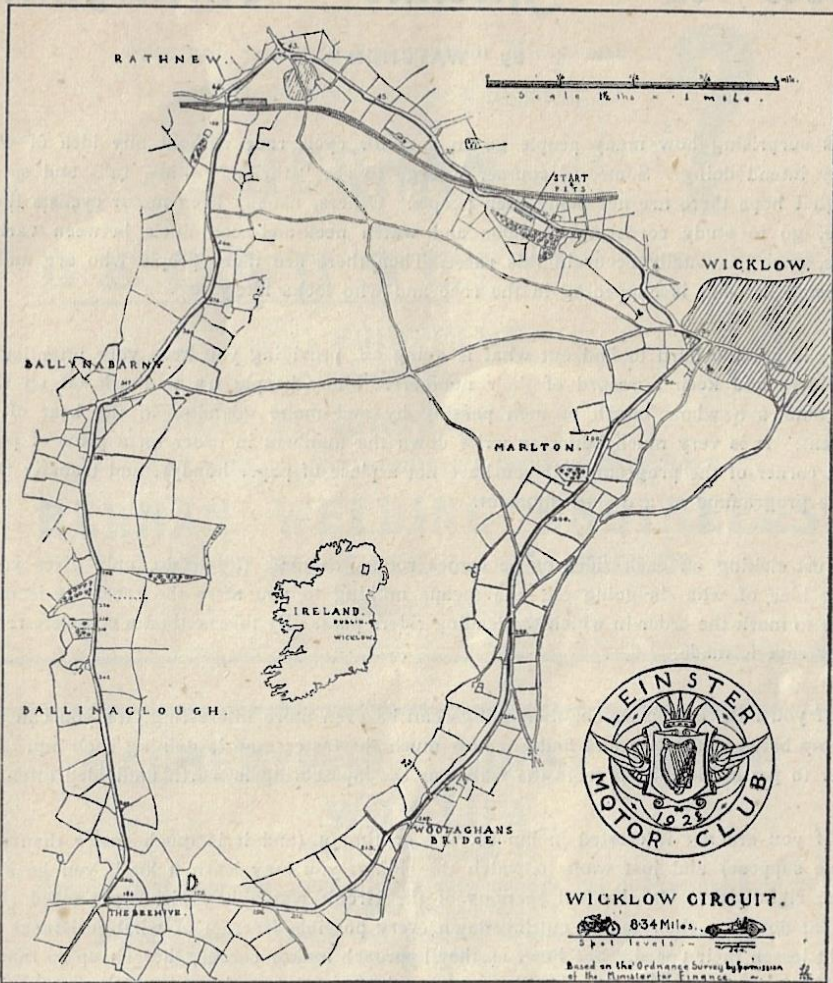
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# Map of the Course



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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, such 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 riders pass. By this method a complete record of the race is made.

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. It is better to get a friend to operate the watch as the lap scoring is worth undivided attention.

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 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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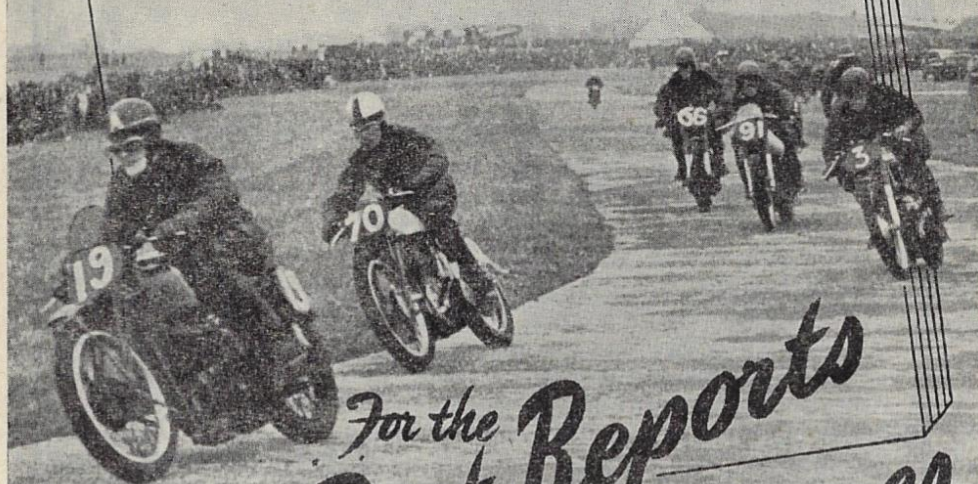
**WICKLOW**

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# MOTOR CYCLING

Editor:  
GRAHAM WALKER

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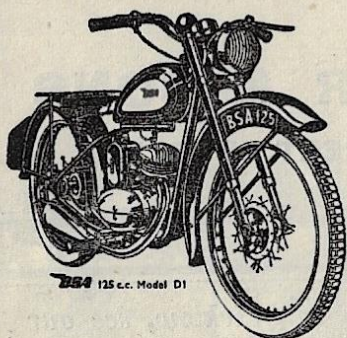
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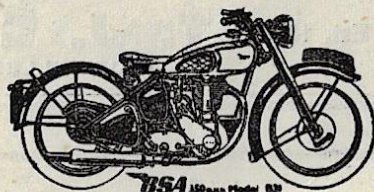


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# List of Awards

## HANDICAP AWARDS

- 24 1st—**HUTCHINSON TROPHY** (Perpetual). Presented by the Hutchinson Tyre Co. Replica and £50 Os. Od.
- 43 2nd—**JACKSON CUP** (Perpetual). Presented by G. Jackson, Esq. Replica and £30 Os. Od.
- 22 3rd—**HILL CUP** (Perpetual). Presented by E. H. Hill, Esq. Replica and £20 Os. Od.

**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 or class awards) to finish on handicap, who has been a paid-up member of the Leinster Motor Club, on or before March 31, 1950.

**G. W. TAYLOR MEMORIAL CUP.** Presented by Athy and District M.C. Club to fastest Irish finisher.

ALFRED MEAD CUPS.  
BELL, LOCKETT, MEAD

## CLASS AWARDS

### 250 c.c. CLASS

- 1st—**JACOB CUP** (Perpetual). Presented by C. E. Jacob, Esq.
- |    |                  |             |
|----|------------------|-------------|
| 43 | 1st, Replica and | £20 Os. Od. |
| 41 | 2nd .....        | £15 Os. Od. |
| 42 | 3rd .....        | £10 Os. Od. |

### 350 c.c. CLASS

- 1st—**COLEBURNE CUP** (Perpetual). Presented by the late W. Coleburne, Esq.
- |    |                  |             |
|----|------------------|-------------|
| 22 | 1st, Replica and | £20 Os. Od. |
| 24 | 2nd .....        | £15 Os. Od. |
| 23 | 3rd .....        | £10 Os. Od. |

### 500 c.c. CLASS

- 1st—**DOYLE CUP** (Perpetual). Presented by A. Doyle, Esq.
- |    |                  |             |
|----|------------------|-------------|
| 1  | 1st, Replica and | £20 Os. Od. |
| 3  | 2nd .....        | £15 Os. Od. |
| 10 | 3rd .....        | £10 Os. Od. |

Class awards will only be presented where there are seven or more starters in that Class.

## FASTEST LAPS

To the riders making fastest lap of the day, in each Scratch Class, £5 Os. Od.

## FINISHERS AWARD

Club Medals will be awarded to all finishers as later defined (exclusive of Cup and Replica winners).


## CLUB TEAM AWARDS

**THE UNIVERSITY TROPHY** (presented by Dublin University Motor Cycle and Light Car Club) and Replica, will be awarded to the entrant of the winning club team (three riders), provided three teams enter. Club Bronze Ash Trays will be presented to each rider of the winning team.

## ONE MAKE TEAM AWARDS

Club Medals will be awarded to the members of the winning one-make team, provided more than three teams enter.

# 5.1 B 5-14 L 53 HC 5-4 (22) 5-4

**AFTER THE RACE** Don't forget to meet at  **THE**  
**BEST DRINKS ALWAYS IN STOCK**

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**LAP SCORE**

av.  
84-37  
FASTEST  
87-17

No.	NAME	MACHINE	H'cap. Cr. Laps	Allow- ance Mins.	No.	Lap	Lap	Lap	Lap	Lap	Lap
						1	2	3	4	5	6
1	A. J. BELL ...	Norton ...	o	Scr.	1	/		/	/	/	
2	NORTON MOTORS	Norton		Scr.	2						
3	L. CARTER ...	Norton		7	3						
4	E. LYONS ...	Triumph		9	4						
5	G. G. CARTER ...	Norton		14	5						
6	F. FAIRBAIN ...	Vincent		18	6						
7	T. G. BYRNE ...	Triumph		22	7						
8	A. C. B. JACOB	Triumph		22	8						
9	J. H. LINDSAY	Triumph		22	9						
10	J. J. GUIRKE ...	Norton		22	10						
11	L. CARVILL ...	Triumph		24	11						
12	R. G. LOVELL-BUTT	Triumph		28	12						
13	A. A. P. TOHER (or No. 27)	Triumph		28	13						
14	A. G. LYONS ...	A.J.S.		33	14						
15	P. McIVOR ...	Norton		36	15						
16	J. C. McGRANE	Rudge		39	16						
17	S. G. SOMERVILLE	B.S.A.		39	17						

**350 C.C. CLASS (23 LAPS)**

av  
80-83  
82-26

21	H. L. DANIELL ...	Norton	I	1	21	X					
22	NORTON MOTORS	Norton	I	1	22	X					
23	A. F. WHEELER ...	Velocette	I	7	23	X					
24	A. J. GLAZEBROOK	A.J.S.	I	13	24	X					
25	C. GRAY ...	A.J.S.	I	13	25	X					
26	E. WALKER ...	A.J.S.	I	15	26	X					
27	A. A. P. TOHER (or No. 13)	A.J.S.	I	21	27	X					
28	E. WAGNER ...	A.J.S.	I	21	28	X					
29	J. B. FITZSIMONS	Norton	I	21	29	X					
30	W. F. SPARLING	A.J.S.	I	26	30	X					
31	D. H. CARVILL	A.J.S.	I	26	31	X					
32	B. MORRIS ...	B.S.A.	I	30	32	X					
33	F. C. DICKSON	B.S.A.	I	32	33	X					
34	H. O'REILLY ...	Norton	I	32	34	X					
35	L. T. BRADLEY	Norton	I	40	35	X					

**250 C.C. CLASS (21 LAPS)**

FASTEST  
71-67  
av  
69-23

41	R. A. MEAD ...	Velocette	3	8	41	X	X	X			
42	H. W. BILLINGTON	Moto-Guzzi	3	9	42	X	X	X			
43	A. E. SHAW ...	Norton	3	11	43	X	X	X			



# Lap Speed Table

WICKLOW CIRCUIT (8.34 Miles)

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M. Sec.	M.P.H.	M. Sec.	M.P.H.	M. Sec.	M.P.H.
5.25	92.69	6.41	74.87	7.41	65.13
5.30	90.99	42	74.68	42	64.99
5.35	89.62	43	74.49	43	64.85
5.40	88.31	44	74.31	44	64.71
5.45	87.02	6.45	74.13	7.45	64.57
5.46	86.77	46	73.95	46	64.43
5.47	86.52	47	73.77	47	64.29
5.48	86.27	48	73.59	48	64.15
5.49	86.02	49	73.41	49	64.01
5.50	85.78	6.50	73.23	7.50	63.88
51	85.54	51	73.05	51	63.74
52	85.30	52	72.87	52	63.60
53	85.06	53	72.69	53	63.47
54	84.82	54	72.59	54	63.34
5.55	84.58	6.55	72.35	7.55	63.21
56	84.34	56	72.18	56	63.08
57	84.10	57	72.01	57	62.95
58	83.86	58	71.84	58	62.82
59	83.63	59	71.67	59	62.69
6. 0	83.40	7. 0	71.50	8. 0	62.56
1	83.17	1	71.33	1	62.43
2	82.94	2	71.16	2	62.30
3	82.71	3	70.99	3	62.17
4	82.48	4	70.82	4	62.04
6. 5	82.26	7. 5	70.65	8. 5	61.91
6	82.04	6	70.48	6	61.78
7	81.82	7	70.31	7	61.65
8	81.60	8	70.14	8	61.52
9	81.38	9	69.98	9	61.39
6.10	81.16	7.10	69.82	8.10	61.26
11	80.94	11	69.66	11	61.13
12	80.72	12	69.50	12	61.01
13	80.50	13	69.34	13	60.89
14	80.28	14	69.18	14	60.77
6.15	80.06	7.15	69.02	8.15	60.65
16	79.84	16	68.86	16	60.53
17	79.63	17	68.70	17	60.41
18	79.42	18	68.54	18	60.29
19	79.21	19	68.38	19	60.17
6.20	79.00	7.20	68.22	8.20	60.05
21	78.79	21	68.07	25	59.45
22	78.58	22	67.92	30	58.85
23	78.37	23	67.77	35	58.29
24	78.17	24	67.62	40	57.74
6.25	77.97	7.25	67.47	8.45	57.19
26	77.77	26	67.32	50	56.65
27	77.57	27	67.17	55	56.10
28	77.37	28	67.02	9. 0	55.59
29	77.17	29	66.87	5	55.09
6.30	76.97	7.30	66.72	10	54.59
31	76.77	31	66.57	9.15	54.09
32	76.58	32	66.42	20	53.60
33	76.39	33	66.27	25	53.14
34	76.20	34	66.12	9.30	52.67
6.35	76.01	7.35	65.97	35	52.22
36	75.82	36	65.83	40	51.77
37	75.63	37	65.69	9.45	51.32
38	75.44	38	65.55	50	50.89
39	75.25	39	65.41	55	50.45
6.40	75.06	7.40	65.27	10. 0	50.04

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# *The Story of the Leinster Races*

By ATHOLE HARRISON

Though all followers of motor sport know that the Leinster "200" is the principal motor cycle race in the Southern Centre of the Motor Cycle Union of Ireland, and the only international race "South of the Border," only the older hands appreciate what the sport owes to this race and the Leinster Club, who run it.

Although about half-a-dozen "illegal" races had been run in the Ulster Centre in 1921, and about the same number in 1922 after legislation had been passed allowing road races to be run on a legal basis, no club in the Southern Centre had ventured on this ground. In 1923, however, the young and active Leinster Club decided that this branch of the sport had a big future and, characteristically, they got right into the thick of it.

They discovered a course at Dunshaughlin, Co. Meath, found a legal way of closing the roads, obtained the necessary permissions, and then went ahead with the rest of the organisation—now hard work taken for granted, but then new ground full of unsuspected snags and difficulties. One by one these were overcome, and the first race was run over 100 miles on a fine sunny day in July, 1923.

When one turns to the competitors in that first race, many familiar names are to be found, some of them still (27 years after) riders; others, alas! officials now (I am not misunderstood here, I hope). Graham Walker (now Editor of *Motor Cycling*), Stanley Woods, H. G. Ellerker, J. A. Carvill, N. Lepler and F. G. Holmes. Their machines were largely ordinary "ride every day" models. Some of the makes, unfortunately, no longer exist—Raleigh, Humber, N.U.T., Champion, O.K., New Imperial, and Reading-Standard—but Norton, Velocette, Triumph, A.J.S., and others prominent to-day were equally so then.

The race was as good as could have been hoped for, and the finish really good: there was but 32 seconds between the first three, who could all be seen coming down the finishing straight at the same time. First place was contested between Walker, on one of the early o.h.v. Nortons, and the Northern Ireland rider, Norman Metcalfe, on a 986 Brough-Superior SS80. Walker made fastest lap at 61.88 m.p.h. and fastest average at 59.74, but failed by twelve seconds to concede 1½ minutes to the big Brough. Stanley Woods, fresh from his first

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## THE STORY OF THE LEINSTER RACES—*continued*

T.T. win on a 348 Cotton Blackburn, was third, another 20 seconds behind, at 56.47 m.p.h.

That was the first Leinster "100," and since then the race has seen many changes and considerable development. Through changing conditions and club personnel the Leinster Club has constantly kept the race in line with its best traditions. Many famous riders have taken part in the races, nearly all the leading names in road racing—Stanley Woods, Joe Craig, Walter Rusk, Tyrell Smith, Charlie Manders, Graham Walker, Wal Handley, Jimmie Guthrie, Jimmy Simpson, Les Archer, Ted Mellors, Charlie Dodson, "Ginger" Wood, "Jock" West, Harold Daniell, and many others of lesser fame or more recent vintage. What memories they recall of grand riders and good races!

For the second year the course was almost completely changed, and by 1927 the roads near Dunshaughlin had become so bad that it was no longer considered safe to race over them. This crisis was met by transferring the race to the Phoenix Park. The coincidence of the race with the Tailteann Games of 1928 saw the motor cycle racing championship in connection with the Games incorporated in the race. Both these races were very successful, but the short circuit and the crowded course were not altogether in keeping with the growing stature of the race, for it had now been granted International standing, and some of the old atmosphere was missing.

After a return to Dunshaughlin in 1929, when Graham Walker made fastest lap at over 80 m.p.h. on a 499 c.c. Rudge, a change took place destined to make the race the big thing it was to become. The race was transferred to a new circuit near the town of Skerries. In 1931 the distance was increased to 200 miles and the fixture moved from August to May. As a result, more and more "works" sent their new models for a try-out before the T.T. in June. There had been works entries before, usually singletons, but now the race saw teams. The hot pace found the weak spots, and many a manufacturer who was subsequently successful in "The Island" and on the Continent must have given thanks for the Leinster try-out that taught such useful lessons.

I said the pace was hot; and hot it was. In these try-outs the idea was not to win the race—though that was pleasant and useful when it happened—but to give a thorough test, even to destruction. One famous rider and development engineer once told me that his firm would be displeased if he should finish the

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## THE STORY OF THE LEINSTER RACES—Continued

race, as they would think that he had not really been trying! The record lap, made in 1935 by "Jimmy G." on a 348 c.c. Norton, was 82.10 m.p.h.

Nineteen-thirty-five saw the gilt nearly all off the gingerbread as far as Skerries was concerned. The car race held there in 1934 had shown that the course was not very suitable for the four-wheelers, and they had been transferred to the Tallaght circuit. The merits of the more manageable course—six miles to thirteen—and the advantage of having two races each year over the same course, persuaded the Leinster Club to transfer the cycle race to the new circuit.

The first Leinster "200" at Tallaght differed also in that the "all-comers" handicap theme was changed to three scratch races with a sealed handicap. The race that year suffered from the fact that a changed date for the Swiss G.P. created a clash and drew away important works entries. In 1938 the handicap was restored and entries rose again. The next year saw a similar state of affairs—then came the war and a hiatus of nine years.

In 1948 the Leinster Club, despite the fact that most of its experienced officials had gone, and hard-learned lessons of organisation had been forgotten or become dim in the memories of those who were left, gallantly resurrected the Leinster "200" in face also of great difficulties, few of which were appreciated by the bulk of those present at the race. It necessarily had to be an austerity affair without the trimmings we had come to regard as commonplace. Their absence led to criticism of the race, though it had, in its essentials, been well organised and most enjoyable.

With the experience of the 1948 car and cycle races as a guide, the 1949 Leinster "200" was a most successful affair. It reverted to the 1936-37 type of three scratch races run concurrently, with an overall handicap. After a tussle between Ernie Lyons (Triumph), L. Carter (Norton) and M. Barrington (Norton), in which Lyons led for many laps and Carter set up a new lap record of 82.56 m.p.h., Barrington won at the record speed of 79.00 m.p.h. After a neck-and-neck struggle between R. Armstrong (A.J.S.), D. Parkinson and C. McCandless (Nortons), the 350 c.c. class was won by the Wakefield rider at 77.04 m.p.h. Armstrong made fastest lap at 80.08 and won the Hutchinson Trophy Handicap. R. A. Mead (Mead Norton) won the 250 c.c. class at 68.69 m.p.h. after a great duel with "Ben" Drinkwater (Moto Guzzi), who was so tragically to lose his life in the T.T. race the next month. Mead also made the fastest lap in this class at 71.23 m.p.h.

Building projects and other difficulties on the Tallaght circuit led to the club's accepting an invitation to run the "200" and the July car race over the new circuit in Wicklow that is being used to-day. The course has been highly praised by leading riders, and it will be interesting to see how speeds compare with Tallaght and Skerries.

Once again the meeting will comprise three scratch races run concurrently with an overall handicap. The 500 c.c. class will start first, followed at one-minute intervals by the 350 c.c. and 250 c.c. classes. The race will end soon after the three class winners have finished.

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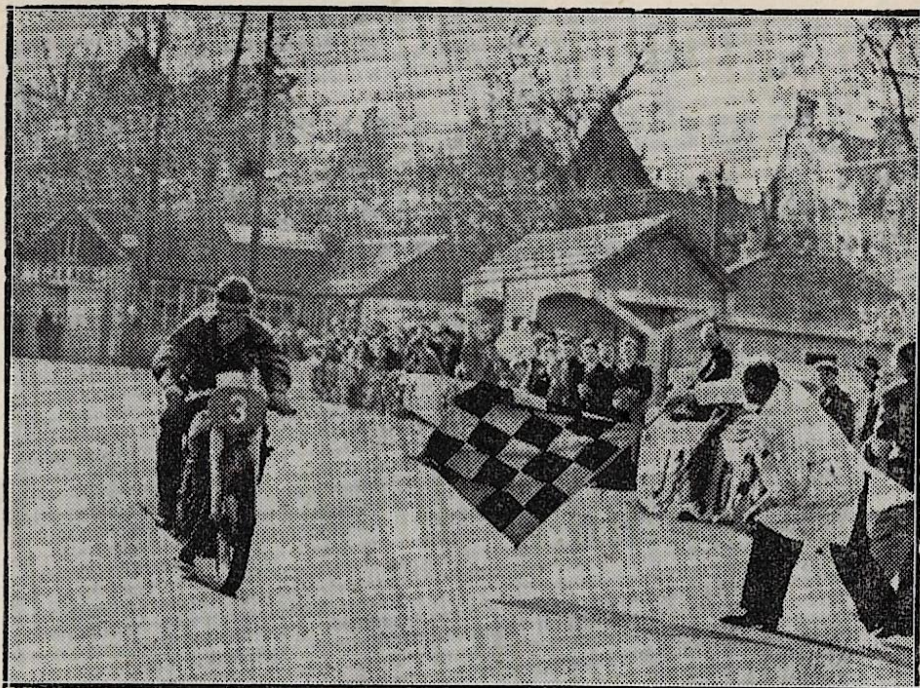
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—Irish Times Photo.

M. Barrington wins 500 c.c. Class on F. Beart's Norton.

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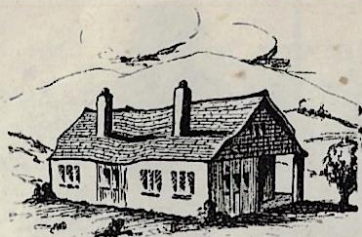
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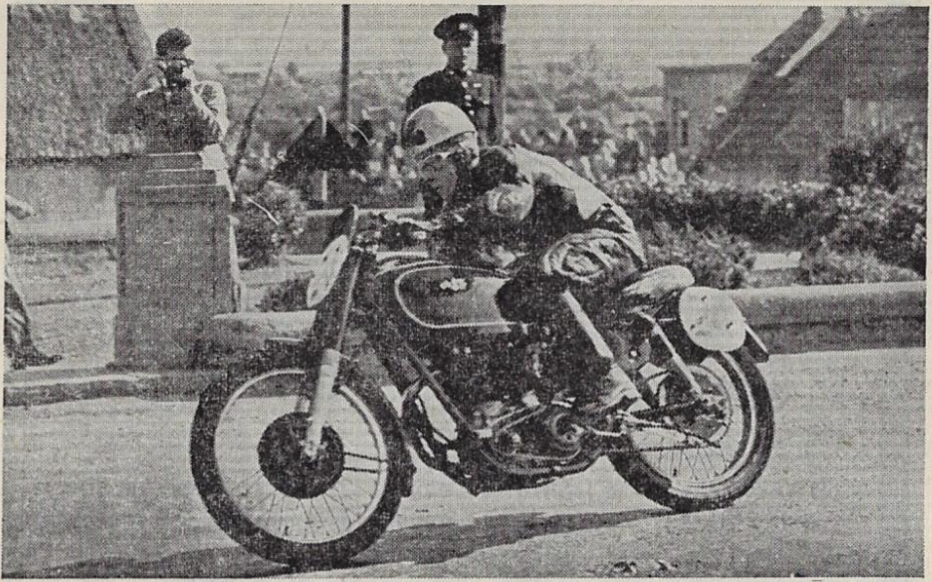
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—Irish Independent Photo.

Reg Armstrong, 350 A.J.S., Tallaght, 1949.

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1924—J. Craig, Ballymena (Norton)	... 500 c.c.	64.70
1925—C. W. Taylor, Athy (P. and M.)	... 500 c.c.	65.35
1926—G. W. Walker, Wolverhampton (Sunbeam)	... 500 c.c.	69.5
1927—T. Bullus, Yorks (New Hudson)	... 500 c.c.	58.9
1928—G. W. Walker, Coventry (Rudge-Whitworth)	... 500 c.c.	62.0
1929—G. W. Walker, Coventry (Rudge-Whitworth)	... 500 c.c.	79.47
1930—E. A. Mellors, Birmingham (New Imperial)	... 250 c.c.	66.2
*1931—W. H. T. Meageen, Cumberland (Velocette)	... 350 c.c.	73.77
1932—J. Guthrie, Hawick (Norton)	... 350 c.c.	75.48
1933—H. G. Tyrell-Smith, Coventry (Rudge)	... 500 c.c.	69.79
1934—J. Guthrie, Hawick (Norton)	... 350 c.c.	74.87
1935—S. B. Darbishire, Liverpool (Norton)	... 500 c.c.	77.37
1936—T. G. Byrne, Dublin (Rudge)	... 500 c.c.	70.96
1937—J. Guthrie, Hawick (Norton)	... 350 c.c.	78.07
1938—S. Woods, Dublin (Velocette)	... 350 c.c.	76.76
1939—S. Woods, Dublin (Velocette)	... 350 c.c.	77.87
1948—R. McCandless, Belfast (Norton)	... 500 c.c.	77.40
1949—M. Barrington, Dublin (Norton)	... 500 c.c.	79.00

\* Distance of race increased to 200 miles in 1931.

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**1949 LEINSTER "200"**

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**2nd—W. G. Dehany (EXCELSIOR)**

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