

29 Palmerston Road
Dublin 6.

2 October 2008.

Dear Diccon,

As discussed in Sablet I have copied some of the material relating to Matchless motorcycles which I attach. I hope some of it may be of interest.

By way of background my father John Arthur Shielley Moran (1905-1992) was engineer to the Irish lights and a keen trials rider who competed in Ireland mostly but he also rode in the International Six Days Trials between 1932 and 1938, as well as some trials in England (principally the Scott trial).

As you will see much of what I have copied has to do with the Scotland Cup which was and still is the premier Irish trials event: the legendary Stanley Woods as you will see was a frequent winner - even if he did not ride a Matchless.

I have included some pages from a 50 year history of the Dublin University Motor Cycle and Light Car Club which describes motor sport in the Ireland of late '20s and early '30s.

I have not copied English publications (eg the Motor Cycle) as I imagine they are well known already - the copies I have only relate to the ISDT.

If there is anything in the attached on which you would like more detail please let me know. I should add that I have my fathers cabinet of awards (including three gold medals from the ISDT).

Please keep in touch.

With best wishes to you and Anna.

Yours sincerely,

Att Moran.



MATCHLESS MOTOR CYCLES

(COLLIERS) LTD.

PLUMSTEAD ROAD, PLUMSTEAD, LONDON, S.E. 18

Telephone: Woolwich 1010, Grams & Cables: "Matchless London"

DIRECTORS: SIR ALAN HUTCHINGS, K.B.E. H.A. COLLIER, C.R. COLLIER, J. GOODENDAY, D.S. HEATHER

Codes: A-B-C 5th & 6th Edns. & Bentleys

Our Ref. DSH/MWN

Your Ref. _____

2nd April 1937

Shirley Moran Esq.,
65, Park Avenue,
Sydney Parade,
DUBLIN.

Dear Mr. Moran,

Many thanks for your letter of April 1st, from which I am pleased to hear that you have now been officially nominated for the Irish Vase Team. I am therefore making arrangements for a machine to be available for you in good time for the event. We have not yet decided what model we shall run, but of course it will be either the 350 or 500 Clubman. I will ask George Rowley to get in touch with you when we have decided which is the best model and he can also let you know about the petrol, oil and plugs. He is away on a trial at the moment, but will be able to write you early next week.

Meantime I again confirm that we shall be pleased to offer you a bonus of £5 for a gold medal and I sincerely hope you will get it. You know already that we shall do everything we can to make the machine satisfactory, so I hope you will have a really good ride.

Sincerely yours,

*Hope you are keeping
fit & training the cavalier regularly.*

DIRECTORS:-
SIR ALAN HUTCHINGS, K.B.E.
H. A. COLLIER
C. R. COLLIER
J. GOODENDAY
D. S. HEATHER

TELEPHONE:-
WOOLWICH 1010 (4 LINES)

Matchless
IN NAME & REPUTATION

GRAMS & CABLES:-
MATCHLESS WOOLWICH

Factor
BURRAGE GROVE, PL.
MAST POND WHARF, WOOLWICH.
Nearest Station:-
WOOLWICH ARSENAL
(SOUTHERN RAILWAY.)



Codes: ABC 5th & 6th & 7th

Our Ref. DSH/MWW
Your Ref. _____

**MATCHLESS MOTOR CYCLES
(COLLIERS) LTD.
Plumstead Road
Plumstead
London
SE18**



1st August 1935
dict: 31/7/35

Shirley Moran Esq.,
65, Park Avenue,
Sydney Parade,
DUBLIN.

Dear Mr. Moran,

I am very glad to have your letter of July 29th and to know that you are pleased with what we did to your machine. I hope you will find it goes as well as it looks and that you will wipe up some more trials in due course.

Your postscript is very bad reading as I told Duffin only the other day that I thought we should be sending a team and that in that case I should certainly be worrying you to take part. After all what better holiday could you want and what cheaper holiday could you have. Let me know if it is not possible for you to change your mind as we shall be deciding in one way or the other in two or three days and if you cannot go, I shall have to find somebody else and I don't know where to look. The trouble is that most trials riders are alright for half-day, but no good on long distance stuff, whereas we know that you can stick it and be depended on to put up a good show.

In any case your life is all holiday rowing round light houses in a small boat, so what on earth you want another holiday for I cannot imagine.

Yours sincerely,

P.S. Since writing the above, I have sent you a reply paid wire, asking if you will ride in the International, if we pay your expenses. I hope you will say yes, in which case please treat the matter as confidential.



Matchless News

Issued by the Matchless News
Service with the Compliments of
Matchless Motor Cycles (Colliera) Ltd



No. 155

FEBRUARY, 1935

IRELAND'S PREMIER TRIAL THE PATLAND CUP won the second time in succession

BY

MR. SHIRLEY MORAN

ON A

"500" MATCHLESS

for Best Performance of the Day



THE PATLAND CUP TRIAL

Matchless Rider Wins Irish Classic



A group of competitors in the Patland Cup Trial at the start from the "Hell Fire" Club, Rathfarnham, Dublin. Charlie Manders will be noticed in the foreground, on the left.

THE Leinster Club's thirteenth annual trial for the Patland Cup was held last Saturday under perfect weather conditions. The tragedy was enacted over five laps of a 6½-mile course in the Dublin mountains, the circuit including diabolical stretches of bog, cart tracks and river beds. It was located mainly on private ground.

A 15 m.p.h. schedule was set through out, but no observations on performances were made on the first lap. The fun commenced on lap two, however.

A Stiff Course.

Having started at the famous "Hell Fire" Club, Rathfarnham, competitors were sent along a short stretch of main road and then into "Hell Fire." This is an expanse of open moorland, consisting of muddy pools and hummocks. As the second lap started, things became exciting. Two riders, E. M. Mitchell (Norton) and E. J. Gibson (Levis) had already retired at this stage, and the latter's machine was seen on the hillside minus its gearbox.

At Farmyard Quarry riders were required to cross and recross a stream for about 100 yards and to emerge from it via a greasy two-foot path with a gradient of about 1 in 2. J. A. S. Moran (Matchless) was the outstanding man here and was loudly cheered by the spectators.

The next problem was called Appian Way. It is a stiff climb up a narrow cutting, surfaced with rocks and grease. A hairpin bend also added to one's dif-

ficulties here. Only three competitors got through without penalty. They were S. T. Healy (Triumph), J. C. Millard (Royal Enfield) and J. A. S. Moran (Matchless). The others resorted to foot-slogging and C. H. Manders actually stopped.

More retirements occurred en route to The Park, which is an expanse of moorland, containing half-buried rocks. T. K. Sheridan (Norton) was neat and steady here, and C. E. Atkinson (Royal Enfield) was quite fast. Next came a well-known test hill, named Sloggers, which caused loss of marks to C. H. Duffin (Matchless) and R. C. Yeates (Triumph). W. B. White (Royal Enfield) appeared to have no difficulty in reaching the top.

All Behind Time.

Glassmucky attracted a large crowd of spectators, who were rewarded with all sorts of spectacular efforts. This section consisted of a drop into a streamlet, followed by a rock-strewn track. Gordon Burney (Royal Enfield) was sure and steady and B. M'Auley (Royal Enfield) was neat, if a trifle unhappy. G. Leask (Ariel) also put up a good show, but had to retire later with mechanical trouble.

In spite of the 15 m.p.h. schedule no rider reached the finish on time. J. A. S. Moran was nearest the mark, being only 4½ minutes late.

PROVISIONAL RESULTS.

Patland Cup and Replica: J. A. S. Moran (Matchless). Fredagh Cup and Replica: W. B. White (Royal Enfield).

First-class Awards: J. A. S. Moran (Matchless), C. H. Manders (Douglas), J. G. Burney (Royal Enfield), J. C. Millard (Royal Enfield) and W. B. White (Royal Enfield).

Club Team Award: Dublin and District M.C.C. (J. G. Burney, C. H. Manders and J. C. Millard).

Special Prize: B. M'Auley (Royal Enfield). Club Solo Championship: J. A. S. Moran.

This Year's Ulster.

The preliminary matters in connection with the Ulster C.P. were discussed at a meeting of the Ulster M.C.C. Committee held on February 5 in Belfast. It is intended to make this year's event the most interesting of the series, and further developments are anticipated.

Ireland's Lady Timekeeper.

Miss Eileen Wright was created one of the official timekeepers of the Ulster Centre, M.C.U.I., at the annual meeting held on February 8. This appointment forms a precedent in the history of the Centre. At this meeting also it was stated that a representative team of Irish riders would, it was hoped, be sent to Germany for the next "International."

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BRAY TRADERS AND THE BUS HALT

Suggested Stop At The Town Hall

THE halting place of the motor omnibuses, which ply between Dun Laoghaire and Bray, have caused grave dissatisfaction to the traders in Bray, as they have always maintained that visitors to the township were taken away from the shopping district and disembarked at Bray Head.

Following representations by Mr. James O'Brien, U.D.C., a Committee of the Bray Urban Council has recommended that the bus halt should be changed from the southern part of the Esplanade to the Town Hall in the main street.

Grave dissatisfaction has also been expressed about the parking of motor cars at Bray Head, and it has been suggested that a proper car park should be provided at the Northern end of the Promenade.

THE INTERNATIONAL RUGBY MATCH

Special Facilities For Motorists

To facilitate the large number of Northern Ireland motorists who are likely to make a journey by road to Dublin for the International Rugby Match with Scotland on Saturday next, special arrangements have been made by the Automobile Association and the Royal Irish Automobile Club with the Customs.

On Friday evening the Custom House authorities at Newry will be open until 10 p.m. for the purpose of certifying Temporary Exportation Certificates and the Irish Free State Customs station on the Dundalk road will be open to the same hour. On Saturday the Customs Station at Dundalk will be open until 10 p.m. and on Sunday from 2 p.m. till 5 p.m. for the purpose of discharging the triptyques of returning motorists.

By the courtesy of the Assistant Commissioner of the Dublin Metropolitan Division of the Civic Guards, the portion of Shelbourne road from Lansdowne road to Bath avenue will be reserved as a parking place for cars belonging to the members of the Automobile Association, on Saturday. A staff of the Road Patrols of the Association will be on duty to superintend the parking of cars and to look after them during the match. No motor vehicle will be admitted to the Rugby Union grounds.

Members who propose to avail themselves of the Association's parking place are recommended to approach Shelbourne road by Northumberland road and Lansdowne road, and on leaving cars must proceed via Grand Canal St.

Ireland v. Scotland

The official programme for this match, with correct numbers for players, is published with the authority of the Irish Rugby Football Union, by John T. Drought, 6 Bachelor's Walk, Dublin, and carries the crest of Union and signature of Secretary on front page. The public are requested to see that

Motoring Notes

THE PATLAND CUP

TRIAL SUCCESS

Despite The Bad Weather

COMPETITION TYRES DISPUTE

The Patland Trial run by the Leinster Club was, in spite of the weather, a great success. Out of 33 entries 25 started, most of the non-starters being from the north. Conditions were appalling and the organizers allowed the riders 40 minutes in which to finish instead of the regulation 30. Despite this extra time only 8 competitors finished inside the 40 minutes. At times only the powerful machines were able to make headway against the wind, while driving rain made it difficult for riders to see observed sections. There were altogether 41 sections in each lap.

The first lap was not observed but the remaining 3 were, making 4 laps of a six mile circuit with a total number of 164 observed sections. The fastest time



MR. J. S. MORAN, winner of the
Patland Cup Trial.
[Evening Mail Photo (300 R)]

was made by E. I. Gibson on a 250 Triumph, who exceeded his time limit by 21 minutes. No rider finished within his standard time. The steadiest riders were Shirley Moran, George

£50

Football Prize Forecast

The Proprietors of the *Evening Mail*, "Racing Mail" and "Sports Mail" offer a prize of £50 to the reader who sends in a coupon giving the winners of the 21 matches given below.

If no party sends in a coupon giving the 21 winners, a prize of £3 1s. 6d. will be awarded to the reader giving the best forecast.

IMPORTANT.

Write in capital letters your name and town clearly on the back of the envelope containing the coupons. All coupons for the same competition must be enclosed in one envelope.

If successful in forecasting 21 results or ten or more results you must send in a claim on a postcard stating how many correct to reach us not later than the first post on Thursday, February 28th, 1935 addressed to

COMPETITION EDITOR,

"Evening Mail" Office,

Parliament St., Dublin.

You are disqualified if you fail to write your name and address on the back of the envelope. The same rule applies if you fail to claim by the date given.

Matches for 23rd and 24th February, 1935

LARNE v. NEWRY TOWN.
• GLENTORAN v. LINFIELD.
PORTADOWN v. BELFAST CELTIC.
DISTILLERY v. BALLYMENA UTD.
KANGALS v. ST. MIRREN.
ABERDEEN v. HIBERNIANS.
BRECHIN v. HAMILTON ACAD.
BIRMINGHAM v. LIVERPOOL.
EVERTON v. ASTON VILLA.
GRIMSBY TOWN v. DERBY CO.
MANCHESTER CITY v. ARSENAL.
SHEFFIELD WED. v. LEEDS UTD.
TOTTENHAM v. SUNDERLAND.
STOKES CITY v. PORTSMOUTH.
MIDDLESBROUGH v. BLACKBURN R.
PRESTON N.E. v. LEICESTER CITY.
BRADFORD v. HULL CITY.
NORWICH CITY v. BLACKPOOL.
OLDHAM ATH. v. MANCHESTER UTD.
CLAPTON O. v. MILLWALL.
WALSALL v. TRANMERE ROVERS.

I have read the rules governing the competition, and I enter on the distinct understanding that I will abide by them.

Name

Address

COMPETITION No. 20.

CUT HERE.

MARK AND KEEP THIS PORTION
FOR YOUR OWN REFERENCE.

Larne v Newry Town.	She. Wed. v Leeds U.
Glentoran v. Linfield.	Tottenham v. Sunderland.
Portadown v. B'farn C.	Stoke City v. Portmanth.
Distillery v. B'mena U	Middlesbrough v. B'burn R.
Rangers v. St Mirren.	Preston N.E. v. Leicester C
Aberdeen v. Hibernians.	Bradford v. Hull C.
Brechin v. Hamilton A.	Norwich C v B'pool.

**MR. J. S. MORAN, winner of the
Patland Cup Trial.**
[Evening Mail Photo (360 R.)]

was made by E. I. Gibson on a 250 Triumph, who exceeded his time limit by 21 minutes. No rider finished within his standard time. The steadiest riders were Shirley Moran, Gordon Burney and A. A. Archer.

MORAN'S MACHINE.

Shirley Moran was also winner of last year's Patland trial riding the same machine, a special 500 cc. valve Matchless. The one man team award was not won as no three machines of any one make completed the course.

The following are the results:—
Patland Cup and Replica—J. S. Moran (Matchless), 510 marks.

Club Solo Champion—J. S. Moran.
Club Team Award—Dublin and District, A. Manders, Millard and Stevenson.

1st Class Awards—A. H. Archer (Ariel), 508; J. G. Burney (Enfield), 501; E. I. Gibson (Triumph), 487; C. H. Manders (Triumph), 482; J. C. Millard (Enfield), 475; T. G. Considine (Velocette), 458.

2nd Class Award—V. S. Stevenson (Velocette), 422.

Others competitors were—L. Goor (Velocette), M. G. Hogan (Rudge), A. E. Moore (Rudge), P. D. Gill (Levis), G. Williamson (Norton), B. McAuley (Enfield), S. D. Campbell (Norton), R. Drew (Velocette), R. G. Leask (Ariel), W. B. White (Enfield), D. O'Clery (Douglas), G. Mangin (Enfield), R. C. Yeates (Triumph), C. H. Duffin (Matchless), S. T. Healy (Triumph), J. Sinclair (Ariel), and H. Topping (Ariel).

COMPETITION TYRES.

A special meeting was held in the Moira Hotel last week to discuss the applications from the various clubs concerned that the rule banning competition tyres be suspended for one year. It was eventually decided to send the following notice to the centre concerned:—

"That this meeting of the Southern Centre of the Motor Cycle Union of Ireland regrets the decision of the conference on the subject of the use of competition tyres on the ground: (1) that the interval between the date on which the term of the rule became known to the members of the Council of the Southern Centre (January 10) and the date of the conference (January 19) was not sufficiently long to enable the clubs to be consulted on the matter; (2) that the rule inflicts a hardship on those riders who have already purchased competition tyres for the coming season."

D. AND D. DINNER.

The D. and D. annual dinner was held in St. Andrew's Hotel on Saturday night, over 70 people were present. After "Ireland" had been recited from the chair, "The Club" was proposed by Mr. J. Thiel (Leinster), who, in the course of his speech, remarked that he was glad to see that we had a legitimate right to consider Irish riders both in trials and races as being in the front rank of European motor cycling.

The President (Mr. Hurse) replied saying the club had a very successful year by winning two championships. He thanked the police for their help and Col. Campbell for the use of the slide for their scrambles.

Mr. J. Irvine proposed the toast, "The Irish Visitors," and emphasised the fact that all competitors coming to Dublin for races or trials were assured of a hearty welcome.

Capt. Williamson, in replying, reminded those present that the Grand Prix De Europe, which is being run this year in Ulster, was the responsibility of all Irish motor cyclists.

COMPETITION No. 20.

MARK AND KEEP THIS PORTION FOR YOUR OWN REFERENCE.

Larne v Newry Town. She. Wed. v Leeds U.
Glentworth v. Linfield. Tottenham v. Sunderland.
Perth v. B'farr. U. Stoke City v. Portsmouth.
Distillery v. B'mena C. Middlesex v. B'burn R.
Rangers v. St. Mirren. Fleet R. v. Leicester C.
Aberdeen v. Hibernians. Bradford v. Hull C.
Brechin v. Hamilton A. Norwich U v B'pool.
Birmingham v. L'pool. Oldham A v. Manchi. U.
Everton v. Aston Villa. Clapton O v. Millwall.
Grimsby T. v. Derby Co. Walsall v. Tranmere R.
Manchi. C. v. Arsenal.

COMPETITION No. 20.

TO-MORROW'S SPORT FIXTURES

RUGBY FOOTBALL. JUNIOR INTERPROVINCIAL.

Leinster v. Munster. At Donnybrook, 3.15.
FRIENDLIES.

Dublin University v. Cork Constitution. At College Park.
Wexford v. Galway Corinthians. At Lansdowne road.

WOMEN'S HOCKEY.

Junior Final Trial. At serpentine ave., 4.15.
INTER-VARSITY CUP.

University College (Dublin) v. University College (Cork). At Terenure, 2.30 p.m.

BOXING.

International at Portobello Barracks, 7.30 p.m.
INTER-CITY INSURANCE OFFICES.

Dublin and Belfast v. Edinburgh, at St. Andrew's College Ground, Stillorgan road, 4 p.m.

COUNSING

National Meeting (Final Day) at Clonmel.
HURLING.

FITZGIBSON CUP.

University College (Cork) v. University College (Dublin). At Terenure.

TO-MORROW'S RUGBY TEAMS.

Leinster Juniors—Full Back—(15)—F. Glennon (Bairbrigan); three-quarters—Right-wing (14) S. Healy (College of Surgeons); right-centre (13) D. O'Herlihy (Shannon Buccaneers); left-centre (12) G. McCormick (University College); left-wing (11) R. P. Roper (Dublin University); half-backs—Out-half (10) B. F. Lynch (Blackrock); scrum-half (9) S. Lyons (Clontarf); forwards (1) R. Ballagh (Blackrock); (2) J. A. Brennan (R.S.P.U.); (3) J. Duffin (Dundalk); (4) J. Hooper (Bective Rangers); (5) T. Jordan (Naas); (6) P. Purcell (Carlow); (7) J. L. Ross (Wanderers); (8) B. Tobin (Ashy).

Munster Juniors—W. Jennings (Bohemians), M. Leide (Constitution), J. Torrens (Ennis), B. McKenna (U.C.C.), J. Walsh (Garryowen), D. McDonnell (Young Munster) (scrum), J. Graham (Nenagh) (out), C. Oloheisy (U.C.C.), A. Ken (Constitution), J. McGovern (do.), J. McGrath (Richmond), J. Keogh (Young Munster), D. Fitzgerald (Bohemians), J. Halpin (Garryowen), D. O'Loughlin (U.C.C.).

TO-MORROW'S LADIES' HOCKEY TEAMS.

Leinster Juniors A Team—Misses Gibson, Marston, M. Conroy, Bradshaw (Mermaids), Wilson, O'Connor, Rowlands, Kenna, Tomlin and Brooks.
Leinster Juniors B Team—McLoone, Van Rans, Byrne, Cox, Connolly, Brennan, Mooney, Beamish, Robinson, Tustace and Toft.
Subs to attend—Misses Weaving, Tanham, Barlee, K. Conroy.

University College (Dublin)—Misses Milligan, Balligan, McMahon, Tierney, O'Herlihy, Guinan, Fox, Brunardi, Lloyd, Coleman, Lavin.

in the Phoenix Park. This is regrettable, as many would-be spectators will no doubt stay in Dublin to see the Park race in preference to travelling to Limerick.

THE 1935 "ALFAS."

Alfa Romeo are not introducing their 1935 cars until June; their new four wheel drive "special" has been out on test, but the result has so far remained a secret.

Han Stuck (Auto-Union) broke the flying mile record for 5 litre cars in Italy at a speed of 139.01 m.p.h. The previous mile record was held by Carrara (Mercedes) at 138.75 m.p.h.

dispite the bad playing conditions there were no failures, although some of the questions set were not answered satisfactorily. Styles were at variance, but the players soon fell into each others methods. Some of the younger fry were a bit out of things at the start, but soon settled down in a manner very hopeful for the future. Some of the older Brigade have gone back, and the writing is on the wall for their Swan Song. Some of the newcomers I found hard to place at the start, but after about five minutes began to find them with ease. I had a keen eye for Thompson, and was very pleased to notice the big improvement in his play since last year. He, like Pilkington, is a centre half of the Cork style, but, again like Pilkington, is not fluent on both flanks and just lacks the powerful drive in defence which finding a lane turns defence into attack. But if he improves his attacking powers as markedly as he has improved his all-round game well definitely he is the man we want. Were he privileged to have a few games in Leinster he would find out very quickly just where he is lacking from the Irish style point of view.

LEADERSHIP OVERDONE.

The only other visitor that I critically watched was Markes, and his eye-shade made that very easy. Definitely he is good and had he confined himself to his set job as a leader of attack, he would have got good marks. Sorry, however, he would persist in overdoing his work and at times lacked intelligent anticipation, but perhaps he was over-eager. He was not so successful when he went inside-right in the second half. I have no doubt that on the next occasion if he comes across he will do much better. Marable and Cook we have got to know and the former is likely to prove a valuable asset, as he has fluency of style, quick to seize an opening, and his great pace and stamina cannot be questioned. What a delight it was to see Bunty Cook's raking style and lovely stickwork at the start of the game. However, the pleasure that he had regained his old-time brilliancy was short-lived, as after the first quarter of an hour the snap had gone out of his play and he appeared to lack training. His vis-a-vis, Bill Lee, although working real hard, lacks guile, and since leaving Trinity only gets a few odd matches, which are not sufficient practice.

A CRITICAL SURVEY.

Just a look round at some of the others. De Lacy had a very good match, if inclined to work inwards towards the finish. McCready did not show good sense of position, but on occasions cleared strongly; wants more experience. Collins proved a weak selection. Rafter would have been a much better choice. Bowden lacked speed on the left wing, being overtaken too often when clear. Carroll must have caused the selectors some hard thinking, as his goalkeeping reached a very high standard. On the other hand, Coates is his master, "a fizzing genius," as some spectator sized up. There was no question that Craig and Wilson were quite the best backs on the field. Wilson had the harder task, as he had to cover Dick's lack of pace on occasions and lost position, whilst Macdonald left him very open at times. Craig was very quick in intercepting, and coming up field nipped some dangerous movements before they developed. Most of the halver used the flick pass, which is a style at once too slow, but direction was good and clever openings resulted, but doesn't the style lead to too much intercepting? McVeagh took the honours in the forward play. Cairnes put plenty of vim into his game, and will prove quite useful in boring through. Sully was perhaps the most artistic attacker and appeared to better advantage

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Buckingham St.

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SELECTORS CO

The selectors' f could have been they turned it o did I say they wo ever, they did n it. It has definit right-half, left- Craig should hav position. Macdon as he was, but h sition for the p mark applies to position, but wha be if Paddy McD to the attack ag satisfaction about they are all well low Cairnes' exa ceremony or pay the rules, but d type of game, w shown us in Belfa ful style in these of Captain has fa Cairnes, whose a valuable asset, the Welsh side w ment. Thoday v on the Trinity s The half line is attack, taken on t impressive. The more than useful centre, or Harris- problematical.

WANDERERS T

Without Moone Pembroke Wander it to defeat Y. avenue, G. Martin leadership of the of goals to gain against the gale derers were not a fence, however, v for the Y.M. att saw Worrall bring time and again, was bound to cr pressure, and in two goals came, to show improved end if they hope t ster Final of the

ATTRACTIVE RI

Pembroke Wand annual dance on t Leinster Ballroo Hotel, from 8.0 one of the most at and the fact that, supplying the musi night.

MATCHES WASH

Several matches account of the wa the playing pitch players in such c pleased, but thos make Londonbrid Trial were quite h accounted for the start of the g



THIRTEEN NOT LUCKY.—J. A. S. Moran (490 Matchless), who won the Patland Cup for motor-cycling in Saturday's trial run by the Leinster Motor Club.

(Evening Mail Photo (681b)).

ELEVENTH



ANNUAL

PATLAND CUP

and

SOLO CHAMPIONSHIP OF THE LEINSTER M.C. & L.C.C.

Reliability Trial for Motor Cycles

(Under the Open Competition Rules of the M.C.U.I., Southern Centre, and F.I.C.M.)

SATURDAY, 20th FEBRUARY, 1932

Stewards of the Meeting :

HAROLD C. BROWN, Esq., M.C.U.I.

J. J. SHIEL, Esq., L.M.C. and L.C.C.

Clerk of the Course :

MR. F. M. MITCHELL.

AWARDS.

PREMIER AWARD PATLAND CUP (Perpetual) and REPLICA (presented by Stanley Woods, Esq.).
CLUB CHAMPIONSHIP CLUB CHAMPIONSHIP GOLD MEDAL (presented by E. H. Hill, Esq.).
VISITORS' AWARD TREDACH CUP (Perpetual) and REPLICA.
NOVICE AWARD SILVER VASE, to be won outright (presented by J. J. Beggan, Esq.).
CLUB TEAM AWARD <i>Independent</i> SHIELD, to be held for one year (confined to one team from each club).
ONE MAKE TEAM AWARD	SILVER SPOONS (provided three or more teams enter).
FIRST-CLASS AWARDS CLUB SILVER ASH TRAYS to the best 33½% of finishers (excluding the winners of premier awards).
SECOND-CLASS AWARDS CLUB BRONZE ASH TRAYS to the next best 25% of finishers.
FINISHERS' AWARDS BRONZE MEDALS to the remaining finishers.

Promoters : THE LEINSTER MOTOR CYCLE AND LIGHT CAR CLUB, LTD.,
191 Pearse Street, DUBLIN.

OFFICIAL PROGRAMME.

Sackville Press, Printers, Dublin.

[GRATIS]

THE RIDERS AND THEIR RECORDS

No.	Name	Machine	Club	Town	
1.	C. H. W. MANDERS	348 Levis ...	Tallaght ...	Dublin ...	Better known as speedman; 1st speedman in Irish events; Winner of Tredagh Cup in 1919
2.	H. McKEE ...	493 Sunbeam ...	Knock ...	Belfast ...	First northerner to take part in trials
3.	J. B. KIRKWOOD ...	493 B.S.A. ...	Ulster ...	Belfast ...	Many northern successes; record in 1920
4.	J. VINCENT ...	493 B.S.A. ...	Ulster ...	Belfast ...	A fairly new competitor in trials
5.	J. G. SINCLAIR ...	498 Enfield ...	Lisburn ...	Belfast ...	One of the Lisburn enthusiasts
6.	W. J. IRWIN ...	346 Enfield ...	Lisburn ...	Belfast ...	Strongly fancied to win to-day's trials
7.	S. MORAN ...	496 Matchless ...	Leinster ...	Dublin ...	Won Novice's Award in 1919
8.	T. J. S. MALLAGH ...	348 Enfield ...	Dublin Univ. ...	Dublin ...	Winner in 1926, 1929 and 1930
9.	S. WOODS ...	490 Norton ...	Leinster ...	Dublin ...	Competed last year; Knock record
10.	G. B. L'ESTRANGE	493 B.S.A. ...	Knock ...	Belfast ...	First Patland; many Cork successes
11.	J. I. HORGAN ...	490 Norton ...	Cork ...	Cork ...	Real veteran; a few years ago
12.	J. BOAL ...	348 Velocette ...	Lisburn ...	Belfast ...	Ireland's leading speedman in trials of this year.
13.	J. J. O'NEILL ...	348 Velocette ...	Dublin and Dist. ...	Dublin ...	Has a great Patland record; scores of racing successes.
14.	J. G. BURNEY ...	346 Enfield ...	Dublin and Dist. ...	Dublin ...	Introduced to the Patland trials
15.	J. W. HOPE ...	348 Velocette ...	Ulster ...	Belfast ...	Winner of the Tredagh Cup and races (including the trials)
16.	T. STEWART ...	348 Douglas ...	Knock ...	Belfast ...	The only rider in to-day's trials; won the Patland in 1919
17.	F. G. HOLMES ...	499 Rudge ...	Leinster ...	Dublin ...	One of the most successful riders
18.	C. C. INGRAM ...	596 Douglas ...	Leinster ...	Dublin ...	Has many successes to his credit
19.	C. DUFFIN ...	348 New Imperial ...	Knock ...	Belfast ...	An enthusiast who should be in the trials
20.	G. C. M. THOMPSON	596 Scott ...	Dublin Univ. ...	Dublin ...	Well-known Cork rider; competitor in trials
21.	B. ROCHE ...	348 Rudge ...	Cork ...	Cork ...	Another 100% enthusiast; won trials in 1920 and Cork.
22.	C. E. J. ATKINSON	344 Enfield ...	Cork ...	Dublin ...	Helped with F. G. Holmes to finish in the first ten.
23.	J. J. BEGGAN ...	496 Ariel ...	Leinster ...	Dublin ...	The Knock club say this all-time seat before the season ended
24.	IAN HAMILTON ...	346 Enfield ...	Knock ...	Belfast ...	A naturally successful trials rider who jumped into the experts' class
25.	W. G. HAMILTON ...	346 Enfield ...	Leinster ...	Dublin ...	Second Patland; very successful Team.
26.	R. C. YEATES ...	488 Enfield ...	Leinster ...	Dublin ...	A consistent Patland performer
27.	G. G. BRIGGS ...	488 Enfield ...	Leinster ...	Dublin ...	"T. G." has a great record in trials; exponent; finished fifth
28.	T. G. BYRNE ...	348 Norton ...	Dublin and Dist. ...	Dublin ...	
29.					
30.					

THEIR RECORDS.

Description

Better known as speedman; has ridden in T.T. and Amateur Road Race; most successful speedman in Irish events in 1931.

Winner of Tredagh Cup in 1930 and 1931; the North's best rider in the opinion of many.

First northerner to take part in Patland (1928); 8th last year.

Many northern successes; rode in last year's Patland.

A fairly new competitor in trials who has started the year with promise.

One of the Lisburn enthusiasts and last year's captain; first Patland visit.

Strongly fancied to win to-day; third in last year's Patland; a first-class rider.

Won Novice's Award in 1930 Patland; very promising rider.

Winner in 1926, 1929 and 1931; Ireland's star rider in speed and reliability.

Competed last year; Knock club regards him as good, reliable type.

First Patland; many Cork successes; has also raced.

Real veteran; a few years ago was one of the most successful riders in the north.

Ireland's leading speedman in 350 c.c. class; has won first-class awards in the first two trials of this year.

Has a great Patland record; second last year; a number of Patland first-class awards; scores of racing successes.

Introduced to the Patland last year; modest and popular.

Winner of the Tredagh Cup in 1929; has been riding with considerable success in trials and races (including the T.T.) since 1919.

The only rider in to-day's trial whose experience as a competitor dates back to pre-war days; won the Patland in 1927; usually in the leading half-dozen.

One of the most successful riders of 1931; rode in that year's Patland.

Has many successes to his credit but seldom shines in the Patland, for no obvious reason.

An enthusiast who should be prominent all year.

Well-known Cork rider; competed in last year's Patland.

Another 100% enthusiast; has raced at Portmarnock and ridden at Belfast, Dublin and Cork.

Helped with F. G. Holmes to make the earlier Patlands what they became; usually finishes in the first ten.

The Knock club say this already successful newcomer will make old hands take a back seat before the season ends.

A naturally successful trials rider who came into the game less than a year ago and jumped into the experts' ranks at once.

Second Patland; very successful as a sidecarist; a formidable member of Leinster No. 1 Team.

A consistent Patland performer; has many successes in speed and trial events.

"T. G." has a great record as a speedman and is steadily coming to the front as a trials exponent; finished fifth last year.

"Our greatest glory consists, not in never falling
but in rising every time we fall". —GOLDSMITH.

SIXTEENTH



ANNUAL

PATLAND CUP

AND

SOLO CHAMPIONSHIP OF THE LEINSTER M.C. & C.C.

Reliability Trial for Solo Motor Cycles

(Under the Open Competition Rules of the M.C.U.I., Southern Centre, and F.I.C.M.)

Saturday, 23rd January, 1937.

Stewards of the meeting:

T. W. MURPHY, Esq. M.C.U.I. J. J. SHEIL, Esq. L.M. and C.C.
I. E. GIBSON, Esq., D. & D.M.C.C. N. LEPLER, Esq., L.M. and C.C.

Official Timekeeper: **Starter:** **Clerk of the Course:**
MR. J. J. BEGGAN, MR. J. J. IRVINE, MR. D. P. MALLIN.

AWARDS

PREMIER AWARD ... **Patland Cup** (*Perpetual*). Presented by Messrs. W. & M. Taylor & Co. : won outright, and re-presented by Mr. Stanley Woods in 1932, and replica only.

CLUB SOLO CHAMPIONSHIP... Club Plaque.

VISITOR'S AWARDS ... Tredagh Cup (*Perpetual*) and replica only

CLUB TEAM AWARD ... *Independent* Shield. Presented by INDEPENDENT NEWSPAPERS, Ltd. : to be held for one year.

ONE MAKE TEAM AWARD ... Provided three or more teams enter.

FIRST CLASS AWARDS ... To the best finishing : 25 per cent of the starters.

SECOND CLASS AWARDS ... To the next best finishing : 25 per cent of the starters.

FINISHERS AWARDS ... To all remaining finishers.

C.C. CLASS AWARDS ... **SILVER CUP** To the Competitor making the best performance in each Class, 250 c.c., 350 c.c., and 500 c.c. — irrespective of any other award he may gain.

PROMOTERS :

THE LEINSTER MOTORCYCLE AND CAR CLUB, LTD.
15, COLLEGE GREEN, DUBLIN.

Start 2-15 p.m. Hell Fire Club Tea Rooms

Particulars of Membership can be had from the Hon. Secretary, LEINSTER MOTOR CLUB, 15 COLLEGE GREEN, DUBLIN.

OFFICIAL PROGRAMME.

Price : : 6d.

THE RIDERS AND

THEIR RECORDS

No.	Name	Machine	Club	Address	
1	Charlie MANDERS	349 Triumph	Dublin & Dist	Greystones	Ireland's leading Trial rider
2	Cecil YEATES ...	249 Triumph	Leinster ...	Dublin ...	Irish Solo and Side-car Cha
3	Allan JEFFERIES	349 Triumph	Bradford ...	Shipley Yrks.	One of England's Stars. 20
4	Cecil ATKINSON	346 R. Enfield	Leinster ...	Belfast ...	Last year's winner. 'Nuff s
5	Rex SHARPE ...	346 R. Enfield	University ...	Dunlaogh're	A consistent performer who
6	John MIDGLEY	248 O.K. SUPREME	Bradford ...	Keighley, Y.	Prominent Yorkshire clubm
7	Eddie GIBSON ...	349 Triumph	Dublin & Dist	Dublin ...	"Chick" is a very enthusiast
8	Shirley MORAN ...	498 Matchless	Leinster ...	Dublin ...	A polished rider of great ex
9	Peter GILL ...	349 Triumph	University ...	Glenageary	Youngest rider in to-day's t
10	H. C. FELTON	348 Ariel ...	Leinster ...	Monkstown	Another young 'un. Has s
11	Joe HORGAN ...	98 D.K.W.	University ...	Bolton, Lancs	Created a sensation in last yea
12	Percy LYONS ...	498 A.J.S. ...	Leinster ...	Kildare ...	2nd. Patland. Consistent t
13	J. S. HYSLOP ...	493 Triumph	Bradford ...	Leeds, Yorks	Consistent performer in Yoi
14	Harold RAE ...	346 R. Enfield	Leinster ...	Dublin ...	Riding for the fun of it. 7
15	Seamus HEALY	498 riumph	Leinster ...	Dublin ...	A very consistent supporter
16	H. G. TYRRELL-SMITH	346 Excelsior	University ...	Birmingham	One of Ireland's leading rac
17	Simon CAMPBELL	493 Triumph	University ...	Cabinteely	The back-bone of the Unive
18	Archie SHEA ...	249 Triumph	Leinster ...	Dublin ...	Rapidly coming to the front
19	Joe HEATH ...	497 Ariel ...	Sunbeam ...	Surrey ...	One of the Famous Brother
20	Bob KENNY ...	346 R. Enfield	Leinster ...	Dublin ...	Sec and Patland. Won rece
21	Teddy MOORE ...	346 R. Enfield	University ...	Dublin ...	A clever rider of the Univer
22	Colin EDGE ...	347 Matchless	Wirral ...	Cheshire ...	Very successful in cross cha
23	R. B. S. LEFANU	348 R. Enfield	Leinster ...	Dundrum ...	Competes for the sport and
24	Ernest LYONS ...	349 A.J.S. ...	Dublin & Dist.	Kildare ...	A dashing rider. Equally a
25	Allan LYONS ...	349 A.J.S. ...	Leinster ...	Kildare ...	Third member of this enthu
26	Charlie DUFFIN	498 Matchless	Knock ...	Belfast ...	Has a brilliant record in Int
27	Frank VAREY ...	349 Triumph	Bradford ...	Bingley, Yks	Better known as a speedwa
28	Joe O'NEILL ...	346 Levis ...	Dublin & Dist.	Dublin ...	One of Ireland's leading spe
29	B. BARRY-WALSH ...	346 R. Enfield	Leinster ...	Dublin ...	A sporting lad having his fi
30	J. GIBNEY ...	488 R. Enfield	Leinster ...	Dublin ...	Another enthusiast, who is
31	Aubrey ARCHER	497 Ariel ...	University ...	Blackrock	One of our leading riders.
32	Jack WHITE ...	248 Ariel ...	Sunbeam ...	Eastleigh H.	The Pocket Marvel. In sp
33	Graeme LEASK	497 Ariel ...	Leinster ...	Dublin ...	A dashing rider. Very muc
34	T. CARROLL ...	348 Velocette	Dublin & Dist.	Dublin ...	Tommy is a dashing rider w
35	Hugh TOPPING	348 Ariel ...	Dublin & Dist.	Dublin ...	Third Patland. Consistent
36	J. B. JOHNSTON	347 Matchless	University ...	Dublin ...	First Patland appearance of
37	Duggie EWEN ...	498 Matchless	Dublin & Dist.	Dublin ...	Useful member of any team
38	Harold McKEE ...	498 Levis ...	Knock ...	Belfast ...	Making a re-appearance in
39	Terry HILL ...	348 Norton	Knock ...	Belfast ...	Put up a good show on Irish
40	Norman WOLSEY	497 Ariel ...	Sunbeam ...	London ...	One of the leading English
41	"Hank" NEWBERY	349 Triumph	Sunbeam ...	London ...	An Enthusiastic Organiser

CLUB TEAM AWARD: "INDEPENDENT" SHI

Leinster "A":	D. & D. "A":	Bradford:	Dub. University:	Knock:	Sunbeam:
C. E. J. ATKINSON.	C. H. MANDERS.	A. JEFFERIES.	A. ARCHER.	C. DUFFIN.	J. HEATH.
J. A. S. MORAN.	E. I. GIBSON.	F. VAREY.	A. E. G. MOORE.	H. McKEE.	J. WHITE.
R. C. YEATES.	H. TOPPING.	J. HYSLOP.	M. J. HORGAN.	T. HILL.	N. WOLSEY.

PREVIOUS CLUB

CHAMPIONS.

1926:	1927:	1928:	1929:	1930:	1931:	1932:	1933:
S. WOODS.	F. G. HOLMES.	F. G. HOLMES.	S. WOODS.	S. WOODS.	S. WOODS.	S. WOODS.	J. G. BURNEY.

THEIR RECORDS.

Description.

Ireland's leading Trial rider. Also successful Car and Motorcycle racing man.
 Irish Solo and Side-car Champion. One of the most successful riders in 1936.
 One of England's Stars. Member of Winning International six Days Team. Third in recent British Experts Trial.
 Last year's winner. 'Nuff said.
 A consistent performer who usually finishes well up.
 Prominent Yorkshire clubman. Well used to rough stuff.
 "Chick" is a very enthusiastic rider and organiser.
 A polished rider of great experience Won in 1935.
 Youngest rider in to-day's trial. Very keen competitor.
 Another young 'un. Has shown great promise.
 Created a sensation in last year's event. Made 2nd. best performance on a baby machine.
 2nd. Patland. Consistent trials' rider.
 Consistent performer in Yorkshire "rough-stuff" trials. Should do well to-day.
 Riding for the fun of it. And we hear there is a bet involved.
 A very consistent supporter of the event. A keen Clubman.
 One of Ireland's leading racing men, with many successes to his credit.
 The back-bone of the University Club, and an enthusiastic organiser.
 Rapidly coming to the front, although only in his second season.
 One of the Famous Brothers. Can be relied upon to put up a good show.
 Second Patland. Won recent Nicholson Scramble.
 A clever rider of the University Club. One of our coming men.
 Very successful in cross channel events and a great rough rider.
 Competes for the sport and to keep fit for car racing.
 A dashing rider. Equally at home in speed events.
 Third member of this enthusiastic motor cycling family Second Patland.
 Has a brilliant record in International 6 days trials. Almost a veteran.
 Better known as a speedway star. Equally at home on rough going.
 One of Ireland's leading speedmen. A very sporting rider.
 A sporting lad having his first taste of the Patland.
 Another enthusiast, who is having his second try.
 One of our leading riders. Has represented Ireland on the Continent.
 The Pocket Marvel. In spite of a game leg can hold his own with the experts.
 A dashing rider. Very much at home in this type of event.
 Tommy is a dashing rider with many Grass Track wins to his credit.
 Third Patland. Consistent performer during past year.
 First Patland appearance of this University beginner.
 Useful member of any team. Second Patland.
 Making a re-appearance in this event Won Tredagh Cup 1930, '31 and '32.
 Put up a good show on Irish Team in International six days, last year. 1st Patland.
 One of the leading English Scramble Artists. A stylish rider.
 An Enthusiastic Organiser and leading light of the Sunbeam Club.

"INDEPENDENT" SHIELD :

Stock :	Sunbeam :	D. & D. "B"	University "B" :	Leinster B" :
FIN.	J. HEATH.	D. EWEN.	S. D. CAMPBELL.	R. G. LEASK.
KEE.	J. WHITE.	J. J. O'NEILL.	H. SHARPE.	A. W. SHEA.
ALL.	N. WOLSEY.	E. LYONS	H. TYRRELL SMITH.	S. T. HEALY.

CHAMPIONS.

1932 :	1933 :	1934 :	1935 :	1936 :
S. WOODS.	J. G. BURNEY.	J. A. S. MORAN.	J. A. S. MORAN.	C. E. J. ATKINSON.

THE PATLAND

And Its Observed Sections

1. HELL FIRE SECTION (a)

First gate on the right beyond Hell Fire Tea Rooms. Running along for about three-quarters of a mile over even moorland just beneath the Hell Fire Club. The observed pieces consist of muddy hummocks and, further along, a drop into and an easy climb out of a muddy pool.

Coming out of this section through a farmyard into the upper Bohernabreena road we turn left down around the once fearsome hairpin, turn right at the old Farmyard Splash and into—

2. FARMYARD QUARRIES.

A section necessitating repeated crossing and re-crossing of a stream for about 300 yards, and then a hairpin and exit by a two-foot wide greasy path with a gradient of approx. 1 in 2.

Coming out from the quarries above this section we turn left, through a farmyard into—

3. APPIAN WAY.

A stiff climb up a narrow gut with a surface composed of grease, mud and rocks and one hairpin bend.

Immediately at top of Appian Way commences—

4. THE PARK.

This is the local name for a wide expanse of moorland. The observed sections consist of muddy paths through heather similar to the old Featherbed section only not so long.

A sharp drop of a few hundred yards through gips made in two walls and down just beside Schoolhouse Lane, which was used previously in this trial, but is now split by a quarry, we drop straight into the lower Bohernabreena road. Sharp left and $\frac{3}{4}$ mile farther on we go up—

5. SLOGGERS

The most famous of Irish Test Hills, consists of a steep climb over a poor surface strewn with stones, with some rocky shelves half way up, and finishing in a double hairpin bend leading on to the road, which we follow for about 200 yards and meet—

6. GLASSAMUCKY (a)

A short mud section finishing in a narrow gut which brings us back on to the road. No respite however. Less than 200 yards away is—

7. GLASSAMUCKY (b)

A short section on the moor consisting of a drop down to a streamlet, with a stony, muddy climb out—

And so on to the upper Glassamucky road, turn left and one mile down the road turn right into—

8. HELL FIRE SECTION (b)

Runs along the narrow valley immediately beneath the Hell Fire Club and Hell Fire section (a). This section is merely a series of mud sections along the $\frac{3}{4}$ mile track.

After climbing the track out of this section we turn sharp left into Hell Fire Section (a)

And so for three more laps.

PREVIOUS PATLAND WINNERS

1921. ... T. E. GREENE.	★1926. ... S. WOODS.	★1931. ... S. WOODS.
1923. ... G. V. B. COOKE and	★1927. ... F. G. HOLMES.	★1932. ... S. WOODS.
H. E. BELL. (Tied).	★1928. ... H. D. WALSH.	★1933. ... J. G. BURNEY.
1924. ... R. HUMPHREYS.	★1929. ... S. WOODS.	★1934. ... J. A. S. MORAN.
1925. ... H. E. BELL.	★1930. ... M. J. HORGAN.	★1935. ... J. A. S. MORAN.
	1936. ... C. E. J. ATKINSON.	

*OPEN EVENTS.

PREVIOUS TREDAGH CUP WINNERS.

1928 ... JACK HEALY, CORK	1932 ... H. McKEE, BELFAST
1929 ... T. STEWART, BELFAST	1933 ... J. I. HORGAN, CORK
1930 ... H. McKEE, BELFAST	1934 ... W. B. WHITE, BELFAST
1931 ... H. McKEE, BELFAST	1935 ... Not Awarded.
1936. ... M. J. HORGAN, MANCHESTER.	

"Our greatest glory consists, not in never falling
but in rising every time we fall".—GOLDSMITH.

SEVENTEENTH



ANNUAL

PATLAND CUP.

AND

SOLO CHAMPIONSHIP OF THE LEINSTER MOTOR CLUB.
Reliability Trial for Solo Motor Cycles

(Under the Open Competition Rules of the M.C.U.I., Southern Centre, and F.I.C.M.)

Saturday, 22nd January, 1938.

Stewards of the meeting:

T. W. MURPHY, Esq. M.C.U.I. J. J. SHEIL, Esq. L.M. and C.C.
I. E. GIBSON, Esq., D. & D.M.C.C. N. LEPLER, Esq., L.M. and C.C.

Official Timekeeper: **Starter:** **Clerk of the Course:**
MR. J. J. BEGGAN, MR. J. J. IRVINE, MR. D. P. MALLEN.

AWARDS

PREMIER AWARD ... **Patland Cup** (*Perpetual*). & replica only.
Presented by Messrs. W. & M Taylor &
Co. : won outright, and re-presented by
Mr. Stanley Woods in 1931.

C.C. CLASS AWARDS ... **SILVER CUP** To the Competitor mak-
ing the best performance in each Class,
250 c.c., 350c.c., and 500 c.c. - irrespect-
ive of any other award he may gain.

CLUB SOLO CHAMPIONSHIP... Club Plaque.

VISITOR'S AWARDS ... Tredagh Cup (*Perpetual*) and replica only

CLUB TEAM AWARD ... *Independent* Shield. Presented by
INDEPENDENT NEWSPAPERS, Ltd. : to be
held for one year.

ONE MAKE TEAM AWARD ... Provided three or more teams enter.

FIRST CLASS AWARDS ... To the best finishing : 25 per cent of the
starters.

SECOND CLASS AWARDS ... To the next best finishing : 25 per cent of
the starters.

FINISHERS AWARDS ... To all remaining finishers.

PROMOTERS :

THE LEINSTER MOTOR CLUB, LTD.
15, COLLEGE GREEN, DUBLIN.

Start 2-15 p.m. Hell Fire Club Tea Rooms

Particulars of Membership can be had from the Hon. Secretary, LEINSTER
MOTOR CLUB, 15 COLLEGE GREEN, DUBLIN.

OFFICIAL PROGRAMME. Price : : 6d.

No.	Name.	Machine.	Club.	Address	
1	Stanley Woods	488 R. Enfield	Leinster	Dublin ...	The one and only Stanley
2	Stuart Hyslop	493 Triumph	Bradford & Dist.	Leeds ...	Equally at home solo or
3	Cecil Yeates	349 Triumph	Leinster	Dublin ...	A Leinster stalwart, one
4	Rowland O'Keeffe	249 Triumph	Dublin & Dist.	Dublin ...	An enthusiastic D. and I
5	Allan Lyons	349 A. J. S.	Leinster	Kildare ...	The Lyons house is well
6	Brian Stronge	246 Matchless	Knock	Belfast ...	A keen rider of the young
7	Frank Varey	546 Scott	Bradford & Dist.	Yorks ...	The speedway star. Will
8	Seamus Healy	349 Triumph	Leinster	Dublin ...	Competing for 9th. time.
9	Cecil Atkinson	346 R. Enfield	Leinster	Belfast ...	Won in 1936. Capable of
10	Shirley Moran	498 Matchless	Leinster	Dublin ...	Very steady rider. Won
11	Raymond Waddell	348 Norton	Ulster	Belfast ...	First appearance of prom
12	Peter Gill	343 Triumph	Dublin Univ.	Dublin ...	Very successful "scramble
13	"Chick" Gibson	349 Triumph	Dublin & Dist.	Dublin ...	One of our star trials men
14	Dick Wilkinson	348 Panther	Bradford & Dist.	Yorks ...	Good rough-rider. First
15	S. Russell	247 Calthorpe	Ulster	Belfast ...	A son of Ulster's one and
16	Graeme Leask	497 Ariel	Leinster	Dublin ...	Dashing rider, finished w
17	Joe Horgan	98 D. K. W.	Dublin Univ.	Cork ...	A wonderful rider, on a w
18	Tommy Stewart	346 R. Enfield	Knock	Belfast ...	Ireland's veteran competi
19	Percy Lyons	340 Rudge	Leinster	Kildare ...	Second of the brothers an
20	Charlie Manders	349 Triumph	Dublin & Dist.	Dublin ...	A brilliant rider who has
21	Allan Jefferies	349 Triumph	Bradford & Dist.	Yorks ...	Sprang a surprise by win
22	Ernie Lyons	498 A. J. S.	Dublin & Dist.	Kildare ...	Third brother and has ma
23	Bob Kenny	249 Triumph	Leinster	Dublin ...	Has had a very successfu
24	Pat Bryan	348 Ariel	Belfast & Dist.	Belfast ...	Another new-comer to th
25	Charlie Duffin	246 Matchless	Knock	Belfast ...	One of the Northern stal
26	Stanley G. Russell	249 Triumph	Dublin & Dist.	Dublin ...	A promising rider on his
27	Aubrey Archer	497 Ariel	Dublin Univ.	Dublin ...	Ireland's champion for 19
28	Harold McKee	498 Levis	Knock	Belfast ...	Very successful rider who
29	Tyrrell Smith	349 Excelsior	Dublin Univ.	Birmingham	Well known racer who tr
30	Jack Gibney	596 Douglas	Dublin & Dist.	Dublin ...	Sporting enthusiast on a
31	Terry Hill	348 Norton	Knock	Belfast ...	A very promising rider, s
32	A. McFarlane	349 A. J. S.	Ulster	Belfast ...	First appearance in this T
33	Tommy Carroll	348 Velocette	Dublin & Dist.	Dublin ...	A most consistent suppor
34	Brendan Walsh	346 R. Enfield	Leinster	Dublin ...	One of Leinster's second
35	Simon Campbell	493 Triumph	Dublin Univ.	Dublin ...	A keen competitor and o
36	Tom Byrne	488 R. Enfield	Dublin & Dist.	Dublin ...	Dublin's well known spee
37	T. E. Jones	346 R. Enfield	Dublin Univ.	Drogheda	His first reliability Trial.

CLUB TEAM AWARD : "INDEPENDENT" SH

Knock "A" :	Ulster :	Bradford :	D. & D. "A" :	D. & D. "B" :	Leinster "A" :	Leinster "B" :
T. STEWART.	A. MCFARLANE.	A. JEFFERIES.	C. H. MANDERS.	E. LYONS	C. E. J. ATKINSON.	R. G. LEASK.
C. DUFFIN.	R. WADDELL.	F. VAREY.	E. I. GIBSON.	T. CARROLL.	J. A. S. MORAN.	BOB KENNY.
H. MCKEE.	S. RUSSELL.	D. WILKINSON.	S. WOODS.	R. O'KEEFFE.	R. C. YEATES.	S. T. HEALY.

PREVIOUS CLUB**CHAMPIONS.**

1926 :	1927 :	1928 :	1929 :	1930 :	1931 :	1932 :	1933 :	
S. WOODS.	F. G. HOLMES.	F. G. HOLMES.	S. WOODS.	S. WOODS.	S. WOODS.	S. WOODS.	J. G. BURNEY.	J. A.

M.C.U.I. Inter Centre Teams, NORTHERN TEAM : C.Duffin, T.Stewart, H.McKee. SOUTHERN T

THE PATLAND

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For the benefit of the un-initiated it may be explained that the object of any reliability trial is to discover the most expert rider by requiring the competitors to maintain a set average speed over a rougher type of country than is experienced in ordinary touring, taking into account their ability to maintain that schedule and the degree of skill they display in controlling their machines on the more diabolic surfaces.

Hundreds of sections are observed. Marks are awarded according to the degree of ability shown by the competitor in each. If he rides through with his feet on the footrests of his machine he wins 6 marks; if his only flaw is to use a foot once to preserve balance, he wins 5 marks; if he plods along with both feet propelling or balancing, he wins 3; if he performs the seldom seen feat of running alongside, he wins 1; and if he stops, 0. Marks are lost in the Patland only through failure to keep on time, one mark being deducted for every minute late at checks, on a 15 m.p.h. schedule.

The course used in the Patland is exceptionally rough, so that the shortcomings of the less expert rider are certain to be revealed. The severity, combined with the elaborate system of observation, entitles the trial to its promoters' boast—that it always finds the best man.

1. HELL FIRE SECTION. (a)

Running for about $\frac{1}{4}$ of a mile over moorland just beneath Hell Fire ruins.

Coming out of this section through a farmyard into Bohernabreena road, we turn left and around the once fearsome hairpin, then right to—

2. FARMYARD QUARRIES.

A section necessitating repeated crossing and re-crossing of a stream for about 300 yards, and then a hairpin and exit by a two-foot greasy path with a gradient of approx. 1 in 2. Leaving the quarries we turn left, through a farmyard into—

3. APPIAN WAY.

A stiff climb up a narrow gut with a surface composed of grease, mud and rocks and one hairpin bend. Immediately at top of Appian Way commences—

4. THE PARK.

This is the local name for a wide expanse of moorland. The observed sections consist of muddy paths through heather. A mile of this brings us to the road again and so to—

5. SLOGGERS

The most famous of Irish Test Hills, consists of a steep climb over a poor surface strewn with stones, with some rocky shelves half way up, and finishing at the road, which we follow for about 200 yards and meet—

6. THE RAVINE.

A short but very difficult section of varied obstacles which brings us back on to the road. No respite however, for immediately follows—

7. GLASSAMUCKY

A short section on the moor consisting of a drop down to a streamlet, with a stony, muddy climb out, followed by rough and muddy going, to the upper Glassamucky road, turn left and one mile down the road turn right into—

8. HELL FIRE SECTION (b)

Runs along the narrow valley immediately beneath the Hell Fire Club and Hell Fire section (a). This section is merely a series of mud sections along the $\frac{1}{2}$ mile track. And so for three more laps.

PREVIOUS PATLAND WINNERS

1921. ... T. E. GREENE.	★1926. ... S. WOODS.	★1931. ... S. WOODS.
1923. ... G. V. B. COOKE and	★1927. ... F. G. HOLMES.	★1932. ... S. WOODS.
H. E. BELL (Tied).	★1928. ... H. D. WALSH.	★1933. ... J. G. BURNEY.
1924. ... R. HUMPHREYS.	★1929. ... S. WOODS.	★1934. ... J. A. S. MORAN.
1925. ... H. E. BELL.	★1930. ... M. J. HORGAN.	★1935. ... J. A. S. MORAN.
1936. ... C. E. J. ATKINSON.	1937. ... A. JEFFERIES.	

*OPEN EVENTS.

PREVIOUS TREDAGH CUP WINNERS.

1928 ... JACK HEALY, CORK	1932 ... H. McKEE, BELFAST
1929 ... T. STEWART, BELFAST	1933 ... J. I. HORGAN, CORK
1930 ... H. McKEE, BELFAST	1934 ... W. B. WHITE, BELFAST
1931 ... H. McKEE, BELFAST	1935 ... Not Awarded.
1936 ... M. J. HORGAN, MANCHESTER.	1937 ... A. JEFFERIES.

"Our greatest glory consists, not in never falling
but in rising every time we fall".—GOLDSMITH.



EIGHTEENTH

ANNUAL

PATLAND CUP.

Reliability Trial for Solo Motor Cycles

(Under the Open Competition Rules of the M.C.U.I., Southern Centre, and F.I.C.M.)

AND

SOLO CHAMPIONSHIP OF THE LEINSTER MOTOR CLUB.

Saturday, 21st January, 1939.

Stewards of the meeting:

T. W. MURPHY, Esq. M.C.U.I.

J. J. SHEIL, Esq. L.M.C.

I. E. GIBSON, Esq., D. & D.M.C.C.

Official Timekeeper:

MR. J. J. BEGGAN,

Starter:

MR. J. J. IRVINE,

Clerk of the Course:

MR D. P. MALLEN.

AWARDS

PREMIER AWARD

... **Patland Cup** (*Perpetual*). & replica only
Presented by Messrs W. & M Taylor &
Co. : won outright, and re-presented by
Mr. Stanley Woods in 1931.

C.C.CLASS AWARDS

... **SILVER CUP** To the Competitor mak-
ing the best performance in each Class,
250 c.c., 350c.c., and 500 a.c. — in respect-
ive of any other award he may gain.

CLUB CHAMPIONSHIP

... Club Plaque

VISITOR'S AWARD

... Tredagh Cup (*Perpetual*) and replica only

CLUB TEAM AWARD

... *Independent* Shield. Presented by
INDEPENDENT NEWSPAPERS, Ltd. : to be
held for one year.

ONE MAKE TEAM AWARD

... Provided three or more teams enter.

FIRST CLASS AWARDS

... To the best finishing : 25 per cent of the
starters.

SECOND CLASS AWARDS

... To the next best finishing : 25 per cent of
the starters.

FINISHERS AWARDS

... To all remaining finishers.

PROMOTERS :

THE LEINSTER MOTOR CLUB, LTD.

15, COLLEGE GREEN, DUBLIN

Start 2-15 p.m. 'Lamb' Doyle's Inn Ticknock.

Particulars of Membership can be had from the Hon. Secretary, LEINSTER
MOTOR CLUB, 15 COLLEGE GREEN, DUBLIN.

OFFICIAL PROGRAMME.

Price : : 6d.

No.	Name	Machine.	Club.	Home town	
1	Bob Kenny	349 Triumph	Leinster	Dublin	...
2	Charlie Duffin	246 Matchless	Knock	Belfast	...
3	Tom R. Stewart	346 Enfield	Leinster	Dublin	...
4	Graeme Leask	497 Ariel	Leinster	Dublin	...
5	Dick Wilkinson	348 Panther	Bradford	Skipton	...
6	Percy Lyons	340 Rudge	Leinster	Naas	...
7	Cecil Yeates	349 Triumph	Leinster	Dublin	...
8	Edmund Gill	349 Triumph	Dublin & Dist.	Dublin	...
9	Raymond Wadell	348 Norton	Ulster	Belfast	...
10	Stanley Russell	349 Triumph	Dublin & Dist.	Dublin	...
11	Peter Gill	348 B.S.A.	Dublin Univ.	Dublin	...
12	Allan Jefferies	349 Triumph	Bradford	Shipley	...
13	Seamus Healy	349 Triumph	Leinster	Dublin	...
14	"Stelvio" Hyslop	497 Triumph	Bradford	Leeds	...
15	"Paddy" LeFanu	249 Triumph	Leinster	Dublin	...
16	Cyril Doyle	348 Norton	Dublin & Dist.	Dublin	...
17	Ernie Lyons	349 A.J.S.	Dublin & Dist.	Naas	...
18	"Chick" Gibson	349 Triumph	Dublin & Dist.	Dublin	...
19	Brendan Walsh	497 Ariel	Leinster	Dublin	...
20	James Dempsey	349 Triumph	Leinster	Dublin	...
21	Harold McKee	498 Matchless	Knock	Belfast	...
22	Charlie Manders	349 Excelsior	Dublin & Dist.	Dublin	...
23	Aubrey Archer	497 Ariel	Dublin Univ.	Dublin	...
24	Shirley Moran	498 Matchless	Leinster	Dublin	...
25	Cecil Atkinson	346 Enfield	Leinster	Belfast	...
26	John Midgley	349 Enfield	Bradford	Keighley	...
27	Rowly O'Keeffe	349 Triumph	Dublin & Dist.	Dublin	...
28	S. McFarlane	349 Triumph	Ulster	Belfast	...
29	Fred Fletcher	125 Excelsior	Bradford	Bradford	...
30	Jack Gibney	348 B.S.A.	Dublin & Dist.	Dublin	...
31	Brian Stronge	246 Matchless	Knock	Belfast	...
32	George Mangan	98 D.K.W.	Dublin & Dist.	Dublin	...
33	Tom Byrne	488 Enfield	Leinster	Dublin	...
34	"D. A. Lamb"	348 Ariel	Dublin Univ.	Dublin	...
35	Duggie Ewen	490 Norton	Dublin & Dist.	Dublin	...
36	Teddy Moore	349 Triumph	Dublin Univ.	Dublin	...
37	Terry Hill	348 Norton	Knock	Belfast	...
38	Joe O'Neill	494 Levumph	Dublin & Dist.	Dublin	...
39	Tommy Carroll	348 Velocette	Dublin & Dist.	Dublin	...
40	"Jock" Colley	346 Enfield	Dublin Univ.	Dublin	...
41	Allan Lyons	348 Ariel	Leinster	Naas	...

CLUB TEAM AWARD : "INDEPENDENT" SHIELD

Ulster :	Bradford :	D. & D. "A" :	D. & D. "B" :	D. & D. "C" :	Leinster "A" :	Leinster "B" :
S. MCFARLANE.	A. JEFFERIES.	C. H. MANDERS.	J. GIBNEY.	E. P. GILL	G. LEASK.	S. MORAN.
R. WADDELL.	R. WILKINSON.	E. I. GIBSON.	E. LYONS	G. MANGAN.	POB KENNY.	B. B. WALSH.
C. ATKINSON.	J. MIDGLEY.	S. G. RUSSELL.	D. C. EWEN.	C. G. DOYLE.	R. C. YEATES.	S. T. HEALY

PREVIOUS CLUB CHAMPIONS.

1926 :	1927 :	1928 :	1929 :	1930 :	1931 :	1932 :	1933 :	1934 :
S. WOODS.	F. HOLMES.	F. HOLMES.	S. WOODS.	S. WOODS.	S. WOODS.	S. WOODS.	J. G. BURNLEY.	S. MORAN.

A promising rider who has made great progress in 1938.
 A northern veteran who is a real enthusiast.
 Former competitor bitten again by the "bug".
 Leinster's leading rider who is quite capable of winning.
 Unobtrusive rider who can be counted on to finish well up.
 A great trier who should do well.
 Leinster stalwart with a consistently good record.
 Youngest rider in to-days event.
 Keen organiser of Ulster Club.
 A young rider who is making a reputation in trials.
 Good trials record. Keen racing enthusiast.
 Gt. Britains No 1 trials rider, many wins including recent Experts Trial.
 Almost a veteran, Tenth Patland.
 A Yorkshire character, very succesful with a sidecar.
 A Sportsman
 Shows great promise. First Patland.
 A dashing rider and succesful racing man.
 Trials star, second in last years classification.
 One of the younger school showing great promise.
 First year in trials, promising newcomer.
 Has a great record in this trial as a visiting rider.
 Charlie needs no introduction.
 Ireland's Champion trials rider.
 Won this trial twice, may do the "hat trick".
 Another previous winner, should finish well up.
 "Midge" has a good record on rough stuff.
 Almost a novice, shows great promise.
 An experienced rider. First Patland.
 Rides a "pip squeak" on which he has had much success.
 Sporting enthusiast on a marque, new to Irish trials.
 Young rider who has yet to win his spurs.
 Riding the machine which made history in previous Patlands.
 Stout fella making his annual appearance.
 Car Competitor, trying two wheels for a change.
 Has a good record in past events.
 Dashing rider and keen organiser.
 Extensive experience in racing and Six Days' event.
 Better known in racing circles.
 Consistent trier on an unsuitable machine.
 Rides for the sport and does so succesfully.
 Third brother in to-days event.

"INDEPENDENT" SHIELD :

Leinster "A" :	Leinster B" :	Leinster "C" :	Dublin U . :	Knock
LEASK.	S. MORAN.	P. LEFANU.	A. H. ARCHER.	C. W. DUFFIN.
OB KENNY.	B. B. WALSH.	T. G. BYRNE.	P. D. GILL.	B. STRONGE.
C. YEATES.	S. T. HEALY	P. LYONS,	A. E. MOORE.	T. HILL

CHAMPIONS.

1933 :	1934 :	1935 :	1936 :	1937 :	1938 :
J. G. BURNEY.	S. MORAN.	S. MORAN.	C. E. J. ATKINSON.	C. MANDERS.	S. WOODS.

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COURSE.

On leaving the start, competitors immediately face **Paradise Lost**. A patch of soft ground near the road. About 200 yards further on is **Roamin Road** which consists of a steep and rocky climb up the slopes of the Three Rock Mountain up which it continues, after leaving the observed sections till almost within sight of the summit. Here a right turn and more moorland leads to Ticknock Road, along which they continue for a short distance before passing through a farmyard and more open country to:

Slithers, a title which aptly describes the nature of the ascent.

In quick succession comes:

Hairpin Gulch, a tricky patch of mud and

Grames Delite, — a deviation over some nasty going through a quarry.

Upsan Downs — Some spectacular ascents and descents through disused excavations. Having negotiated these sections, the riders proceed to:

Charleston. — which is a narrow rocky lane, causing machines to jump about in imitation of the dance of that name. Having dealt with this, some easier going allows competitors to get breath back, before more cross country going which leads back to the starting point, for 3 more $6\frac{1}{4}$ mile laps.

We wish to acknowledge with gratitude the kindness of the various land-owners through whose lands this trial passes, without whose co-operation it would be impossible to hold the event. In view of this, we would impress on spectators the necessity to avoid damaging property in any form. Thank you!

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H. E. BELL. (Tied).	*1928. ... H. D. WALSH.	*1933. ... J. G. BURNLEY.
1924. ... R. HUMPHREYS.	*1929. ... S. WOODS.	*1934. ... J. A. S. MORAN.
1925. ... H. E. BELL.	*1930. ... M. J. HORGAN.	*1935. ... J. A. S. MORAN.
1936. ... C. E. J. ATKINSON.	1937. ... A. JEFFERIES.	1938. ... S. WOODS.

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1931 ... H. McKEE, BELFAST	1935 ... Not Awarded.
1936 ... M. J. HORGAN, MANCHESTER.	1937. ... A. JEFFERIES, SHIPLEY

PATLAND CUP DECIDED

SEVERE TRIAL

Shirley Moran Secures Trophy

D. AND D. DINNER

(BY "SPARKPLUG.")

THE thirteenth annual Patland Cup Trial of the Leinster Motor Cycle Club was held on Saturday last. The weather conditions were ideal, but just to show the severity of the course only five finished out of sixteen starters.

The circuit was six miles, which had to be covered five times, and when you consider that during this twenty-four miles (the first circuit not being counted in order to give visitors an idea of the course) there were one hundred and ninety two sections observed, it will be seen that the competitors were practically under view all the time. The scheduled time laid down was fifteen miles per hour, with forty minutes grace at the final check. This was not, however, sufficient for eleven of the competitors who had to throw in the "sponge," some from punctures. Brian Mitchell (Norton) was one who had the misfortune to get a puncture in the first lap. Clutch trouble dogged others, while E. J. Gibson, the youngest competitor, had the hard luck to lose his gear box.

THE FIRST FIVE.

THE five heroes who checked in at the finish were—Gordon Burney (Royal Enfield), who won the trophy last year; Charlie Manders (Douglas), one of Ireland's star riders, and Irish Solo Trials champion; Jim Millard (Royal Enfield), the popular hon. sec. of the Dublin and District Club; W. B. White (Royal Enfield), who was competing in his first Patland and Shirley Moran (Matchless).

The latter is one of the best Irish riders, and he figured prominently in the International Six Days last year.

THE AWARDS.

NOW for the awards. Shirley Moran (Leinster Motor Cycle Club) wins his first Patland Cup, this Trophy being presented by W. and M. Taylor and Co., and becomes champion of his club for 1934. He lost only twelve minutes, and secured 833 marks. The Tredagh Cup, for the best performance of a visitor, was won by W. B. White, of the Knock Club. First-class awards go to Charlie Manders, 775 marks; Gordon Burney, 748 marks, and J. C. Millard, 657 marks, all of whom belong to the Dublin and District Club.

A special award was given to B. McAuley (Royal Enfield), of the Leinster Club, as one of the gates on the final circuit was locked against him.

The "Independent" Shield, presented by the Irish Independent Newspapers, Ltd., for the best Club Team, was won by the Dublin and District Club (Manders, Burney, and Millard).

DINNER SPEECHES.

IT was a happy thought of the Dublin and District Motor Cycle Club to hold their twenty-sixth annual dinner on Saturday night last. They had as guests the Northern contingent who were down competing in the Patland Trial. Mr. Percy Hurse, the president of the club, who is one of the oldest motor cyclists in Ireland, and who has acted in official capacities for the past twenty-six years, presided over the dinner.

In responding to the toast of the club, he told us that motor cycle competitions had changed very much from the old days, when long reliability trials were the order, and that now the shorter and more severe trial had taken its place. He stated that the recent amalgamation with the Tallaght Club was a splendid success.

the toast, reminded us that the Dublin and District Motor Cycle Club was the oldest club in the Irish Free State, and that it had a great tradition. With the recent amalgamation it was bound to be a big force in the sport of motor cycling in Ireland.

VISITORS AND PRESS TOASTS.

THE toast of the visitors was proposed by Sam Hutchinson, and responded to by Harold McKee and Charlie Duffin, of the Knock Motor Cycle Club; Mick McSorley, of the Omagh Motor Cycle Club; and Jim Irvine, of the Leinster Club. The toast of the Press, proposed by Cecil Tanner, was, as usual, responded to by T. W. Murphy, who told us that he never was absent from a D. and D. dinner since its inception.

An excellent musical programme was given and contributed to by the Reynold Brothers, Joe Masterson, Jim Dunne, and Arthur Robinson.

HANDICAP TRIAL.

THE Leinster Motor Cycle Club hold a handicap Trial on March 3 which will be different from some of the trials which took place recently. There will be no rocks or rivers or ground rough enough to damage exhaust pipes or crank cases. Bonus marks will be given to those not using competition tyres. Each competitor starts with 100 marks, and in the case of a rider who does not use competition tyres he gets an additional 30. First class awards will be gained by those returning 90 per cent. of their marks.

FOR THE NOVICE.

THE main idea is to encourage the motor cyclist who is hovering on the outskirts of the sport, and who is more or less nervous of entering competitions. A start will be made from Griffith Avenue, Drumcondra at 2.45 p.m., and the course includes Coolquoy Lane, Milltown Lane, Rathcoole, Saggart, Tallaght, with the finish at Tereure. This will include six observed sections with sub sections, and the complete circuit will be dyed.

OPEN TO ALL.

THIS trial embraces solos, sidecars, and three wheelers, and the usual penalties will be deducted. Foot down in the observed section, two marks; two feet down, four marks; for running alongside machine, four marks, and for a complete stoppage six marks.

It is well to note that side-car passengers must remain normally seated or they will lose four marks. The premier award is a silver cup, to be won outright, with the usual first and second. Entries close on Thursday night, March 1, with the hon. sec., Leinster Motor Cycle Club, Pearse St., Dublin.

RANDOM JOTTINGS.

A new French motor racing track has been constructed around the horse-racing track near Naney. The circuit measures two-and-a-half miles.

The late King of the Belgians was an ardent motor cyclist.

A big concourse of spectators were to be seen at all the vantage points in last Saturday's Patland.

The grant from the Manx Government to the Auto Cycle Union for the Tourist Trophy races in June is £3,500.

The date of the Dublin "100" has been altered from July 14 to July 21, and the venue will be the Phoenix Park.

Southport is having a week devoted to record attempts for car and motor cycle, starting on March 19.

The quotation from Goldsmith on the official programme of the Patland Trial was most apropos. "Our greatest glory consists, not in falling, but in rising every time we fall."

Charlie Manders and Jim Millard are to be congratulated on the arrangements for the D. and D. dinner.

"Friday, the 13th," the name of a British film, features Stanley Woods in the Senior T.T. of 1933.

Miss Wright has been appointed one of the official timekeepers of the Ulster Centre Motor Cycle Union of Ireland.

"DU"

THE FIRST 50 YEARS
OF THE
DUBLIN UNIVERSITY MOTOR CYCLE & LIGHT CAR CLUB

by
M. W. BRYAN

TRINITY OPENS PORTMARNOCK
SEASON
May 20/24



My impression of the rider of Class 7



My impression of the rider of Class 7
Tyrone Smith, winner of the
six-mile class handicap



Sponsored by
THE IRISH DUNLOP COMPANY LTD.

PHASE TWO

"The Stars in their Courses"

1928 started with rumours, which swelled to great excitement, when the first car race since the Gordon Bennett in 1903 was run on Irish soil. The first of the revived T.T. series was run by the RAC on the Ards circuit, and this was the necessary catalyst to start the car boys off in serious competition.

The first event promoted by the Club in this year was the Grafton Cup Trial, held over a 63 mile sporting course round the usual Dublin and Wicklow countryside on March 31st. There was a good entry, and the cup was won by Gordon Burney on a 494 Enfield, with Dick O'Sullivan taking the Carvill Cup for the best member from Bay Walsh, fresh from his "Patland" win, and Shirley Moran.

On 4th April, it was announced that Stanley Woods had become involved in some very sticky business - he had formed a company with his father to manufacture toffee!

The speed season opened with an Athy sprint in April, and at last Tyrell had his "works" 499 Rudge. He still was beaten by W. Kehoe on a Norton, but did win the unlimited class.

Another open trial was run on 21st April, which proved to be a rather easy affair, almost all the finishers gaining first class awards, and the only complaint was of dust on the roads. Athol Harrison had bad luck. He "broke a throttle wire, and on fixing it found that his machine (a Zenith JAP) would do 35 mph with the throttle closed. Then clutch slip developed, but he kept going, and when a mile and a quarter from the finish ran out of petrol." He had, however, ridden the Goat's Pass, the Devil's Elbow, Glencullen, and the Featherbed road with the machine in that condition!

The Athy 75 was held on 12th May, and Tyrell was unlucky to have an oil pipe break on the last lap, when assured of 2nd place. However, Dermot O'Clery, riding in his first big event, brought his 248 Cotton into a good 6th place.

We ran a sprint at Turvey Avenue on 19th May which attracted a good entry, with 80 mph being exceeded on 18 occasions. Evan Griffith rode a 348 Humber, and Stuart Boyd was reported as "being surprised when his 497 Ariel did 85 mph, securing him third place." Tyrell was, of course, in the "Island" for practice, where he recorded some very good times. In a very exciting "Senior" he held third place on the third lap, but had a fall on the mountain, and had to stop at his pit. In spite of a 36 minute last lap he was unable to climb back to better than fourth at the finish, one better than Stanley. As a consolation, his luck was in for the Leinster 25 mile championship meeting in the Phoenix Park in June, when he won the 500 class by nearly 2 minutes, in spite of broken piston rings.

The speed event fixed for Turvey in July was duly abandoned, most members being "on vacation."

The 10-mile championships were run by D & D in the "Park" in July, and Bay Walsh won the 500 class on a Rudge, but only by 5 seconds. In the "Ulster", which was won by Graham Walker, Tyrell was 3rd, and Stanley 5th.

Another new branch of the sport started up in September - dirt-track racing, promoted by the Leinster Club at the Harold's Cross Stadium. Most of the speedmen had a try at this, the most successful being Tom Byrne, Joe O'Neill, and Tommy Jenkinson, while Dermot O'Clery not only rode well, but defended the sport ably when it came under anonymous attack in the correspondence columns. Dirt-track had a very short existence, for by the end of the year the organisers found that the work involved was not rewarded with adequate attendances, and it was many years before it was revived.

An Irish team was entered in the International Six Days Trial for the first time, but lost one of its members on the Thursday.

Athy closed the sprint season, and Tyrell made headlines by exceeding 100 mph on a five-hundred, the first time this had been done in Ireland. As he was towed to

and from the event, it seemed that some rather special tuning had taken place!

In October it was reported that a Norton and Sidecar had been despatched from Kelly's of Bachelor's Walk to Alaska, for the use of a Mr. Studdert.

The "Bush" was held on 17th November, over a course which included a new horror, "Red Gap" near Rathcoole, just discovered by D & D. This section had been "doctored" by spectators, who inserted boulders into a muddy stream, causing Tyrell and several others to leave their mounts abruptly. Barney Carton (346 New Imperial), was noted as having made a miraculous recovery from certain disaster by "wall of death" tactics. This rider was later reported as having "footed" at the Vallambrosa water-splash, and this brought a letter of denial from Stan Rutledge. Some people think that it is only in modern times that trials are taken seriously! After all this, the cup was won by Stanley Woods (490 Norton) making a return to his old form, special awards went to S. Moran (490 Norton), R. LeFanu (346 New Imperial), "C.H.M." (493 Sunbeam), J. Beggan (498 Rex-Acme), D. Nicholson (498 AJS), and E. Hurse (490 Norton), while D & D won the team prize. The combination of shorter routes and tougher sections was proving generally popular, and trial entries were again at a satisfactory level.

The A.G.M. was held on 22nd November, and resulted in no change in the senior officers. Bunny was elected captain, with Tyrell as vice-captain, Stuart Boyd as secretary, and Evan Griffith as treasurer. The committee was S. Moran, H. Baker, H. Wright, D. Fitzgerald, C. Ginder, and J. Horgan. It was reported that we had 15 members, and that a loss of £6 had been made on a turnover of £32.

Once again, Harold Brown neglected our existence in his annual review, devoting most of his space to the success of the new club in Adare.

After several years' lapse, the dinner was again held on 29th January 1929 at Wynn's Hotel, and the awards for the previous year presented. Dr. Joly's account of his experiences with a flying boat in the West of Ireland, while a wonderful example of the interest this now elderly gentleman still took in all forms of progress, were felt to bode ill for competitors in future trials!

The "Patland" was hailed as the "Trial of trials" when held at the beginning of March, and Stanley followed his success in the Boxing Day event by beating Freddie Holmes by 18 marks. The novices award was won by Joe Horgan, riding one of the new 350 Ridges, who finished in 6th place from a field of 38. The event was extremely rugged, and the new sections on the Featherbed were compared by one commentator to a stretch of the front line in Flanders! D.U. finished third in the team contest (Walsh, Stapleton, and Smith), while Rudge-Whitworth won the trade prize. The great success of the event was marred by an accident to Dermot Nicholson, a brilliant Cork rider who had just taken his B.A. degree, and who suffered a badly broken leg in a collision with a car. He at first responded well to treatment, but died during an operation two days later. Naturally, our Spring Trial, fixed for the following week, was abandoned as a mark of respect.

Joe Horgan followed up his Patland success by a win in the Cork St. Patrick's Day event, and repeated the performance in the Adare Easter Trial.

The "Grafton" was run on 13th April, over a course made relatively easy by good weather. As an experiment, there were two secret checks, and speedometers were forbidden, which seems to have discouraged some potential entrants. Still, 26 riders started, all but 4 of whom finished, and the cup was captured by Bay Walsh on a 499 Rudge, 12 riders claiming first class awards.

The speed event scheduled for 27th April was abandoned. The formalities of road closing, and the organisation of marshals, timing equipment, and all the other details of such events, made them rather daunting to our small band of workers.

Another new Dublin club was formed in April, the "Pirates". The chief topic in sporting circles was now the "Irish Grand Prix", to be run in the Phoenix Park by the RIAC. In view of the very big financial outlay, a guarantee fund was set up to underwrite any loss, and our members agreed to be responsible for £75, in those days no small amount! It was also noted in April that a cat had given birth to kittens in a sidecar belonging to a member - certainly not the last time that someone has had "kittens" in a member's vehicle.

On a cold, wet Saturday in May, D & D opened the speed season at Turvey Avenue. Members competing were Dermot O'Clery (348 Cotton) and Evan Griffith (349 Humber) but neither could get near Barney Carton, who beat all the 500's on a 346 Excelsior.

In the Athy 75 on 18th May, Stanley at last got his 490 Norton going well, and came through from the scratch mark to win by half a minute. Dermot O'Clery had a terrific crash at the Moat of Ardscoil, from which he was lucky to escape with a shaking.

Once again, Tryell set the headlines in practice for the T.T. He led the Senior for 2 laps, then Percy Hunt slipped ahead during his pit stop. Trying to make up this time, the Rudge rider crashed, and fell back to 8th place, but in a most determined ride, with two of his ribs displaced, he fought back to finish third behind the Sunbeams of Charlie Dodson and Alec Bennett. This feat was deservedly given considerable publicity, and it was said that he had definitely "arrived". Stanley held 6th on the first lap, but slowly dropped back, and finally retired after a crash which led to "facial injuries and some loose teeth"!

The RIAC Irish Grand Prix duly took place on the 12th and 13th July, and was a "smash hit", with huge crowds to see Boris Ivanovsky win on Alfa-Romeo. Everyone remotely connected with the sport turned out to help, and the only shadow was the loss sustained, which even with a subvention from the Government resulted in a call on the guarantors for 7d in the pound.

In this month, Adare ran a summer trial, where Joe Horgan collected a first class, while on the Continent Tyrell added the Czeck and German G.P.'s to his score.

A slightly sinister note was struck by a report that the Gardai were being obliged to take an interest in the running of trials, and the MCUI spent some time debating steps to stop "blinding", and to minimise the noise nuisance.

The Leinster 100 was back at Dunshaughlin in August, and was a success. Among the improvements were "sidecar ambulances", which patrolled the course to take any casualties to the medical posts, and it was noted that on some stretches these were faster than the competitors! Dermot O'Clery was well up at one stage, but was sidelined by a broken piston, and the race was won by T. Ingram. Graham Walker beat Tyrell for scratch honours, a placing which was repeated in the "Ulster", with Percy Hunt and Stanley also splitting them on this occasion, after a very thrilling race.

One of the few remaining long-distance events, the Leinster "Enniscorthy" trial in October, was won by Shirley Moran, who repeated the performance in the D & D Jacob Cup.

Saturday 19th October saw the "Fall" trial being run over a very sporting course, with several new sections, and the winner was Joe Horgan, by seven marks from Paddy Le Fanu and Bay Walsh, all mounted on Ridges. Among the newcomers was Rex Sharpe.

The "Bush" was planned for 16th November, but several inches of snow forced a postponement. The reporter assigned to cover the event was shown a new section, "Ravens' Rock", and thought that it was impossible, unsporting, and should not be included in any trial. He recorded heart-breaking stories of injuries to man and machine sustained while practising the section, which had once been a river bed. Stuart Boyd hotly denied these allegations, and said that the whole two miles had several times been "cleaned" during reconnaissance expeditions! At any rate, when the event was run, on 7th December, this particular tit-bit had been left out.

Stanley again took the premier on his Norton, and four first class awards were given. Another new member in this event was Terence Mallagh, who finished on a 346 Royal Enfield.

The Officers for 1930 were elected at the end of November, and were- President, Dr. Joly; vice-presidents, Sir. R. Tate, and Messrs W. Thrift, H. Thrift, J. Carvill, S. Woods, and T. Smith; captain, S. Boyd; vice-captain, J. Horgan; hon. secretary, E. Griffith; hon. treasurer, T. Mallagh; committee, H. Baker, K. MacAlpine, Leny, T. Watson, H. Ellerker, H. Carson, and L. Goor. Membership had passed 25 in the year, and the turnover had exceeded £100.

Just at the end of the year, the newly-formed Tallaght club held its first trial, which Dermot O'Clery won on a 349 AJS.

Harold Brown at last noticed our existence, and was quite complimentary about the standard of our events. 1929 had really been Tyrell Smith's year, for the combination of his skill and dash with the outstanding performance of the Rudge-Whitworth machines had catapulted him from relative obscurity to the first rank inside one season.

At the 1930 AGM of the Southern Centre, Harold Brown resigned from the post of hon. secretary, and it was decided that the job was too onerous for one man, so C. Tanner was made hon. secretary, and Dermot O'Clery hon. competition secretary. The Inter-Club Team Competition had now been initiated, and the D.U. team consisted of J. Horgan, S. Moran, E. Stapleton, H. Walsh, E. Griffith, and S. Boyd - a formidable sextet.

Tougher than ever, the "Patland" opened the trials season, and was won by Joe Horgan (340 Rudge) from Stanley, while Terence Mallagh (346 Royal Enfield) took the novice award.

So to the Grafton Cup Trial on 8th March. The entry was rather small, and bitterly cold weather made the competitors rather critical of an event which was less difficult than feared. One of the complaints was that they had "to seal their own watches". A new hill was found near Dundrum, and Bay Walsh (499 Rudge) won from Joe Horgan.

Yet another new form of sport appeared when the Athy club ran the first "grass-track" meeting in the country at the Curragh on 29th March. The course was long by modern standards - 1050 yards - and Stanley Woods showed his versatility by winning the 500 scratch, the 350 going to Gordon Burney, while Dermot O'Clery took 4th on handicap with his 349 AJS.

To popularise trials, Leinster ran an "Everybody's Trial" on 5th April, where competition licences were not required, and which drew a fantastic 85 starters, with at least 20 more turned away. Many of the competitors scored 100%, but among those with 93% was Jimmy Millard, making his first competition appearance on a 174 AKD, christened "Micky Mouse".

27 starters set out on our Spring Trial, on 12th April, which included a choice crossing of Ballyremon Common, and the hairpin at Barnacullia. First class awards went to G. Briggs (495 Matchless sc) and M. Doyle (348 Triumph), J. S. Leigh (350 Rudge) was among the "seconds", while Louis Goor finished on his 348 FN.

The Leinster 100 moved again, this time to the popular Skerries course. Dermot and Stanley were our representatives, Dermot reaching 6th place before retiring near the end, while Stanley's timing slipped just as he got onto the leader Board.

The confined Joly Cup Trial was held on 17th May, attracting 13 motorcycles and 7 cars. J. Taylor (490 Norton) won the cup after a pleasant 44 mile run to Enniskerry, first class awards went to Louis Goor (348 FN), Bunny Ellerker (15 hp Delage) and "M. Henry" (10 hp Rover). In the Novice section, we find Aubrey Archer, starting as he meant to continue on a 348 Rex-Acme, and "Dippy" Harris, talked into entering and crewed by Harry Carson, in the family 10 hp Triumph, as

well as Dudley Colley, competing in the Austin 7 which was intended to provide transport to College from his Clondalkin home. At last cars were beginning to take part seriously in events.

Dermot O'Clery and Terence Mallagh carried our colours in the Athy 75 on 24th May. Dermot's AJS "left him and climbed a ditch", while Terence brought his 245 cc Royal Enfield into 15th place, but so long after the winner that the time-keepers had gone home! This race was spoilt by a fatal accident to a competitor, which may have been due in part to the dusty nature of the roads, and the event was never run again.

Meanwhile, in the Isle of Man, Tyrell achieved his overdue victory, heading a Rudge 1,2,3, in the Junior, while Stanley took on of the new 350 Nortons into 6th place, the best achieved by the team. In the Senior, Rudge were again 1st and 2nd, but Tyrell struck bother after running 2nd for several laps, and eventually placed 6th, Stanley retiring on the last lap with a broken chain.

The second Irish Grand Prix was held on 18th and 19th July, and George Cooke became the first present or past member to take part in a car race, finishing 16th in the Saorstat Cup, and 26th in the G.P., winning the award for the best Irish driver. His mount was a "blown" Austin 7, provided by Lincoln & Nolan, his employers. Stuart Boyd represented us at a dinner given to motor cyclists by Walter Sexton, the race secretary, as an expression of thanks for the work done in connection with the event.

In August, a new club came into being - the Irish Motor Racing Club - formed to encourage motor cycle racing, although it was stressed that nothing in its constitution would preclude the "promotion of car racing, speed boat racing, or any other form of automobile sport".

For the first time we sent a team, consisting of Eric Stapleton (348 Triumph), Shirley Moran (488 Royal Enfield) and Stuart Boyd (490 Norton) to the Inter-Varsity trial, held at Edinburgh on 27th September, and won from Cambridge by a very good margin.

The Fall Trial, run on the 11th October, was held to be second only to the "Patland" for the sporting nature of its course, the most formidable sections being "Glencullen Mudhole" and "Red Rock". Stanley Woods secured maximum bonus marks, winning the Carvill Cup by 44 marks from Fred Holmes.

In November it was mentioned that Tyrell had entered the "trade", in partnership with Matt McQuaid, to sell Rudge, Francis-Barnett, and Grindlay-Peerless machines.

At the end of the month, the "Bush" fully justified its reputation, only 8 of the 22 starters finishing, the winner again being Stanley, who beat Tyrell by 20 marks. One section, a track beside the Goat's Pass, was so terrible that it was made "optional", any rider not trying it losing 5 marks, together with the chance of gaining 20 bonus marks.

At the A.G.M. Evan Griffith was elected captain, Joe Horgan vice-captain, Harry Carson, hon. secretary, and Terence Mallagh, hon. treasurer, while the committee consisted of H. Ellerker, R. Bell, S. Moran, T. Lee, J. Taylor, L. Goor, and H. Watson.

As a fitting finale to the year, the Leinster, D.U., and D & D clubs joined with IMRC in a complimentary dinner to Stanley and Tyrell, an occasion graced by the Lord Mayor, the famous Alfie Byrne.

1931 is a year for which we have very little information. We do know that there were 26 members, including Charlie Thompson for the first time. The main feature of this year was the revival of sand racing at Portmarnock, with riders now employing "dirt-track" riding styles. The first championship meeting ever held in the Centre on a Sunday was run by Leinster on 26th July, and the classes were

won by Charlie Manders (249 Rudge), Joe O'Neill (348 Velocette), and Tom Byrne (490 Norton), while Evan Griffith won the 20-mile handicap on his new racing 596 Scott.

The Grafton Cup Trial was held on 14th February, and resulted in a win for Tom Byrne on his Ariel, Shirley being the only member to get among the silverware.

Stanley Woods again put his name on the "Patland" Cup, gaining 860 marks to the 694 of Gordon Burney, while Bay Walsh and Shirley also won "firsts".

Our Spring Trial seems to have taken place, as there was a letter from the committee in answer to criticism from Harold Brown, who had not received regulations, but the result is unknown.

After their "grand slam" the previous year, Rudge were eclipsed by Norton in the T.T., the ohc machines scoring 1,2,3, in the Senior, with Stanley third, and 1,2, in the Junior, while Tyrell's best placing was 2nd to Graham Walker in the Lightweight, both on 4-valve 249 Rudges.

The Fall Trial again proved to be a rather difficult event, and Stanley won it for the second year in succession.

It was decided to enter J. Taylor, E. Griffith, C. Thompson, T. Mallagh, L. Goor, and A. Archer as our team in the Championship for 1932.

One of the last events of the year was the Tallaght club's Manders Cup Trial. Shirley Moran, the holder, was out on his new Matchless, which caused a lot of comment because it was a 500 side valve model, when all the other "aces" were choosing hot-stuff ohv machines, and it was typical of Shirley that he should make this individual choice, and then go on to prove just how right he was.

The same club ran their Moran Cup Trial at the beginning of 1932, and Charlie Thompson (596 Scott) and John Taylor (499 Rudge) won first class awards, Terence Mallagh (346 Royal Enfield) getting a second. In the Leinster Easter Trial, Gillie Campbell started his career by winning the novice award on a Levis.

Nortons repeated their 1931 "double" in the T.T., but this time it was Stanley who came right back to form, leading the way in each race, both at record speed.

Much more interest was now being taken in the sporting side by car members. Dudley Colley's Austin, and Dippy Harris's Riley "Roarin' Meg" were frequent entries in trials, and the committee agreed that the time had come to promote something more ambitious which would be suitable for ordinary members. It was decided that a hill-climb would best fill this requirement, and after much exploration and deliberation the hill from Orlagh College to Mount Venus was selected. A road-closing order was obtained, and every owner who could be cajoled, blackmailed, or shamed into signing an entry form was approached. As a result, the event was a great success, best times being made by Bill Kavanagh in a supercharged Austin 7, who did 39.8 seconds, and Charlie Manders on a 499 Rudge with 31.2. "Chick" Gibson on his 196 Francis-Barnett won the handicap from Aubrey Archer and Joe O'Neill on Velocettes, while Bay Walsh in a 1444 cc Fraser Nash won the over 1100 cc handicap, and Gillie Campbell on the 350 Levis was second in the experts barred scratch.

A team was again sent to the Inter-Varsity trial, this time promoted by Manchester at Buxton. Evan Griffith was unlucky enough to injure himself while practising the previous day, but Charlie Thompson, Aubrey and Gillie finished a very close second to the winning Manchester team.

To keep things moving, a "push-bike" race was held on Ballyorney, providing "Griff" with a win over Charlie Thompson and Harry Carson. Charlie also won the Fall Trial, while Stanley Woods repeated his "Bush" win, and Joe Horgan won the D & D Jacob Cup.

For some years, the D & D had been suffering from a lack of younger members, and when Billy Freeman, who had been their secretary for many years, was forced to resign for business reasons, a crisis occurred. The prospect of the club being wound up was seriously discussed, but eventually, in a happy compromise, the young Tallaght

club merged with the older one, which almost immediately regained its former health, and again offered hard competition both in riding skill and standard of events.

Among the riders who now competed under the D & D banner was Jimmy Millard, who went on to win the individual championship for 1934 – a pity that he was not riding for D.U.!

So 1933 started with the Sport in a good position; the public no longer regarded the competitors as dangerous lunatics, but turned up to share the excitement. This was reflected in our membership figures, which reached 46, including such notables as Harry Barlee, "Gobbo" McCracken and Wilfie Fitzsimmons.

The "Patland", won by Gordon Burney, was a good event for members, as Shirley brought his Matchless into 2nd place, Joe Horgan was 5th on a 249 Rudge, Dermot O'Clery was 6th on a 348 Ariel, and Aubrey 8th on a 348 Velocette.

It was still usual to dye a trials course, and about this time Dippy Harris and Stuart Boyd considered that the old method of putting the dye in paper bags, which were then thrown at the road, could be improved. The improved method consisted of cutting a hole in the floorboards of Stuart's Austin, and shovelling the mixture through at the appropriate place, but unfortunately their inventiveness surpassed their knowledge of aerodynamics, and the updraught filled the car with blue powder. Possibly due to this, they had an excursion off the road, which resulted in two bloody noses, and their appearance when they reached their destination was wonderful indeed to see. Unfortunately, colour photography was then in its infancy!

Dippy and Dudley Colley had been putting their time to good use in building a racing "special". This took the form of a G.N. chassis with an 8 hp Rover engine installed, and was called "The Horror". Dudley was second to Bill Kavanagh's Austin at the Leinster de Selby hill climb, but the car really captured the headlines when she shed a wheel at Craigantlet. As this was quite common due to the method of fixing, Dudley was quite unperturbed, but calmly collected the wheel, refitted it with a spare nut which was in his pocket, and carried on with his climb!

Another accident, during the Leinster Easter Trial also made the big print, when Mrs. P. A. Sheehan overturned her Baby Ford. Luckily she was not hurt, as otherwise her sons Parra and Ruari would not have been able to ride for the Club in later years.

Stanley repeated his double in the T.T., again on Nortons. This achievement of 4 wins in 2 years is arguable the greatest ever in the history of the event, as there were plenty of competitive machine and riders at that time. The Dublin evening papers marked this success by devoting the whole front page to it - present day papers please copy!

A sprint was held at Ballyogen in July, and the hill climb was again run at Mount Venus, and again drew a good entry. Ideal weather conditions obtained, and a contemporary report said that "the organisation left nothing to be desired, and from a spectator's viewpoint it was the best hill climb of the year"! Bill Kavanagh on the Austin was again best car, lowering the hill record to 37.4 seconds, while Gordon Burney on a 495 OK-JAP brought the bike record down to 30.8 seconds. Louis Goor took second in 2 handicap classes with a 7 hp Triumph, while Evan Griffith won the motorcycle handicap on the Scott, and a newcomer called Simon Campbell (490 Norton) won the expert's barred, joining his brother in the Club and the awards.

The MCUI sent two teams to the "Six Days", the "A" team being H. McKee, S. Moran, and C. Duffin, while the "B" members were G. Campbell, T. Stewart, and C. Thompson, with A. Archer as reserve. The "A" team finished intact, all members winning gold medals, and only losing the "Vase" competition to England on the result of the speed test. Charlie Thompson had to retire after a crash, putting D.U. out of the club team contest, but Gillie and Aubrey both won "golds". Tyrell was also riding, but had to retire on the fourth day, after suffering tyre trouble. It was Aubrey's performance in this event which led to an offer of a "works" bike from Ariels, for whom he rode right up to the late 1950's.

Meanwhile, the car boys had not been idle, Dippy Harris taking his Riley to a win

in the IMRC Rally, while our team of Dippy, H. McCullagh (Riley) and G. Dockeray (Wolesley Hornet) won the team prize. Aubrey also won his class in a car trial, driving a 9 hp Singer.

Having won the second division of the Inter Club Team contest, we were smartly promoted to the first division for 1934, our team being selected as C. Thompson, G. Campbell, A. Archer, and L. Goor.

Our first event of the year was the Grafton Cup Trial, which contained a novel special test, devised by Dudley Colley. At the start, competitors were shown a large yellow flag, with STOP painted on it, and were warned that this would be placed round a blind bend somewhere along the route. Marks would be gained according to the distance in front of the flag to a competitor's stopping point, but it is not recorded how effective this was in stopping "blinding". Thirteen solos, three sidecars, and eleven cars started, and after a route which traversed Killinarden, Glassamucky, Annacrivy, Ballyorney (solos only!), Sally Gap, Ballysmuttan, Sorreil Hill, and finished at Brittas, the winner was Shirley Moran from Gordon Burney. Aubrey and Rex Sharpe won motorcycle awards, and Dudley Colley and Dippy Harris car awards. Shirley went on to win the Patland for the first time later in the month.

IMRC ran a new event in May, the "Cuairt Bhre", a round the houses race for cars through the streets of Bray! The race was won by Paddy Le Fanu in an Adler, and our only runner, Bay Walsh in an MG, failed to finish.

Cars again took the limelight in August, when Leinster followed the success of their 200 motor cycle race at Skerries with a 100 mile car race over the same course. This was rather unusual in that it was won by a girl, Fay Taylour, in a 1648 cc Adler. Before turning to cars, she had been a successful motor cyclist, especially on the dirt-tracks. Dermot O'Clery took 3rd place in a 1089 cc Riley, and Bay Walsh was 14th in his 847 cc MG.

While the hill climb was again held at Mount Venus, the start was moved further down the Firhouse road, giving a length of half a mile, and a "standing" instead of a "rolling" start was used. Manliff Barrington won the President's Trophy, a magnificent cup which had been donated by Tyrell Smith, by making the fastest time of 34.8 seconds on a 499 Rudge, followed by Joe O'Neill and Tom Byrne. Among the other runners appeared "A.E.G. Moore, 494 Triumph". Charlie Manders won the car event with a run of 38.2 seconds in his 2 litre Bugatti, while Redmond Gallagher "ditched" the Brooklands Riley which he was sharing with Bill Kavanagh. Another new cup, the Walter Johnson, had been presented to us by the Club printer, and was won by Wilfie Fitzsimmons in a 2 litre Delage. J.S. Leigh has also presented us with a new cup in this year, for the motor cycle handicap winner, and this went to R. Herron.

Two teams were again entered for the "Six Days", held this time in Germany. C. Duffin, H. McKee, and S. Moran were the "A", and A. Archer, G. Campbell, and T. Stewart the "B" teams. The "B" men all won gold medals, and were again just beaten by England. Shirley had also won a "gold", and as he made up a Club team with Gillie and Aubrey, we won this coveted award from the best clubs in Europe. It was as well that Gillie was a strong man, for the trophy was a large block of marble, decorated with swastikas and surrealist wheels, and must have weighed as much as a motor cycle. Our win was somewhat unexpected, and the band had no music for the Irish National Anthem, so had to settle for "It's a long way to Tipperary", but at that stage nobody minded very much.

Charlie Manders won the Fall, which provided only 12 finishers from 23 starters. In the "Moran", while Gordon Burney won the premier, two of the four first class, and three of the four second class awards were taken by our members, while Dermot O'Clery, Teddy Moore, and T. Considine were among the five other finishers.

In a year when we were riding the crest of the wave, Evan Griffith had also been appointed as secretary of the Southern Centre. Our team for 1935 was to be selected from A. Archer, S. Campbell, T. Considine, E. Griffith, L. Goor, T. Moore, and H. Carson.

The last event scheduled for 1935 had been the "Bush", and this event was actually run on 30th November after a postponement from the previous Saturday. The start took place from Old Bawn in a downpour, which increased in severity as the day progressed so that many of the sections were impossible, several observers had to desert their posts, and a fine course which Simon Campbell had worked over for months was turned into a nightmare. Even when the riders had finished the drama was not over, for it became clear that the rain had made the observers' sheets almost illegible, and the event had to be declared null and void! It was successfully re-run on 18th January 1936, providing a win for Graham Leask.

At the A.G.M., the officers elected for 1935 were:— President, Prof. Purser; vice-president, E. Griffith; hon. secretary S. Campbell; hon. treasurer, G. Warrington; captain, D. McCracken (fresh from his win in the Bray race). committee, H. Carson, C. Thompson, D. Colley, R. Hanna, W. Kavanagh, H. Barlee, D. P. Harris, and A. E. Moore. There were 36 members, and a profit of just over £3 was made on the year.

Our trials team for the year was the subject of some confusion. Aubrey had left for India upon his graduation, and it seemed at one time that we would be in the 2nd division. However, Rex Sharpe who had finished 2nd in the 1935 championship returned to ride for us after a spell with D & D, and together with Teddy Moore and Simon Campbell, and Aubrey after his return in the autumn, made up a very strong team indeed.

While the "Patland" was won by Cecil Atkinson on a Royal Enfield, most of the limelight was stolen by Joe Horgan, who returned to the scene of his former victory with a baby 98 cc DKW provided by Stanley Woods. He was given little chance of finishing, let alone winning an award, but to the amazement of the pundits he actually took second place, six marks ahead of Shirley Moran. Teddy and Simon also won first class awards.

The Club, and indeed the sport as a whole, suffered a sad loss in May when Evan Griffith was fatally injured while competing in the Joly Cup Trial. Nobody actually saw the accident, but it appeared that he had skidded while negotiating a corner, and it was ironic that a rider with such a wide experience of trials and racing should meet his end in such a minor event.

Stanley Woods had by this time left the Norton team, and had ridden first for Husqvarna, winning the Swedish G.P., and then for Moto-Guzzi, for whom he scored T.T. Senior and Lightweight wins in 1935. For 1936 he had joined Velocette with whom he was to remain until his racing career ended, and finished second in the Senior to Jimmy Guthrie. Tyrell Smith had ridden AJS in the two larger classes when Rudge withdrew from them, and when Rudge stopped racing altogether after a company re-organisation he joined the Excelsior factory, bringing one of the "Manxman" models into second place in the Lightweight T.T. in 1936, also winning the European G.P.

A sprint was run at Donabate on 13th June, the car section being won by Davy Yule in a "blown" Austin 7. Simon Campbell was 3rd in the motor cycle class on Evan Griffith's Scott, which has been presented to the Club together with his trials Norton by Evan's parents.

The second event on the Kiltarnan - Glencullen Hill was held on 19th September. Redmond Gallagher in the 3622 cc USR set the record for cars at 46 sec, while Davy Yule drove his CMY special to win the two handicap classes. Joe O'Neill won the 350 scratch and Southern Centre championship class. The handicap was a clean sweep for members, being won by Aubrey Archer (Ariel) from Peter Gill (Ariel) and Bob Kenny (Royal Enfield).

Car Trials and rallies were now quite frequent, although the "rally" was very different to those of today, being simply an assembly of cars at some point, with a simple test to decide the result. Wilfie Fitzsimmons was usually among the award winners, as was Harry Barlee who drove a great variety of cars, including Lancia and Delage. The "Droichead Nua" Night Trial had been run since 1933, and was won in 1936 by J. K. Henry driving an Adler from Charlie Manders in a similar car with

saloon coachwork. This was a "point-to-point" event, which meant that maps were necessary! On 7th November Vincent O'Reilly took his Ford saloon to second place in the IMRC trial. Among the "also started" in the Leinster Boxing Day event were W. Fitzsimmons (Bugatti), D. Colley (Austin) and H. Barlee (Invicta).

Grass track racing was now popular, and in the report of a D & D event at Rathfarnham we find that DU did very well. The 350 handicap was won by Rex Sharpe (Royal Enfield) from Peter Gill (Levis) and Teddy Moore (Velocette), the unlimited scratch producing exactly the same result. In the unlimited handicap Rex won from Peter, with Dudley Colley third on a BSA, and Dudley also won the unlimited handicap. There was also a car versus motor cycle race (where was the MCUI?) and in this Rex beat Charlie Manders in an Adler.

The "Fall" well lived up to its reputation as a "hot-stuff" trial, and after various misfortunes such as those of Bill Topping, whose machine "grounded on a hummock and projected "Bill" on his head in the mud." and Archie Shea who made the only clean climb of Quarry Hill in Glencree with a broken fork spring, the winner was Charlie Manders on a Triumph. Teddy Moore did very well to win the D & D "Moran" in October.

Although a team had been selected for the "Six Days", the riders had insufficient notice, and were unable to compete.

The second Bush Cup Trial of the year was run in November, and this time all went well, giving Charlie another win, from Ernie Lyons, Chick Gibson, and Doug Ewen.

The 1937 Inter-University Trial was organised by DU on 9th January. Our team consisted of Archer, Moran, and Moore, and when it is remembered that they were riding on home ground, it is not very surprising that they beat Manchester by nearly 100 marks. Aubrey was the best individual, and also won an open trial held over the same ground in the afternoon.

Then came the night trial in February, with drizzle making driving rather difficult. The course included checks at Ballyboghil, Ratoath, Maynooth, Robertstown, Newcastle, Ballysmuttan Bridge, and finished at Naas, where the winner was R. Whitton in a Ford. D. Colley and V. O'Reilly won first and second class awards.

Due to various troubles, the races at Limerick and Bray could not be held this year, which was back luck on IMRC who had pioneered these events.

The Grafton Cup Trial was once again for cars and bikes, and took place on 17th April. This "was a really enjoyable event, marred only by the action of an observer on the Ballyremon Common section who ignored the instructions given him and sent the competitors into a frankly impossible section". This caused a certain amount of chaos with the timekeeping! The car section was won by Stan Rutledge in a 972 Singer, and Harry Barlee took a first class award in a 12 hp Ansaldo, while Cecil Yeates was best of the motor cyclists.

Dudley Colley had now bought the 1496 Frazer-Nash which had been driven by Manliff Barrington, and he returned 78.88 mph at the IMRC Donabate Sprint, while at our own Meeting at this course in June he got a fourth and a sixth place, the motor cycle classes being taken by Ernie Lyons and E. Grimson.

The Leinster 100 was again run on the Tallaght circuit in July, and "Gobbo" McCracken was a very convincing winner in the 1122 cc Morgan entered by Gorman Bros., the agents. Vincent O'Reilly won the IMRC rally run in connection with the Cork races.

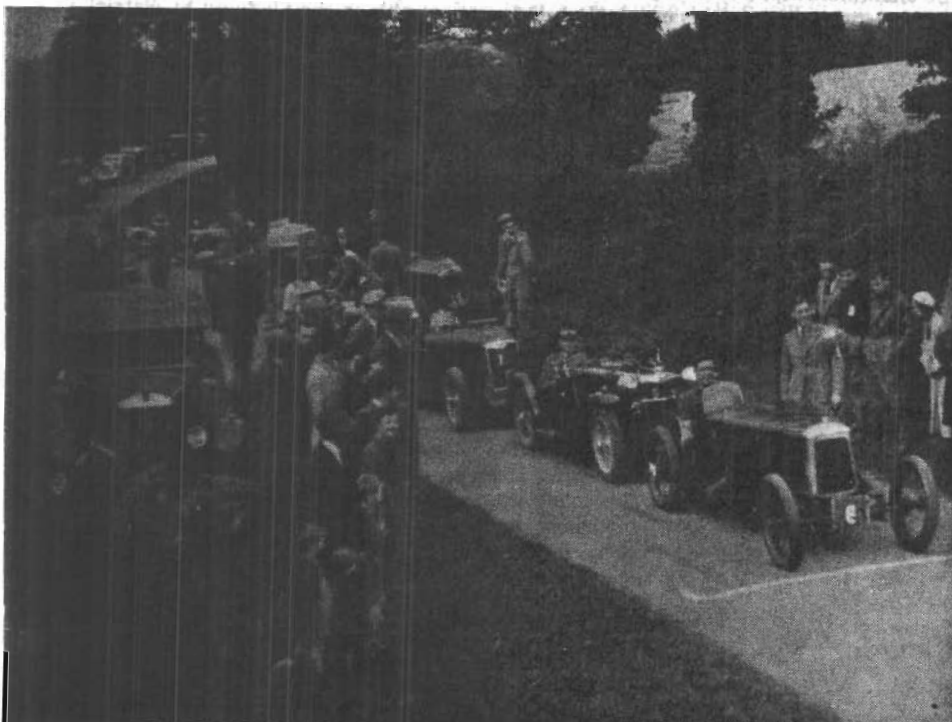
In May a new event was organised, the "Griffith Memorial Scramble" on a course pioneered by Simon Campbell at Lackandarragh in the Glencree valley. The committee had wisely decided that the two motorcycles which had belonged to Evan would not form a permanent memorial, and so they had been sold and the money used to purchase a magnificent trophy. First winner was Chick Gibson riding a 348 Triumph, who beat Aubrey by 49 seconds, with Ernie Lyons third.

The Hill Climb was again at Kiltarnan in August on a very fine day, which led to some very fast climbs. In the open scratch J. Smith in a supercharged Austin was first with 46.4 seconds, Dudley Colley second at 46.6 tying with Alec MacArthur in a K3 Magnette, and Dippy Harris fourth at 47.8. In the extra runs for fastest drivers, MacArthur lowered his time to a new record 44.0. Harry Barlee won the open handicap by seven seconds in a 2120 cc Lancia. Among the two-wheelers Brendan Fortune lowered the record from 43.2 to 39.4 on his 499 Rudge after a tussle with Tom Byrne, while Aubrey also beat the old record on his trials Ariel, complete with lights, and won the handicap. On the way home from this event a car in which Teddy was a passenger overturned between Bray and Greystones, and he was severely injured.

The Phoenix Park races had been revived by IMRC, and in the handicap race "Gobbo" McCracken got home 5th with his Morgan, and Dudley Colley 8th with the Frazer-Nash. Gobbo, Wilfie, and Vincent O'Reilly all won first class awards in the Leinster October trial.

Chick Gibson won the "Fall" by two marks from Aubrey, who then went on to take the "Moran" and the Leinster October Trial, and to finish the season by being the first rider to take the individual trials championship as a member of our team, although Jimmy Millard had won it, as already stated, in 1934. Aubrey also won the Southern Centre "Rough Rider's" Championship, run at the Slade in conjunction with the D & D Nicholson Memorial Scramble. Stanley Woods came right back to form to win the "Bush" in November, where Teddy was sufficiently recovered to act as starter.

Leinster had a record entry for their night trial in November, which included a novice class. Second overall was Peter Gill in his father's Dodge, while other "firsts" were taken by Wilfie in a Morris, Dudley Colley in the Frazer-Nash, Harry Barlee in a Bentley, and Vincent O'Reilly in a Ford, while the "Novice" winner was Shirley Moran driving an Adler, which he followed with a first class in the IMRC Boxing Day trial.



Mount Venus 1934. Dudley Colley waits on the line, watched by Gillie Campbell, with Teddy behind in the dark jersey. Fifth car is the "blown" Austin of Bill Kavanagh.

As 1938 began, a new trophy was presented for competition in memory of "Geoff" Hewison. This was for the individual making best performance in car events run by IMRC, Leinster and D.U. There was also a team competition, and our first team was W. Fitzsimmons, D. Colley, and "D.A. Lamb".

Stanley Woods showed that his return to form in trials was no "flash in the pan" by running second in the "Hurst", and then winning the "Patland" yet again. Aubrey won a first class, and Teddy was back to his old form, finishing well up in the "seconds".

Our first event of 1938 was the night trial, run on 29th January over a course from Rathfarnham to Ballysmuttan and Naas. An unusual test involved starting from outside the car, with the driver holding the ignition keys, and being timed across a line. Fair enough, but at that time not all cars had key ignition, and some drivers did not have to fumble in the dark, so that there was a certain amount of comment! The trial was won by Wilfie Fitzsimmons in a standard Austin 12 saloon, and among the second class awards were Aubrey in a Lea-Francis and W. G. Wilkinson in an M.G.

As a result of the interest in the Hewison competition, we had 15 cars to accompany 20 motor cyclists in the Grafton Cup trial on 3rd March. An arduous route led from Rathfarnham to Calary and back, and "Gobbo" McCracken was the winner in the Morgan, while Peter Gill gave a foretaste of things to come by winning the bike class. IMRC also had a record entry for their St. Patrick's Day trial, which was won by a novice, one George Mangan, Wilfie being second in a Ford, and Dick O'Sullivan returning to competition after some years to win the novice section.

Stanley Woods won the McCrum trial in the North in March, and Aubrey and Peter Gill collected "firsts". At this stage Stanley was leading Aubrey by one point in the championship, and a very close finish was forecast, but this was not to be. We also won the team prize in this event. D & D ran a scramble in the Slade on St. Patrick's Day, and third place in the novice race was taken by Jock Colley riding a Rudge as always. Shirley Moran won the general race, and the handicap went to Simon Campbell on a Triumph, from Aubrey and Peter Gill.

On April 23rd a National handicap race was held as a "curtain raiser" from the Formula Grand Prix at Cork. From practice times it was clear that the drivers with the



Mount Venus again, but a different course, 1961. Basil Waugh and Vic Sweeney wait on the line behind Vincent O'Reilly, while Norman and Aubrey confer.

THE RESULTS : HOW THE TEAMS FARED : BRITISH AND CONTINENTAL MEDAL-WINNERS

All the German team riders wore white overalls, fresh, clean suits being issued each night by the D.D.A.C. Our men looked untidy by contrast.

Miss Edyth Foley was riding a 500 c.c. Zündapp with coil ignition, the key of which had to be pulled out to switch off. The Monday night was a sleepless one for her, as she thought that she had forgotten to pull out said key. Needless to say, she had not forgotten.

Water in the ignition caused many retirements and stops. Tragner (D.K.W.), who retired on Friday evening with only five kilometres to go, was among those who fell out for this reason.

An Italian competitor had an argument with his passenger on the Hasepiel on Thursday's run. Apparently it led to blows. Then the driver went on without his passenger—and was consequently disqualified!

E. T. Kehoe (650 Triumph sc.), who retired early on the Tuesday, did yeoman service afterwards by making sure each British rider clocked in on time, warning them while they made last minute adjustments, and so forth.

The D.D.A.C. announced that all riders who retired would be allowed to stay on to the finish of the week without extra charge (the entry fee

of £6 included hotel, board and lodging for the week).

The Ettalerberg mountain claimed the most victims, but it was a triumph for competition tyres. Those riders with plain tyres stood little chance in the loose shale which abounded on the 1 in 4½ stretch—a really long one, too.

One of the wonders of the organisation was the steady flow from headquarters of lengthy bulletins giving "red-hot" news about the progress of the trial. Some fifty were issued, most of them in four languages, German, English, French and Italian.

The Results in Full

Premier Awards and Gold, Silver and Bronze Medals

GOLD MEDALS (97)

British (including I.F.S. entries).—

R. MacGregor (499 Rudge), A. Jeffries (493 Triumph), W. T. Tiffen (348 Velocette), R. L. Galloway (499 Rudge sc.), G. M. Campbell (346 New Imperial), Miss M. Cottle (249 B.S.A.), F. W. Clark (246 New Imperial), W. P. Bicknell (346 Royal Enfield), G. F. Povey (348 B.S.A.), V. N. Brittain (348 Norton), G. A. Wolsey (497 Ariel), D. F. Welch (497 Ariel), L. Crisp (348 Triumph), G. E. Rowley (346 A.J.S.), C. W. Duffin (498 Matchless), L. Heath (497 Ariel), F. Vigers (348 Ariel), S. Moran (498 Matchless), T. Stewart (346 Royal Enfield), J. White (497 Ariel), J. C. Edward (497 Ariel), W. Clarke (499 Vincent-H.R.D.), A. H. L. Archer (497 Ariel), T. Robbins (249 Triumph), R. C. Cotterill (497 Ariel), J. G. Oates (497 Ariel sc.), H. Laird (1,096 Morgan), F. W. Stevenson (1,100 Brough Superior sc.), N. P. O. Bradley (599 Sunbeam sc.), F. E. Thacker (346 Royal Enfield).

Other Nationalities.—F. Ischinger (350 D.K.W.), J. Storck (791 Zündapp), G. A. de Ridder (348 B.S.A.), G. Heimbucher (346 Ardie), G. Puppo (500 Gilera), H. Scherzer (493 O.D.), G. Ilgenstein (493 Püch), H. Thumshirn (346 Ardie), J. W. Wittenberg (348 Velocette), S. Cmyral (248 Püch), X. Gmelch (400 B.M.W.), Rührschnecke (493 Triumph), A. von Falkenhäusen (400 B.M.W.), G. G. W. Timmer (597 New Imperial), J. W. Sybrandy (348 Velocette), T. A. Vermaak (346 Royal Enfield), C. N. van der Voort (348 Velocette), A. Cimatti (496 Bianchi), W. Winkler (250 D.K.W.), A. Campagnoli (497 Astra), P. Günther, jun. (246 Püch), J. Moejes (597 Ariel), H. Kahrmann (500 D.K.W.), G. Stolze (246 Püch), A. Vitvar (348 Jawa), Reichenberger (493 Triumph), R. Grana (498 Gilera), U. Krüger (800 Zündapp), F. Fallier (343 Triumph), G. Greiderer (500 N.S.U.), K. Thumshirn (346 Ardie), R. Heilmann (350 Standard), G. Koehler (250 D.K.W.), F. Assmann (800

THE INTERNATIONAL TROPHY

Winners.—Germany: J. Mauermayer (750 B.M.W. sc.), J. Stelzer (750 B.M.W.), E. J. Henne (750 B.M.W.); no marks lost; tie with Italy decided by speed test.

Runners-up.—Italy: L. Gilera (580 Gilera sc.), R. Grana (498 Gilera), E. Villa (498 Gilera); no marks lost.

Third: Gt. Britain: N. P. O. Bradley (599 Sunbeam sc.), V. N. Brittain (348 Norton), A. E. Perrigo (348 B.S.A.), 1 mark lost.

THE INTERNATIONAL SILVER VASE

Winners.—Gt. Britain: "B" team: F. E. Thacker (346 Royal Enfield), R. MacGregor (499 Rudge), L. Heath (497 Ariel); no marks lost; tie with Ireland decided by speed test.

Runners-up.—Ireland: "B" team: G. M. Campbell (346 New Imperial), T. Stewart (346 Royal Enfield), A. H. L. Archer (497 Ariel).

CLUB TEAM PRIZE.—Dublin University M.C. and L.C.C.: G. M. Campbell (346 New Imperial), S. Moran (498 Matchless), A. H. L. Archer (497 Ariel); no marks lost, result decided by speed test.

Runners-up.—Sunbeam M.C.C.: Miss M. Cottle (249 B.S.A.), L. Heath (497 Ariel), J. White (497 Ariel); no marks lost.

F.I.C.M. GOLD MEDALS

(for Manufacturers' Teams).

Ariel "A" team (L. Heath, White, Edward), Ariel "B" team (Oates, Vigers, Cotterill), Royal Enfield (Bicknell, Thacker, Stewart), Velocette (Wittenberg, Sybrandy, C. N. van der Voort), B.M.W. "A," Gilera "A," Victoria, D.K.W. "B," Zündapp, Ardie.

Zündapp, Birkholz (342 D.K.W.), E. Schaeffer (730 B.M.W.), P. Rüttchen (494 N.S.U.), R. Dusil (348 Jawa), B. Tommasi (499 Mas), O. Baylon (791 Zündapp), E. Villa (498 Gilera), O. Born (344 Ardie), E. Rebuglio (496 Bianchi), J. Teeken (497 Ariel), A. Marin (Triumph), E. Henne (750 B.M.W.), N. Boneschi (499 Mas), Kluge (350 D.K.W.), Linner (496 Zündapp), Kirchberg (500 D.K.W.), W. Pfeiffer (494 N.S.U.), Stumfoll (248 Püch), B. Rosenmeyer (350 D.K.W.), Beckert (500 D.K.W.), J. von Krohn (791 Zündapp sc.), P. Müller (596 Victoria sc.), G. Manzing (596 Victoria sc.), E. Mehner (561 N.S.U.), J. Mauermayer (750 B.M.W. sc.), L. Gilera (580 Gilera sc.), P. Schäfer (596 Victoria sc.), Bergmüller (592 Victoria sc.), F. Walter (592 N.S.U. sc.), H. Dunz (592 N.S.U. sc.), L. Stasser (791 Zündapp sc.), U. Frey (596 Victoria sc.), F. Bütow (800 Zündapp).

SILVER MEDALS (18)

British.—M. Greenwood (346 New Imperial), A. E. Perrigo (348 B.S.A.), K. B. Norris (249 Stevens), J. Ashworth (348 B.S.A.).

Other Nationalities.—H. Walz (246 Püch), E. Marquardt (346 Hercule), F. Bickel (344 Ardie), G. Panknin (248 Püch), H. Weith (500 N.S.U.), H. Hoogeveen (493 Harley-Davidson), A. Brandt (238 N.S.U.), G. Steinfellner (248 Püch), W. Leppin (250 D.K.W.), E. Sauer (791 Zündapp), W. Mundhenke (490 D.K.W.), N. Schmitt (494 N.S.U.), H. Soenius (494 N.S.U.), R. Knees (238 N.S.U.).

BRONZE MEDALS (13)

C. W. Bray (343 Triumph), F. W. Neill (498 Matchless), Lovinfosse (580 Gillet), H. Goser (246 Püch), J. Pastika (348 Jawa), J. J. Rompelmann (348 Velocette), M. Geyer (346 Ardie), F. Paganoni (500 Gilera), F. Lukavetz (250 Püch), Frau J. Thoutet (250 D.K.W.), F. Tragner (250 D.K.W.), C. Geffers (346 Hercules), F. Berchtold (500 N.S.U.).

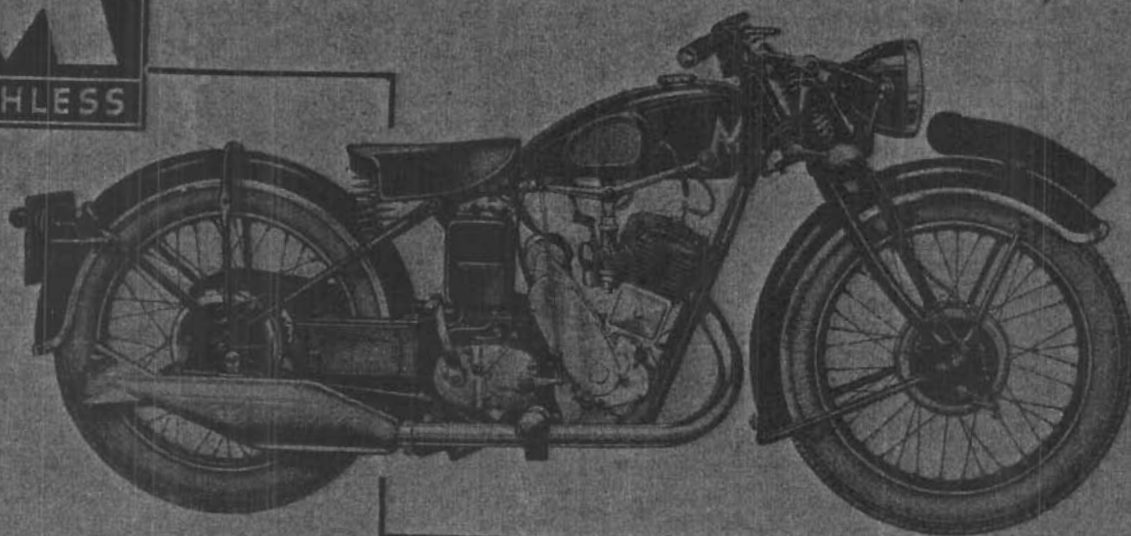
MARCH 22ND, 1934.

THE MOTOR CYCLE

ADVERTISEMENTS. 31



The 500 c.c. Side Valve Matchless (Model 34/D5)



The Ideal Dual Purpose Machine . . .

For solo or sidecar use the 500 c.c. Side Valve Matchless is the ideal machine. It is fitted with a high efficiency side valve engine and provides ample power for the hardest touring under all conditions.

ENGINE.—High efficiency four-stroke side-valve engine with car-type detachable cylinder head and latest semi-turbulent combustion space. "Lowes" piston, double-camshaft timing gear, decompressor and enclosed valves. Bore, 82.5 mm. Stroke, 93 mm. Capacity, 485 c.c.

LUBRICATION.—Full dry-sump system with fabric oil filter.

GEARBOX.—Heavyweight 4-Speed Gearbox with hand control.

TRANSMISSION.—Oil-bath front chain case. Shock absorber on engine shaft. 1" x 1" rear chain protected by effective guard with back panel.

EXHAUST SYSTEM.—Large-diameter exhaust pipe with handsome fish-tail type silencer.

STANDS.—Spring-up centre stand and separate front wheel stand.

TANKS.—Petrol tank capacity 2 gallons. Separate oil tank, capacity 8 pints.

SPRING FORKS.—Heavyweight tubular with finger-adjusted shock-absorbers and steering damper.

BRAKES.—"MATCHLESS" chromidium brakes with finned drums on both wheels, with improved operating mechanism.

MUDGUARDS.—Deep section, with chromium-plated non-rustable bending round edges. Rear guard quickly detachable.

SADDLE.—Lynett "Aero" Spring Seat.

TYRES.—26 in. x 3.25 in. "Firestone" Cord.

LUGGAGE CARRIER.—Detachable luggage carrier, 15s. extra.

FINISH.—Black and chromium with gold lines and embossed chromium "M" on tanks.

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Mr. Shirley Moran
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500 c.c. S.V. MATCHLESS
won

THE PATLAND CUP
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BEST PERFORMANCE
In Ireland's most strenuous trial.

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Please send me the new Matchless Catalogue.

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In answering this advertisement it is desirable to mention "The Motor Cycle"

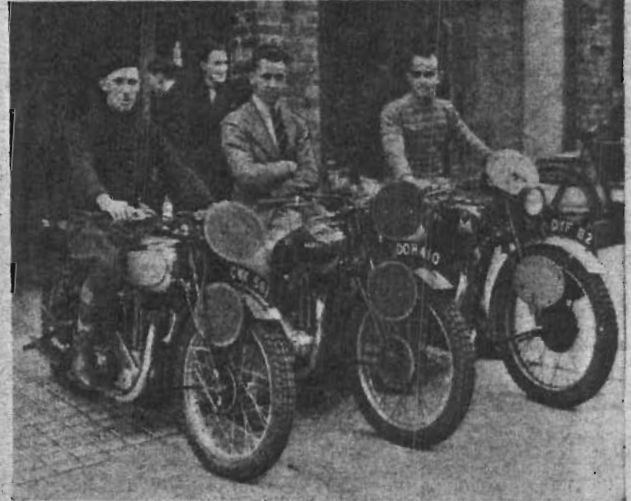
On the Four Winds

"International" Topics : The Friendly Welshman : Lessons of the Trial :
Manufacturers Watch Points : Petrol Consumption Tests

By "NITOR"



The Irish B team lost nineteen marks. Stewart, in common with many other competitors, ran off the route on the Thursday. From left to right: T. Stewart (346 Royal Enfield), H. McKee (498 Levis) and S. Moran (498 Matchless).



The Irish A team which finished the trial without the loss of a mark. Left to right: R. G. Yeates (349 Triumph), A. H. L. Archer (497 Ariel) and C. W. Duffin (498 Matchless).

INTERNATIONAL SIX DAY TEAMS

"A HAPPY journey to you, sir," was the pleasant parting remark of a man from whom I'd just bought a quart of oil. I would willingly give you two guesses as to where this remark was made and another two as to the nationality of the speaker. It is the sort of thing one hears in Bavaria and in the Dolomites, but not very often at home. Now that I mention "at home," have you guessed? The answer is in Wales, and the kindly, friendly soul in question was a Welshman.

REAR-WHEEL springing has been used comparatively little for trials work in this country. For myself, I'm pretty sure that it is not a help in our mudlark-type events. In a Six Days such as last week's "International" the position is different—there are no hub-deep quagmires. As you know, B.M.W.s were using rear-wheel springing, even as they did last year. In an official description of the machines taking part B.M.W.s give their reasons for employing it. This is what they say: "The rear-wheel springing has been adopted not only on account of the considerable improvement in road-holding which it affords, but also because the improved adhesion to the road permits of a better utilisation of the engine power."

"WE are going to have better engines next year." The manufacturer who was speaking had been taking a look at the "International." I smiled and said "In other words, this trials business has taught you quite a lot." He nodded assent and added: "I am going to watch more of the trials game in future." Quite what he has learnt I'm blessed if I can tell you, but I was beside him when he examined a very, very oily engine at the finish—and he rather prides himself on the fact that his models are oiltight!

ON the "International" I noticed that the spare wheel which an experimental department manager was carrying on the back of his sidecar outfit was free to revolve and went gently round and round the whole time the machine was on the move. He told me the reason. Once upon a time they did fix their spare wheels so that they could not rotate. They found that the ball-bearings of the often never-used spare wheels were not lasting so long as the bearings in the rear wheels!

The hammering action, it was found, was causing the balls to make indentations in the races. Now that the wheels are able to rotate the indentations no longer occur.

1938
1SDT
Donington
Park



1938

15DT

Donington Park.



IRISH TEAMS GOOD FORM IN SIX DAY TRIAL

SECOND TO GREAT BRITAIN IN VASE COMPETITION

THE International Six Days' Motor Cycle Reliability Trial concluded yesterday at Donington Park in a manner that must be regarded as eminently satisfactory to the Irish team and individual Irish riders who took part in the strenuous week's test throughout the mountains of Wales.

Our team in the International Vase competition was second to Great Britain, and beat the German team handsomely. Of the eight Irish riders who were still in competition when the fifth day ended, six finished the trial without loss of marks and maintained scheduled speeds in the hour's speed test thus winning the gold standard award.

Ten Irishmen.

The other two Irish riders were less fortunate, and had to be content with second-class awards. There were ten Irish riders in the trial when the competition started. Thompson, the Dublin University man, retired on the second day with a broken frame and tyre. Smith, Dublin, was knocked out on the fourth day with tyre trouble.

The reliability portion of the trial ended on Friday, with 1,000 miles covered.

Interesting Condition.

The competition was then in a most interesting condition. One of Great Britain's two teams, one of Ireland's two teams, and one of Germany's two teams had come through five days of most arduous work without loss of marks. All of the other eight teams had suffered penalties by their members retiring, or failing to reach controls on time. If the three teams covered the 130 miles of each road between Llandrindod Wells and Derbyshire the issue had to be decided by an hour's speed test in the grounds surrounding the Castle.

The nine riders constituting the Vase teams reached Donington without road penalties, but not without trouble.

Britain's Win.

Great Britain won with an excess of over eight minutes from Ireland, and Germany was a poor third.

The German team, however, did not get third place, as a protest on behalf of the British second team against the penalties debited against them during the reliability portion of the trial resulted in the penalties being reduced from five to one, which put them in third place in the Vase Competition, irrespective of the speed test.

Counted on points the score was:—Great Britain, 7; Ireland, 18; Germany, 20.

The nine riders were sent away in one group, and our hopes sunk to zero when Moran's magneto would not fire. He lost nearly a minute at the start.

He was well in arrears when the first lap of the 24 miles was covered.

For four laps he was at the tail of the field. Then he put one of the Germans behind him, and in another three laps he was ahead of Harold McKee, Belfast, who started best of our trio, but did not maintain his initial speed. Moran was sixth when nine laps were covered, Garlie Duffin, Belfast, being 10th, and McKee 11th.

Positions Improved.

All three Irishmen continued to improve their positions in relation to Germany, but neither team made any impression on the Englishmen, whose fast machines enabled them to fill three of the final four places, with one German amongst them. Moran finished first of the Irish trio, doing all 23 laps against his scheduled 20, as also did Duffin, while McKee did one less.

Of the Irish riders not in the Vase team, Campbell and Archer (Dublin University) and Tommy Stewart (Belfast), qualified in the speed test, and won golds. L'Estrange (Belfast) had tyre trouble, but by constant pumping he managed to do sufficient distance to win a second class award, and Hamilton, of Dublin, similarly qualified by pushing home his machine.

WILSON'S TRIUMPH

DUBLIN RIDER SECOND IN 100 MILES RACE

Though only his second effort in competitive racing, S. Wilson, a young Belfast rider of a 348 Velocette, rode splendidly to win the 100 miles motor cycle road race at Carrowdore yesterday at an average speed of 63.85 m.p.h.

Second to him was a Dublin rider, J. J. O'Neill, who, on a similar machine, had an average speed of 63.18. The fastest of the day, J. W. Hunter, of Bangor, riding a 490 Norton, was third, and his speed was 67.87.

FAMOUS DRIVERS IN OPPOSITION

Sir Malcolm Campbell in a Sunbeam, Whitney Straight in a Giant Maserati, Earl Howe, and other famous racing motorists took part yesterday in the Brighton and Hove Motor Club Races on Madeira Drive, Brighton.

In the under 3,000 c.c. cars class, both Straight and Howe succeeded in beating last year's best speed for this class.

Straight, who put up the fastest speed, reached 70.87 m.p.h. in his Maserati, and Howe was second with 70.31 m.p.h. In the unlimited class of cars Straight let his Maserati go faster, winning at a speed of 74.38 m.p.h.

1938
15DT

YORKSHIRE



CENTRE

Scott Trial

A.C.U. OPEN EVENT

This is to certify that

S. Moran

Riding a 498 Matchless

Completed the Scott Course

Total distance 51 miles

in 3 hours 30. minutes

First Class Award.

W. Lloyd Chief Marshal

C. Wood Clerk of the Course

J. V. Holmes Hon. Secretary

Date 16.12.33

Yorkshire Centre A.C.U.

YORKSHIRE



CENTRE

Scott Trial

A.C.U. OPEN EVENT

This is to certify that
Shirley Moran

Riding a 498 Matchless

Completed the Scott Course

Total distance 52. miles

in 3 hours 5. minutes

G.A. Reed Chief Marshal

C. Wood Clerk of the Course

J. Holmes Hon. Secretary

Date 24/9/32.

Yorkshire Centre A.C.U.