

The winner, R. M. McIntyre (A.J.S.), at a jump between Quarter Bridge and Braddan

All Records Broken in Junior Manx

R. M. McIntyre (A.J.S.) the Winner After
Cruel Last-lap Misfortune to H. Clark
(A.J.S.), Who Was Second

THE 1952 Junior Manx Grand Prix, contested on Tuesday of last week over six laps of the I.o.M. T.T. course, was won at the record speed of 85.73 m.p.h. by 23-year-old Glasgow mechanic R. M. McIntyre, riding an A.J.S. His time of 2hr 28m 27s

for the race was nearly six minutes better than the previous record, set up by Robin Sherry last year—a remarkable performance for a comparative newcomer to road racing, whose only previous I.o.M. experience was in the Junior Clubman's T.T. last June. Second



Second man home, H. Clark (A.J.S.), seen at Union Mills

man home, also A.J.S.-mounted, was Harold Clark, a consistent post-war M.G.P. competitor, who was robbed of almost certain victory by a sensational last-lap misfortune, after three times shattering the lap record. His final lap record of 25m 55s beat the 1951 figure by no less than 1m 4s. Third position throughout the race was held by D. K. Farrant (A.J.S.), who rode unobtrusively but extraordinarily well to average only 1 m.p.h. lower than the winner. The first four men all beat last year's winning time. All rode A.J.S. machines equipped with extra large tanks which enabled them to complete the six laps without refuelling.

Throughout the race a stiff, chilly, wind blew from the north-east. This was favourable to the riders on the Mountain section, but adverse from Ballacraine to Ramsey.

Ten minutes before the start of the race, the clerk of the course announced that the meteorological report promised fair weather the possibility of showers. The roads, wet in places from overnight rain, were drying rapidly, but were rather greasy under the trees on the approach to Ramsey.

Promptly at 10.45 a.m., to the crash of the maroon, the first man, R. W. Porter (A.J.S.) pushed off the grid and the race was on. Ninety-two others followed suit; the majority experienced no difficulty. There seemed to be a possibility of several scraps developing on the roads owing to the close starting of well-matched competitors. The most obvious example was No. 17, McIntyre and No. 21, H. Clark, who thus started 40 seconds apart in that order.



The Union Mills pose: the photographer focuses on D. Christian (Norton) as he passes through



Everybody's happy—H. Clark, his wife, Jean, daughter Wendy, and McIntyre, the winner

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The crowd at Braddan watch J. F. Jackson (Velocette) chasing a Norton man—S. Cooper



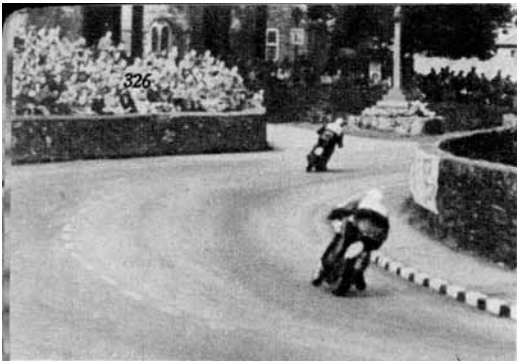
A consistent performer in Manx Grands Prix, H. A. Pearce (Velocette); he finished fifth



Another glimpse of the winner, R. M. McIntyre (A.J.S.) at the start



B. Purslow (Earles-B.S.A.) getting away



J. M. Bowen (B.S.A.) leading J. R. Nairn (Velocette) at Braddan

By watching the riders' progress on the indicator clocks, it was apparent that McIntyre was thrusting his way through the earlier starters. He was the sixth man signalled at Ramsey, and he was followed at approximately starting distance by Harold Clark. At Craig-ny-Baa, McIntyre had passed all earlier starters except No. 2, D. J. P. Wilkins, on a Norton. Four riders only separated the Scot from his Lancastrian opponent who seemed, on amateur timing, to be losing ground slightly. When the red lights glowed above the scoreboard clocks, indicating competitors' arrivals at Governor's Bridge, it was seen that Wilkins still led on the road and he was the first to complete a lap. Hot on his heels, McIntyre streaked through, lying very flat. Nos. 1, 3, 4 and 5 followed in quick succession before Clark roared by—48 seconds after McIntyre. Thus the Scot had gained eight seconds on the initial circuit. Clark did not have his head quite so low as his rival, since he is handicapped by having to look through spectacle lenses.

Thus early, these two riders were capturing attention all round the course. David Ley, commenting from the notorious high-speed jump at the Highlander, described McIntyre's passage as "sensationally fast," with Clark's performance as the next most impressive.

Lead Reduced

First-lap times began to come through. The Glasgow man had clocked 27m 7s, while his opponent's time was 27m 15s. Farrant flashed through, having obviously gained many places on the road. Amateur timing at the Highlander showed that Clark's deficiency at that point on the second lap was reduced to six seconds. The familiar crouch of Keith Campbell on his fast Velocette heralded the arrival of another man who was obviously well up on time. The anticipated battle between J. A. Storr and B. J. Hargreaves was in full swing as they passed through in that order, separated by some 200-yards. Further announcements of first-lap times showed Farrant to be lying third, ahead of Campbell, with Manxman D. Ennett (A.J.S.) in fifth place and A. C. Taylor, on one of Reg Dearden's Nortons, sixth. No. 95, D. Christian (Norton), another local man, had obviously overhauled a large number of men who started before him.

Harold Clark's wide experience of the course began to tell. Craig-ny-Baa reported that he had reduced McIntyre's road advantage to 32 seconds, indicating that Clark now led by eight seconds on corrected time. When they hurtled through the start to complete Lap 2, amateur timing confirmed Clark's increasing advantage. Farrant was still well up. Official times revealed that McIntyre's second lap created a new Manx G.P. Junior record of 26m 44s (84.70 m.p.h.), but his honour was short-lived, for Clark bettered this figure with 26m 25s (85.72 m.p.h.) to lead by 11 seconds.

While changing a jet at his pit, L. Southam said riding conditions were fine except for the strong wind. Every starter completed one lap—surely a record for the race?

Leaders, End of Lap 2

	m	s	m.p.h.
1. H. Clark (A.J.S.)	53	40	84.38
2. R. M. McIntyre (A.J.S.)	53	51	84.09
3. D. K. Farrant (A.J.S.)	54	45	82.71
4. D. Ennett (A.J.S.)	55	17	81.91
5. K. R. Campbell (Velocette)	55	22	81.79
6. A. C. Taylor (Norton)	55	54	81.00

The announcer at the Highlander again enthused over McIntyre's terrific display, likening his style to that of the maestro, Geoff Duke. His timing, however, showed that the stylish Clark had gained another second. At Ramsey the road gap was still smaller, and at Craig-ny-Baa Denis Parkinson announced that Clark was within three or four hundred yards of the white-helmeted Scot, thus having a lead on time of about 33 seconds. Their lights glowed almost together for Governor's Bridge, and at the end of the third lap McIntyre was only 200 yards in front of his rival. McIntyre's third lap equalled Clark's new record, but again the Manchester man robbed him of his new honour by carving off a further 26 seconds with a lap in 25m 59s (87.15 m.p.h.).

Though attention was inevitably centred on this fine display, many other competitors were putting up spirited performances, and the general standard of riding at various points was said to be high. Many riders stopped for fuel at the end of the third lap; a particularly slick exhibition was given by A. C. Taylor.

At the Highlander on the fourth lap Clark was within ten yards of his quarry, and he led the Scot by five yards at Ramsey: 40 seconds up on time! At the Mountain Box and the Craig the gap was relentlessly widening. It was interesting to note the strongly contrasting styles of the two men. Clark, a supreme and effortless stylist; McIntyre, dashing and courageous—both men grimly determined. As they hurtled through to complete their fourth lap, Clark led by a few hundred yards. Again he had shattered the lap record with a time of 25m 55s (87.37 m.p.h.), and led on corrected time by 47 seconds.

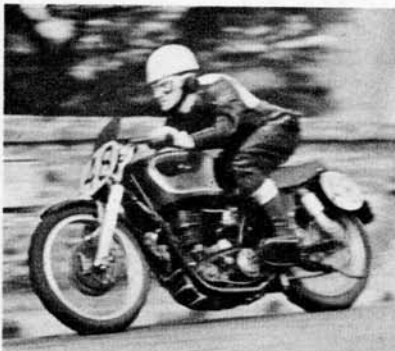
H. A. Pearce (Velocette) thrust his way on to the leader board and executed a really rapid fuel stop, just as J. S. Blair went through non-stop to begin his fifth lap. J. A. Storr pulled in for petrol, leaving B. J. Hargreaves to go on ahead.

Leaders, End of Lap 4

	h	m	s	m.p.h.
1. H. Clark (A.J.S.)	1	45	34	85.79
2. R. M. McIntyre (A.J.S.)	1	46	21	85.15
3. D. K. Farrant (A.J.S.)	1	47	35	84.20
4. D. Ennett (A.J.S.)	1	50	07	82.22
5. H. A. Pearce (Velocette)	1	50	39	81.85
6. K. R. Campbell (Velocette)	1	51	08	81.47

The fortunes of the leading pair fluctuated. At the Highlander on Lap 5, McIntyre had reduced Clark's lead considerably, but after a colossal leap he experienced a nasty wobble. At Ramsey, McIntyre was ahead of the Manxman. H. A. Narris (B.S.A.) stopped here with an oiled plug. D. E. R. Morgan (A.J.S.) retired at Sulby with a broken chain, as did E. B. Crooks (A.J.S.) at Creg Willey's Hill. D. Christian passed two riders very neatly at Craig-ny-Baa. Then Clark was seen to lead McIntyre again on the drop from Kate's Cottage. Both men recorded 26m 2s for their fifth lap; Clark's lead thus remained at 47 seconds, and the next four positions on the leader board were unaltered. N. E. Buxton (A.J.S.) pulled in for fresh goggles, having lost his original pair during the previous lap.

At Ballacraigne, Glen Helen and Kirkmichael on the last lap McIntyre again gradually closed up on Clark. By Ballaugh Bridge he was within



Third man to finish—D. K. Farrant (A.J.S.)

20 yards. At Sulby and Ramsey the distance was down to six yards; at the Gooseneck it was even less!

Meanwhile J. A. Storr had re-passed B. J. Hargreaves, who pulled in for fuel. G. K. Lambert (A.J.S.) fell at Quarter Bridge on his last lap and retired with a broken handlebar. R. T. Tibbetts (Norton) retired at the Craig with engine trouble, and J. D. Campbell (Norton) made adjustments at the Bungalow.

Focus switched to the leaders again. At the Guthrie Memorial, Clark led by two yards; at the Mountain Box by four yards; at Kate's Cottage they were reported side by side. Then McIntyre arrived at the Craig alone! Excitement mounted when Clark arrived 14 seconds later, looking down at his machine, and accelerated away slowly. Obviously mechanical bother was slowing him. Could he struggle home within 40 seconds of the flying Scot and thus save the day? McIntyre's red light glowed and he hurtled over the line to receive the chequered flag. Immediately, Clark's light glowed. The seconds ticked by relentlessly—ten, twenty, thirty, forty—Clark could not win! He toured into second place with a smoking clutch; two of his five clutch springs had disappeared. What cruel luck after such a brilliant ride! Nevertheless, McIntyre's performance had stamped this unassuming lad as one who has a golden opportunity to reach the top flight.

Good Samaritan

The next four places remained unchanged from the fifth lap. News came through that F. A. Rutherford (Velocette) had crashed at Kerrowmoar but was unhurt, while D. K. Farrant reported that a rider was off at Cronkny-Mona; it was D. J. H. Glover (Norton). M. Wilcox (A.J.S.) and R. A. D. Mawson (Norton) retired with engine trouble.

Finally, there was news of a good Samaritan act by J. Hedley (A.J.S.), who stopped for twenty minutes on Creg Willey's Hill on his third lap to attend to his friend "J. Alexander" (A.J.S.), who had crashed at Sarah's Cottage. The stewards decided to allow this delay, thus enabling Hedley to qualify for a finisher's plaque. "J. Alexander" left hospital after treatment, as did A. J. Butcher, who crashed his B.S.A. at Waterworks Corner.

FINAL PLACINGS

	h	m	s	m.p.h.
1. R. M. McIntyre (A.J.S.)	2	38	27	85.73
2. H. Clark (A.J.S.)	2	38	06	85.37
3. D. K. Farrant (A.J.S.)	2	40	06	84.76
4. D. Ennett (A.J.S.)	2	44	04	82.80
5. H. A. Pearce (Velocette)	2	45	31	82.07
6. K. R. Campbell (Velocette)	2	45	50	81.91
7. A. C. Taylor (Norton)	2	49	04	81.77
8. D. Christian (Norton)	2	46	32	81.57
9. R. G. Ritchie (A.J.S.)	2	46	34	81.55
10. J. A. Storr (Norton)	2	49	19	80.23
11. C. E. Staley (A.J.S.)	2	49	59	79.98
12. P. A. Davey (A.J.S.)	2	50	56	79.63
13. J. S. Blair (A.J.S.)	2	51	04	79.41
14. J. J. Wood (Norton)	2	51	51	79.05
15. K. D. Waddington (A.J.S.)	2	51	55	79.02
16. B. J. Thompson (A.J.S.)	2	52	05	78.94
17. J. M. Bowen (B.S.A.)	2	52	28	78.76
18. E. Pantlin (A.J.S.)	2	52	40	78.68
19. B. S. Hosking (Norton)	2	52	59	78.53
20. J. P. Jackson (Velocette)	2	53	08	78.45
21. K. R. E. Prince (A.J.S.)	2	53	12	78.43
22. J. C. Duncan (A.J.S.)	2	53	51	78.14
23. D. C. Birrell (Norton)	2	54	00	78.07
24. A. W. D. Woods (Velocette)	2	54	06	78.02
25. P. M. Hall (A.J.S.)	2	54	16	77.96

The first 25 received Replicas. Replica time was 2h 54m 18s. Other finishers were as follows:—

26. P. A. Kirby (Velocette); 27. R. W. Porter (A.J.S.); 28. G. P. Clark (A.J.S.); 29. K. Willis (A.J.S.); 30. K. C. Morris (Norton); 31. P. Moss (A.J.S.); 32. S. J. Diben (Norton); 33. C. Filerby (A.J.S.); 34. A. R. Brassington (A.J.S.); 35. V. T. Williams (A.J.S.); 36. S. Cooper (Norton); 37. B. Purslow (Earles-B.S.A.); 38. B. J. Hargreaves (Velocette); 39. R. H. Rudge (Norton); 40. A. D. Brown (A.J.S.); 41. H. L. Mills (A.J.S.); 42. D. Langton (Norton); 43. P. Bagshaw (A.J.S.); 44. P. Simister (Norton); 45. J. A. Thomson (Norton); 46. V. G. Hyland (Norton); 47. T. W. Brown (A.J.S.); 48. J. Smith (A.J.S.); 49. J. R. Nairn (Velocette); 50. H. J. Oilerenshaw (A.J.S.); 51. A. Brooks (Velocette); 52. D. A. Storr (A.J.S.); 53. D. F. Jenkins (B.S.A.); 54. D. P. L. Antill (Velocette); 55. L. D. Boul (A.J.S.); 56. L. J. Wilde (A.J.S.); 57. W. H. Dixon (Norton); 58. R. J. Standivan (A.J.S.); 59. M. R. McGeagh (Velocette); 60. R. Poy (Norton); 61. J. D. Campbell (Norton); 62. W. Spence (Velocette); 63. N. E. Buxton (A.J.S.); 64. C. A. H. Roberts (B.S.A.); 65. H. H. Brown (Douglas); 66. L. Southam (Norton); 67. J. Hedley (A.J.S.).

Team Award.—Feveril, D. Ennett, J. J. Wood, D. Christian.
Fastest Lap.—H. Clark (A.J.S.), on his fourth lap, in 25m 55s, 87.37 m.p.h. (record).