



Fourth man home—H. Clark (Norton) on the third lap; he is approaching Signpost Corner

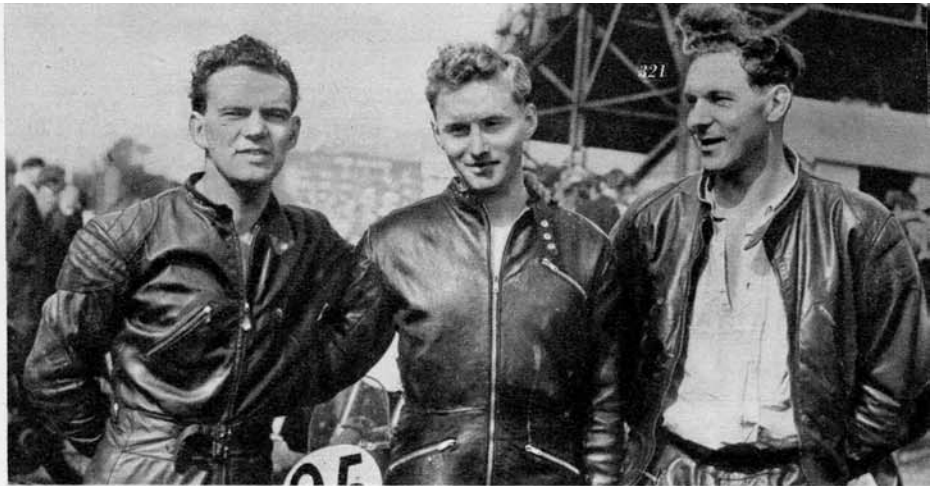
Amazing Senior Manx Grand Prix

**D. K. Farrant the Winner After Breaking Lap Record
Four Times: R. M. McIntyre Second on 348 c.c. A.J.S.:
First Three Home Beat Previous Race Record**

BOTH race and lap records were shattered last Thursday when the Senior Manx Grand Prix was won, in perfect weather, by D. K. Farrant, riding the now famous 498 c.c. Matchless twin at an average speed of 88.65 m.p.h. for the six laps (226½ miles) of the Isle of Man T.T. circuit. During the course of his ride Farrant broke the lap record four times; his final circuit in 25m 15.8s represents a speed of 89.64 m.p.h. Second place went to R. M. McIntyre, riding the same 348 c.c. A.J.S. on which he won the previous Tuesday's Junior race. Riding superbly, he improved on his Junior winning speed by nearly 2 m.p.h.

Third—and first of the single-cylinder five-hundreds—was Cadwell star P. A. Davey (Norton). The first three men all beat last year's race time. Of the 83 starters, 66 completed the course, a creditable percentage of almost 80.

Thursday dawned like a midsummer day—bright, clear, dry and with only a gentle breeze. High speeds were in prospect. Besides 24 non-starters there were several programme alterations in the form of competitors changing from five-hundreds to three-fifties. Notable among these was R. McIntyre who, after recording fastest Senior practice lap in 26m 13s on his Norton, elected to ride his Junior



Left to right: R. McIntyre, second man home; D. K. Farrant, the winner; and P. A. Davey, third

snorting getaway undoubtedly went to D. K. Farrant, whose twin fired readily and roared off the mark very impressively.

A glance at the progress clocks suggested that H. Clark had passed J. A. Storr before Ballacraine, but this proved to be a Boy Scout's error, for suddenly Storr's pointer jumped two places to Kirkmichael. The Highlander announced McIntyre and Farrant as being the fastest there. At Ramsey, B. Purslow was reported as fast and steady, and amateur timing indicated that Storr and Clark were pegging level on time, while Parkinson had dropped about five seconds to Clark.

D. Ennett, No. 2, riding the 348 c.c. A.J.S. on which H. Clark had established a new Junior lap record two days previously, was first at Craig-ny-Baa, and shortly completed the lap in 26m 47s. An early retirement was J. F. Jackson, whose Velocette developed engine trouble at Greeba. No. 5, E. B. Jones (Triumph), was next through the start, followed by No. 21, P. Davey, who had obviously picked up many places in his 26m 24s lap (85.79 m.p.h.). Storr, Clark and Parkinson were all impressive at the Craig and the first two seemed to be holding their distance at the end of the lap.

It was announced that Michael Richardson (A.J.S.) had crashed at the foot of Bray Hill and succumbed to his injuries. Aged 19 years, he was a farmer from Sleaford, Lincs.; he was single and a comparative newcomer to road racing.

Parkinson completed his first lap followed closely by H. A. Pearce and A. C. Taylor. The Wakefield veteran seemed to have lost a little more ground to Clark. No. 69, R. Jervis, was well up on time, and so were D. Christian and E. Houseley; indeed, the former had wiped out Houseley's ten-second starting advantage. It was announced that a mere five seconds bracketed the lap times of Storr, Davey, Clark and Christian—close racing indeed—but it was necessary to wait for the tail-enders to know the true position.

Soon McIntyre streaked through, having passed F. M. Fox, to register a standing lap time of 26m 21s—two seconds better than Storr, and on a three-fifty, too. Then Farrant's twin howled by; he led McIntyre by no fewer than 25 seconds! An indication of the closeness of the competition was the fact that no more than 32 seconds covered the six leaders, and only seven seconds separated the second and sixth men.

A fine picture by Bill Nanks of D. Ennett (348 A.J.S.) leading H. B. Winter (Norton) and D. F. Jenkins (B.S.A.) through Crank-ny-Mona

A.J.S., since he was not completely happy with the Norton's front brake.

There seemed a good prospect of scraps developing on the road. No. 45, J. A. Storr and No. 48, H. Clark (Nortons) were separated in starting time by only thirty seconds, while No. 58, D. Parkinson, No. 60, H. A. Pearce and No. 61, A. C. Taylor (all Nortons) were similarly grouped. Another bunch comprised No. 74, B. J. Hargreaves (Triumph) and Nos. 76, E. Houseley, 77, D. Christian, 82, J. J. Wood, and 85, Keith Campbell, all Norton-mounted. At the tail end of the field Nos. 95, F. M. Fox (Norton), 98, McIntyre and 105, Farrant were spread over 1m 40s.

On his way to the grid, R. E. Smith (Velocette) had his engine sprocket come adrift, and he worked frantically to rectify matters before the start. At 10.45 a.m., timekeeper Lumby began despatching the competitors at ten-second intervals. Notably good starts were made by P. A. Davey and B. Purslow (Earles-B.S.A.). Also quickly away were H. Clark, D. Parkinson, H. A. Pearce and R. Jervis on featherbed Nortons. B. J. Hargreaves and Keith Campbell were very slick, as were F. M. Fox and R. M. McIntyre; but the palm for a



The winner, D. K. Farrant (Matchless) entering the Glencrutchery road on the fifth lap



J. A. Storr (Norton) at the turning point for Signpost Corner

Announcements came from various parts of the course. Farrant's second-lap leap at the Highlander was terrific, and his engine sounded extremely potent on the subsequent run to Greeba Castle. The Craig said that Ennett had a good lead on the road and was cornering really well. Ramsey reported that the earlier numbers among the leaders had been through. Davey, riding No. 21, was the first of the leading six to come through the start, and his second-lap time of 25m 50s (87.66 m.p.h.) confirmed the hot pace.

Two more men retired: P. Shepley-Taylor (Norton-B.S.A.), with engine trouble at Greeba, and G. E. Collett (B.S.A.) with a broken chain. Parkinson pulled in for fuel and was away in 33 seconds. The 1951 lap record showed signs of tottering when Clark's second-lap time of 25m 45s (87.94 m.p.h.) was seen to equal it.

Rapid Pit Stops

Fuel stops became frequent. B. S. Hosking (348 Norton) overshot his pit by 50 yards and had to wheel his machine back. H. A. Pearce (Norton) stopped no longer than 17 seconds. Christian and Houseley made quick stops and were away in close company. No. 72, R. Dowty (Norton) topped up and restarted before No. 74, B. J. Hargreaves, went through. McIntyre completed his second lap before Keith Campbell, having gained over two minutes on him. Then Farrant was signalled; but he, too, took on petrol at his pit—in 25 seconds—and made a shattering getaway. Times, Mr. Announcer, please!

Ah, the second lap times. Sure enough, the lap record had gone. Farrant had clocked 25m 31s (88.76 m.p.h.). Clark's fast lap had hoisted him from fifth to second place, from which he displaced McIntyre by one second. Davey had ousted Storr, and Denis Parkinson appeared on the leader board. Four seconds covered the second, third and fourth men.

Leaders, End of Lap 2

	m	s	m.p.h.
1. D. K. Farrant (Matchless) ...	51	27	88.02
2. H. Clark (Norton)	52	10	86.80
3. R. M. McIntyre (348 A.J.S.) ...	52	11	86.78
4. P. A. Davey (Norton)	52	14	86.69
5. J. A. Storr (Norton)	52	23	86.45
8. D. Parkinson (Norton)	52	43	85.93

K. C. Morris's 348 c.c. Norton called it a day at Barregarrow. R. Jarvis was riding his Norton minus its third gear, but was performing very well on the remaining three. At Ramsey, Storr led Clark by 35 seconds on the road, a five-second advantage on corrected time. McIntyre chased No. 54, P. M. Walsh (Vincent), through the Square and was shortly followed by Campbell.

Both Storr and Clark pulled in for fuel at the end of their third lap. Clark made the quicker stop and was away a few seconds after his rival. Christian gained considerably on Houseley during the lap. J. J. Wood (Norton), No. 82, was well up on time. McIntyre streaked past the start 45 seconds before Farrant, who thus had a time lead of 25 seconds over the Scot. Campbell stopped for petrol, and C. E. Staley wisely retired at his pit with excessive oil on the rear tyre of his B.S.A. P. M. Walsh's Vincent pinked audibly as he restarted after his fuel stop. Nos. 40 and 41, R. H. Rudge and H. J. Ollerenshaw (348 and 490 Nortons) appeared to be enjoying a good battle and pulled into their pits together.

D. Ennett now brought a second 348 c.c. A.J.S. into the first six. Still only thirty-one seconds covers the first four men. E. B. Jones (Triumph) added a humorous note to the proceedings by telling his pit attendant that he was experiencing great difficulty in keeping his breeches up since he had lost all the vital buttons! However, A. Smith (Norton) was in worse trouble—he had broken a connecting rod at the bottom of Barregarrow.

The pits became a hive of activity, with many riders taking on petrol and oil. Ennett was the first to complete his fourth lap with a good lead on the road. Davey was next of the leaders through, and soon Storr and Clark appeared on schedule. D. Shields (Norton) dropped his model at the pits and was carried away with slight concussion. A. W. D. Woods (Velo-cette) retired at Ramsey with a broken exhaust pipe.



High-speed impression of veteran M.G.P. competitor, Denis Parkinson (Norton)



A glimpse of the man who finished second, R. M. McIntyre (A.J.S.) braking and changing down for a corner

McIntyre's red light gleamed, and as he went through the start, Farrant's light came on. Amateur timing made him 25 seconds behind the three-fifty as he passed the start; he had thus increased his lead to 45 seconds. At the Highlander there was still little between Storr and Clark. Farrant's official time came through—another record—25m 17s, equal to 89.57 m.p.h.

Leaders, End of Lap 4

	m	s	m.p.h.
1. D. K. Farrant (Matchless) ...	1	42	88.18
2. R. M. McIntyre (348 A.J.S.) ...	1	43	87.54
3. P. A. Davey (Norton)	1	44	86.81
4. J. A. Storr (Norton)	1	44	86.79
5. H. Clark (Norton)	1	44	86.76
8. D. Ennett (348 A.J.S.)	1	45	85.95

When the two leaders passed the Highlander for the fifth time, the gap between them was reduced to 20 seconds. Would Farrant catch the fleet three-fifty and, if so, what fireworks would then be seen? Clark's pointer moved to Ramsey, while Storr's remained at Kirkmichael. Had the Boy Scout erred again or was this tussle really ended? Hard luck—Storr was out at Ballaugh with a broken primary chain.

Ennett went through to begin his last lap, followed after a short interval by Davey. Ramsey reported that Farrant was not far astern of McIntyre in the Square.

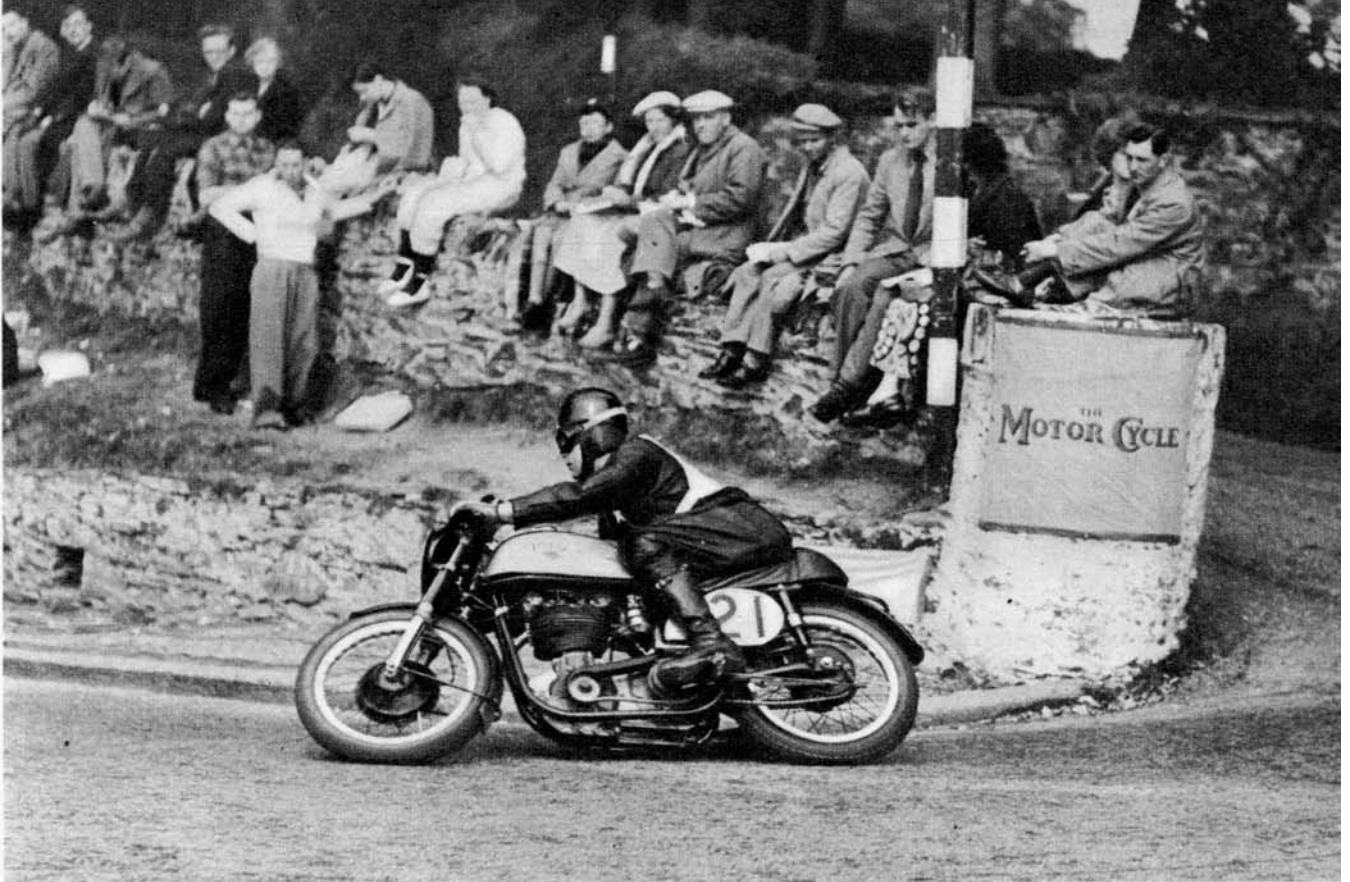
Then, from Craig-ny-Baa, came the news that Christian led Houseley by about half a minute, and—yes!—Farrant was just ahead of McIntyre on the swoop down from Kate's Cottage and drew away as they accelerated down to Brandish. As they flashed by the stands to start their last lap, Farrant was 150 yards ahead. At Quarter Bridge, the gap was down to ten yards; at Union Mills, 25 yards; and at the Highlander, a quarter of a mile.

Another Record

The fifth lap times showed that Farrant had clipped a further second off the lap record, which now stood at 89.63 m.p.h. With the retirement of Storr, Ennett moved up to fifth place and his fellow Manxman, Christian, brought his Norton on to the leader board. By now the leading six were strung out over nearly four minutes.

Ballacraine announced that only 20 yards separated Farrant's twin from McIntyre's A.J.S. Was the Scot making up on the curves some of the five-hundred's speed advantage? It was difficult to tell, for at Glen Helen the distance was again 150 yards. Those in the stands followed these two riders' progress by means of public address announcements—Barregarrow cross-roads, 100 yards; Kirkmichael, the same distance. At Ballaugh, after the full-bore miles, the gap had widened to 300 yards. More full bore to Sulby and it was a quarter-mile.

At 1.22 p.m., Ennett finished his non-stop ride. A minute or two later, Davey also finished. Meanwhile, Farrant and McIntyre were separated by 20 seconds at Ramsey. The uphill climb to the Gooseneck increased the gap to 30 seconds, and at the Cutting it was the same. Clark finished just after No. 17, R. G. Ritchie



Heeling over nicely: the third man home, P. A. Davey (Norton) is watched by an interested gallery at Governor's Bridge

(A.J.S.), another gallant three-fifty performer. Another broken connecting rod accounted for another retirement at Barregarrow crossroads; the victim was G. P. Clark (348 A.J.S.).

Bungalow reported the two leaders' road discrepancy was four seconds, an announcement which caused many raised eyebrows. Denis Parkinson received the chequered flag, followed shortly by H. A. Pearce, who pipped Parkinson for seventh place by 1½ seconds. Farrant was roundly applauded as he crossed the line a worthy and indisputable victor after a faultless ride. Thirty-three seconds later McIntyre received the chequered flag to complete his second brilliant ride in one week on the same 348 c.c. A.J.S., having on this occasion outstripped every five-hundred except Farrant's Matchless twin. And for good measure, Farrant, on his final lap, carved a further fifth of a second off the lap record with a time of 25m 15.8s—89.64 m.p.h.

FINAL PLACINGS

	h	m	s	m.p.h.
1. D. K. Farrant (Matchless) ...	2	33	13.8	88.85
2. R. M. McIntyre (348 A.J.S.) ...	2	34	57.2	87.87
3. P. A. Davey (Norton) ...	2	35	49.8	87.17
4. H. Clark (Norton) ...	2	36	11	86.98
5. D. Ennett (348 A.J.S.) ...	2	37	38.4	86.18
6. D. Christian (Norton) ...	2	38	3.6	85.94
7. H. A. Pearce (Norton) ...	2	38	12	85.87
8. D. Parkinson (Norton) ...	2	38	13.2	85.86
9. J. J. Wood (Norton) ...	2	38	46	85.56
10. E. Houseley (Norton) ...	2	39	04.4	85.40
11. R. G. Ritchie (348 A.J.S.) ...	2	40	49.4	84.47
12. A. M. Phillip (Norton) ...	2	41	06.6	84.29
13. F. M. Fox (Norton) ...	2	42	13	83.74
14. K. R. Campbell (Norton) ...	2	42	35	83.55
15. R. Jervis (Norton) ...	2	42	49	83.43
16. R. Dowty (Norton) ...	2	43	58	83.35
17. A. C. Taylor (Norton) ...	2	45	11	82.94
18. B. Furslow (Earles-B.S.A.) ...	2	45	15.2	82.20
19. E. B. Jones (Triumph) ...	2	45	24	82.13
20. E. Pantlin (348 A.J.S.) ...	2	46	45	81.46
21. J. S. Blair (348 A.J.S.) ...	2	47	42	81.00
22. P. M. Hall (348 A.J.S.) ...	2	47	47.6	80.96
23. L. Carr (Triumph) ...	2	48	02.2	80.84
24. S. Cooper (Norton) ...	2	48	03	80.83
25. B. S. Hosking (348 Norton) ...	2	48	06	80.81
26. D. E. R. Morgan (348 A.J.S.) ...	2	48	12	80.76

The first 26 received Replicas. Replica time was 2h 48m 33s. Other finishers were as follows:—

27. K. Willis (348 A.J.S.); 28. D. C. Birrell (348 Norton); 29. E. Rees (348 A.J.S.); 30. K. B. E. Prince (348 A.J.S.); 31. J. Smith (Norton); 32. P. M. Walsh (Vincent); 33. T. B. N. S. Smith (Norton); 34. J. M. Bowen (348 B.S.A.); 35. P. Moss (348 A.J.S.); 36. R. W. Porter (348 A.J.S.); 37. F. J. Passmore (348 Norton); 38. H. L. Mills (A.J.S.-Triumph); 39. P. Simister (Norton); 40. R. E. Smith (348 Velocette); 41. B. J. Harreaves (Triumph); 42. R. A. D. Mawson (Norton); 43. J. A. Thomson (Vincent); 44. P. Bagshaw (348 A.J.S.); 45. T. W. Brown (348 A.J.S.); 46. J. S. Wilson (348 Velocette); 47. A. G. Briggs (Triumph); 48. M. R. McGeagh (348 Velocette); 49. N. J. Price (Norton); 50. R. H. Rudge (348 Norton); 51. D. Langton (348

Norton); 52. R. Bennett (Norton); 53. T. F. Watson (Norton); 54. D. F. Jenkins (348 B.S.A.); 55. H. B. Winter (Norton); 56. H. Bent (Triumph); 57. L. Dunham (348 B.S.A.); 58. A. Smith (Norton); 59. L. D. Boulle (348 A.J.S.); 60. N. E. Buxton (348 A.J.S.); 61. K. R. Taubman (Triumph); 62. H. S. Clifford (Triumph); 63. D. J. Gallagher (Triumph); 64. P. E. Walsh (Triumph); 65. L. Southam (348 Norton); 66. L. Currie (348 Velocette).
Team Award.—B.M.C.R.C. "A": H. A. Pearce, K. R. Campbell, D. K. Farrant.

Newcomer's Award.—B. S. Hosking (348 Norton).
Lady Hill Trophy (best Manx rider).—D. Ennett (348 A.J.S.), fourth in Junior, fifth in Senior.
Fastest Lap.—D. K. Farrant (Matchless), on his last lap, in 25m 15.8s, 89.64 m.p.h. (record).



A healthy crackle at Signpost: T. F. Watson (Norton) followed by M. R. McGeagh (Velocette)