

THE NORTH ROAD "50"

Jenkins Again the Winner. 3½ Minutes Cover First Eight. Northerners' Great Challenge. The Race Reported by Mr. F. T. Bidlake



Greeting for a conquering hero.

AS in 1929 so again at the height of the present season, G. W. Jenkins scored the fastest time in the North Road Club's scratch "50," restricted to the best 12 50-milers of the day.

Jenkins made no mistake, and won from J. W. Brooke by a good margin of 1 min. 19 secs., and his victory and his time showed the Hastings man at his true form from which he had lapsed a little in the Shaftesbury "50." His recent 2 hrs. 11 mins. 14 secs. in the Brighton Mitre event indicated recovery to first-class condition, reminiscent of his Catford win in 2 hrs. 10 mins. 21 secs., and it is an interesting and satisfactory result to find that the winner of this scratch "50," in 2 hrs. 11 mins. 57 secs., had already done a faster time than any of the other men who rode against him.

Hard Both Ways.

Jenkins's own view is that the day was a little harder than when he won last year. It seemed hard both ways, for what wind there was rose towards the end of the outward journey, and was a westerly cross wind on the home-ward trek, so that there was no compensatory helping wind, although no very strong breeze at any part of the journey.

The Hastings rider did not have a walk-over, nor, indeed, lead all the way, for E. Bloodworth, of the Broad Oak Road Club, the Nottingham flier, was the fastest of the field at quarter distance, where he led Jenkins by 17 secs., this lead being increased at the turn (25 miles 220 yds.) to exactly a minute. Bloodworth retained 54 secs. of this at

the three-quarter distance, but shortly afterwards went to pieces. His time exactly tied Jenkins at 44 miles, where a watch-holding observer noted times at the drinking station, and from there to the finish he lost almost exactly half a minute a mile, to finish seventh. Bloodworth, it appeared afterwards, had not completely recovered from a weakening attack of intestinal trouble which affected him some ten days before the race.

Brooke, the pride of the Gomersal O.R.C., starting as No. 9 on the list, at three-minute intervals, ran a consistent and characteristic race. At 12½ miles he lay third, with a second only between him and Lipscombe. At the turn these two reversed their places, the Ingleside man having a 22-secs. advantage, but at 37½ miles 14 secs. intervened in Brooke's favour, and at the finish the man from the land of Andy Wilson led Lipscombe by 63 secs., Brooke's score being 2 hrs. 13 mins. 16 secs. When, however, the last starter, H. Winstanley (Barnsley R.C.), rolled up it was found that his brilliant work on the return journey had won him third fastest time, as he clocked 2 hrs. 13 mins. 57 secs., after being slowest at the turn and slowest but one at 37½ miles. His display on the final stage was exceptionally speedy, as he was gathering speed when the rest of the field was feeling the draught.

Winstanley, on his way to the battlefield from Barnsley, per motor vehicle, had been stranded at Grantham, and only with great difficulty reached the starting quarters late at night, and was scarcely in the pink of condition when the timekeeper called his departure last

on the card at 6.33 a.m., but he obviously trained on during the job, his turning time at 1 hr. 6 mins. 10 secs. and his finishing time of 2 hrs. 13 mins. 57 secs. contrasting with Bloodworth's 1 hr. 2 mins. 35 secs. out and 2 hrs. 14 mins. 55 secs. all the way. As the winner of three open "25s" in the North, and doing 2 hrs. 11 mins. 47 secs., to say nothing of other hot rides, Winstanley well earned his place in the dozen, and ran into a very skilfully contrived third place.

Donovan Delayed.

W. B. Donovan, the Kentish Wheeler, easily the senior rider in the event and, as everyone knows, winner of several fifties this year, lost several seconds in his first minute from the starting line by pushing his insufficiently secured driving wheel over in the forks. A hasty dismount, a tightening of the butterfly nuts and a re-start with pedal straps not quite so well adjusted as in the leisure before the original call to go, all mean loss of time, and his 2 hrs. 14 mins. 48 secs., as against the 2 hrs. 14 mins. 47 secs. of C. Holland, the M.C. and A.C. representative, would certainly have been the necessary amount faster to place him fifth, even if not quite enough to make certain that



H. Winstanley, who rose from 9th at the turn to 3rd at the finish.

he would have reached Lipscombe's figures.

This incident was the only one in the event of an untoward nature, none of the men having tyre troubles of any sort.

Holland and Donovan did rides characteristic of their form, the Midland man exactly tying his performance in the Warwickshire "50."

F. Turner, who was the first away at 6 a.m., rather disappointed the critics with his 2 hrs. 16 mins. 48 secs., but even more disappointing was the performance of J. P. Woodcock, who had beaten all-comers in Ireland and on Irish roads did three fifties, averaging 2 hrs. 16 mins. 40 secs., but on the North Road died away to 2 hrs. 27 mins. 2 secs. It is only fair to him to note that he was out all night on the journey to England, and also had diffi-



C. Holland is held up by his brother Walter, himself a Memorial "50" ex-competitor.

culty in reaching the start on a motor coach, and spent a lot of a second night on the road.

Regret was naturally felt that there were three absentees. They were J. Bragg, F. G. Frost and F. W. Southall.

There was a large crowd at the start and finish of interested clubmen, who ranged up on the roadside in most exemplary orderly fashion.

The following are the times:—

Name and Club.	h. m. s.
G. W. Jenkins, Hastings ...	2 11 57
J. W. Brooke, Gomersal	
O.R.C. ...	2 13 16
H. Winstanley, Barnsley R.C.	2 13 57
F. A. Lipscombe, Ingieside...	2 14 19
C. Holland, Midland C. and A.C.	2 14 47
W. R. Donovan, Kentish Wh.	2 14 48
E. Bloodworth, Broad Oak	2 14 55
F. Turner, Cheshire Roads ...	2 16 48
J. P. Woodcock, Irish R.C. ...	2 27 2

AN INTERNATIONAL EVENING

Match Races Produce a Tie, but Cozens Wins the Grand Finale

IN spite of rain that fell steadily even before the time appointed for the commencement of the meeting, 4,000 people went to Herne Hill track last Monday evening to see the big international sprint meeting organized by Mr. Goodwin.

The *raison d'être* of the gathering was a series of 500-metre match races between S. T. Cozens (England), W. Gervin (Denmark), B. Leene (Holland, competing in place of R. Trauden, Germany) and B. Pellizzari (Italy), and, although two were held in rain and the remainder run off at times much behind those scheduled, they provided as good sport as has been seen in London for a very long time.

Track Too Slippery.

It would not be wise to attach too much importance to the very wet duels in which Pellizzari beat Leene and Cozens overcame Gervin. The very margins (two lengths in one case and three in the other) show that the competitors were more regardful of their skins on the slippery surface than registering very high speeds.

The third and fourth races were very much better. Matched with Cozens, Pellizzari flung all his Latin ardour into a back straight jump that gave him four lengths lead at once, and, try as he would, the Englishman could get no nearer than a wheel's width. The Leene-Gervin contest was all dash and the final furlong found Gervin winning in 12½ secs., with Leene a wheel away.

Points being allotted one for a win and two for a second, there was now the following interesting position:—Pellizzari, 2 points; Cozens, 3 points; Gervin, 3 points; Leene, 4 points. In other words, while the Italian could not lose, both Cozens and Gervin must win the next two heats in order to equalize. And that is what they did.

Gervin Shows His Paces.

Dealing with the sixth match first, Cozens led Leene all the way and won as he liked. The fifth, however, was quite the most thrilling of the series. Jumping in the back straight, Gervin secured first place and stalled, only to be caught napping by Pellizzari, who stayed not to reason why but made his counter jump immediately the Dane began to ease. But, even then, the race was not over. Oh, no! Gervin closed up two lengths in infinitesimal time, went right round the Mussolini man as he came off the last corner and swished across the line about a wheel ahead.

The triple tie brought about by these placings was, in all the circumstances, a very fair indication of the general quality of the contestants, but, in order to obtain a more definite, though not necessarily more accurate, guide to form, a final heat was held in which all four men competed. This was run over

1,000 metres, and, inasmuch as a race *à quatre* does not constitute a match, the event is to be regarded purely as an extra and not a solution to the problem of the tie.

A puncture put Leene out in the first lap and the order then became Cozens 1, Gervin 2, with Pellizzari lying outside apparently trying to box in the Dane and yet keep an eye upon the Englishman. In the first aim he succeeded, but when Cozens "went" at Pellizzari's instigation the latter, though making a brilliant effort, remained half a wheel behind on the line. Gervin, who has a lot more speed than his comparatively light build suggests, was within another length. Last furlong, 13½ secs.

Among the "Vets."

By now the weather had cleared up beautifully. Some events, owing to the earlier delays, would obviously have to be abandoned, but there seemed every hope of getting through with a reasonable proportion of the programme. In interest the second item of the evening was probably the veterans' handicap, in which such well-known old timers as A. J. Cherry, the 50-mile champion of 1897, and A. R. Dyble (still an active racing man, incidentally) were giving starts ranging up to 35 yds. in a field of nine starters. The distance was one lap and, as the time of 43½ secs. indicates, the old 'uns did not hang about. Dyble successfully utilized his nominal start of 5 yds. to beat Cherry (scr.), but as the latter is 60 years of age against the former's 50 he would seem to deserve a moral pat on the back. A. Marrell (unattached, aged 53, 20 yds.) was third.

The Australian pursuit race for roadmen was run off in two heats, a halt being called in each case when the field had been reduced to four. The competitors in the final were W. R. Donovan, S. A. Eadon, F. A. Lipscombe, W. K. Bicknell, F. G. Frost, J. Lauterwasser, C. G. Bowtle (since when has Bowtle been a roadman?) and J. Blackman. Bowtle caused great excitement by running through four of his opponents, but Lipscombe sustained a higher speed level and deserved his win against Bowtle, second, Lauterwasser, third, and Eadon, fourth.

Ladies and Gents.

A half-mile handicap was won by J. R. Sanders (Belle Vue, 53); M. G. Southall (Norwood Paragon, 40), second; W. A. Bailey (Polytechnic, 75), third. In a 440 yds. handicap for ladies the order of finish was J. M. Springall, 1; N. Armstrong, 2; E. Palmer, 3. Another heavy downpour just after nine o'clock brought about the abrupt abandonment of the remaining fixtures, including F. W. Southall's attempt on the standing start human-paced record, held by F. G. Crowley.