

RAC

RALLY

OVER 1500 c.c. OPEN CARS
1st IAN APPELYARD
 (JAGUAR)

UNDER 1500 c.c. CLOSED CARS
1st JACK READINGS
 (M.G.)
 (Subject to official confirmation)

USING

WAKEFIELD
Castrol
 MOTOR OIL

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THE SPICE OF LIFE

R.A.C. RALLY PROVIDES GREAT VARIETY : APPELYARD'S JAGUAR MAKES BEST PERFORMANCE, BUT MORGANS TAKE TEAM PRIZE : GOOD DRIVE BY READINGS (1½-LITRE M.C.)

LIKE Deadwood Dick in the tuppenny horrors, last week the heroes of the rally story were left dicing down the road to Carlisle, Nemesis—in the shape of the printing machines—having caught up with *The Autocar*. This week the story is concluded, down through the Lake

District and Blackpool, and the tests in this section, over the Mynydd Epynt plateau in Central Wales (timed section), and thence through Weston-super-Mare and Launceston to Bournemouth and the final test, with the results published on the next page.

AFTER the Dunoon night stop and a good night's sleep, competitors set off from 5 a.m. on June 6 for Carlisle. The sunshine was maintained and at 10.40 a.m., about two hours after Carlisle, the first arrived at the Woolpack Inn at Boot, in Eskdale. Lakeland looked magnificent, but competitors were more concerned with the timed test on Hard Knott. The six miles between the foot of Hard Knott and the farther end of Wrynose had to be covered within a minimum and maximum time for each class. Notably fast cars included Follett's Lea-Francis, Goodall's Morgan and W. K. Elliot's Bristol 401.

Incidents were few but, of course, some competitors were unlucky. R. T. A. Gardiner's Armstrong Siddeley had to be towed. Several cars, although they restarted, came to a standstill, including Fothergill's Ford, Humphrey's Sunbeam-Talbot and Trevelyan-Jones' Hillman.

From Wrynose the route led to the next control at Blawith. On this narrow, winding stretch, H. J. Verden ditched his Jaguar, fortunately without damage. On, then, down the fast road to the night stop at Blackpool, with a wobble-wobble test to greet competitors on arrival. Ian Appleyard made fastest time at 36.03 sec, with P. H. G. Morgan (Morgan) second with 37.58. Imhof took the 1,500 c.c. class with 38.91 sec, with G. W. Best's M.G. second with 39.03.

The Blackpool round up showed that eight competitors had fallen out since Dunoon, including Miss Haig and M. H. Lawson.

From Blackpool the route led through Preston to Liverpool; through Gladstone's

Hawarden, Wrexham, Aberystwyth, Devil's Bridge and Rhayader to Llandrindod Wells. The fifth test, a timed run over a 1.9-mile road section in the Mynydd Epynt hills, was reached through Bulth Weils.

The fun began at the Drovers' Arms. Competitors had to shoot over the undulating road, their progress logged by an enthusiastic army signals unit. Inevitably the Jaguars were extremely fast. V. R. Pilkington put up best time, with Ian Appleyard and B. E. Bradnack not much behind. Marcel Becquart gave a neat exhibition in his Jupiter and Mrs. Mitchell was particularly impressive with her H.R.G.

Back over the hills to Bulth Weils and the completion of Thursday's run: down through Hay-on-Wye, Hereford, Ross-on-Wye, and Gloucester to the Winter Gardens at Weston-super-Mare. After the night stop they circled through Devon and Cornwall to journey's end at Bournemouth.

Moist

Saturday morning dawned dull and misty, with just a hint of rain in the air, and many were the pessimists who predicted a forenoon downpour. Nevertheless, a rapidly increasing crowd lined the Undercliff Drive to watch the final test, that was to decide the ultimate fate of the remaining quota of approximately one hundred cars, and the winners of the four classes in which this rally was subdivided.

First man to attempt the test was God-

frey Imhof in his green Jupiter two-seater. In the slightly damp conditions, with the added nervous responsibility of being "guinea-pig" for the remainder of the entry, far more phlegmatic types than "Goff" could have been excused mistakes; but away he went, seemingly confident, through the *chicanes* up the course, round the pylon at the end and back the same way, to slide to an unmistakable and abrupt stop past the finishing line, well before the penalty line. And then Murray Austin, acting as commentator, announced his time—84.05 seconds, a yardstick by which to judge subsequent performances. But next man in was the French ace, Marcel Becquart, in a similar car, and he really got down to it. Flinging the car through the bends in practised style, he raised an excited murmur from the growing crowd of spectators: time 78.92sec! This, actually, was never bettered in this class, and was a first-class performance by any standards.

So the class proceeded; for the purposes of the final classification, the time taken for this test had to be added to that taken in the Blackpool test, and matters were becoming very close. Becquart just beat Imhof on aggregate, the latter having made a better Blackpool time; then Hopkinson, with a TD M.G., beat them both, only for J. V. S. Brown to arrive with his H.R.G. and clean up the lot! Moreover, Nancy Mitchell added to the *marque's* laurels by finishing second in the class with another H.R.G., beating the M.G. into third place and the Jupiter to fourth. Towards the end of the class, two of

Two competitors of note engaged in "chicanery" during the final test at Bournemouth: left, Gatsonides, driving van der Mark's Jowett Javelin, who finished second in the small closed car class, and right, Peter Morgan in his Plus Four Morgan, who did likewise in the class for large open cars.



the Austin A.40 sports models achieved the unenviable distinction of being the first competitors to incur the fifty mark penalty for overshooting the braking area; the first slid over the line good and proper, but R. W. Horton (who should have known better) came almost to a stop well inside the space—and then took his foot off the brake and rolled over the line.

The second class was that for closed cars under 1,500 c.c., which on the Blackpool results was being led by van der Mark's Javelin, having as its co-driver none other than the redoubtable Gatsonides of Monte Carlo fame. Dr. Spare soon put up a good 84.05sec run, but his total was spoilt by his slow Blackpool time—comparatively slow, that is. Then came the Dutch Javelin, with "Gatso," in shirt sleeves, at the wheel. He seemed slow out of the first chicane, which must have spoilt his time: 86.22sec, and an

aggregate of 126.63, best so far! But two cars later came the 1½-litre M.G. saloon of trials driver J. M. Readings, who slung the car around in a determined fashion to score f.t.d. in this class in 83.41sec and achieve an aggregate of 124.40; this proved unbeatable in the under 1,500 c.c. class. Shaw's similar car, well handled but not sounding quite so crisp, took third place by exactly equalling Gatsonides' time.

Much of the drama of these struggles was lost on the watching crowd, as the course commentators concentrated on the times in the test itself, and made no attempt to work out the aggregate and the consequent probable final order in each class. Also, as the commentators were so situated as to be unsighted for the far end of the course, they could rarely see when a car touched a pylon or the sandbag walls, and as no flag was hoisted or other indication given that this had happened

the consequent penalty often went unannounced and a false impression was created.

Third class to come up was that for open cars of unlimited capacity, which, it was certain, would provide much excitement and the fastest runs of all. The first 18 cars were all XK120 Jaguars, in various shades and handled in various ways, and competition was keen from the outset; Bradnack, second man to go, set a high standard with a run in 77.34sec and an aggregate of 117.30; Frank Grounds brought the time down to 77.21 (although his aggregate was much worse), and "Pathfinder" D. C. T. Bennett reduced matters still further to 77.13 and 116.30. Then came a run of slower efforts—and then Appleyard! Here was the leader at Blackpool, and the winner of this year's Tulip and Morecambe rallies; what could he do? The question was soon answered, as Ian streaked up the

PROVISIONAL R.A.C. RALLY RESULTS IN FULL

Car	Driver	Starting Point	Penalty Marks	Car	Driver	Starting Point	Penalty Marks		
Open Cars under 1,500 c.c.:									
1	H.R.G.	J. V. S. Brown	Cheltenham	120.47	13	Jaguar	D. G. Warwick	Brighton	138.75
2	H.R.G.	Mrs. N. Mitchell	Harrogate	120.61	14	Rover	A. Meredith-Owens	Cheltenham	139.99
3	M.G.	R. H. Hopkinson	Harrogate	121.53	15	Vauxhall	H. Perring	Brighton	140.70
4	Jowett Jupiter	M. Beccart	Harrogate	122.06	16	Riley	W. M. B. Smith	Brighton	141.51
5	Jowett Jupiter	A. G. Imhof	Brighton	122.96	17	Bentley	W. M. Couper	Brighton	141.74
6	M.G.	D. R. Quicke	Brighton	126.55	18	Jaguar	L. T. Rogers	Cheltenham	142.86
7	M.G.	G. W. Best	Cheltenham	126.92	19	Riley	E. A. S. Tweney	Cheltenham	143.94
8	M.G.	G. R. Holt	Cheltenham	127.49	20	A.C.	W. D. Hurlock	Brighton	144.06
9	M.G.	P. I. Worthington	Skegness	136.77	21	Ford	A. Bayliss	Cheltenham	146.05
10	H.R.G.	R. F. Jenkins	Harrogate	139.87	22	Vauxhall	J. Stoddert	Skegness	147.78
11	M.G.	S. E. Radbourne	Brighton	140.94	23	Bentley	Lord Selsion	Brighton	147.99
12	Jowett Jupiter	E. B. Booth	Harrogate	142.74	24	A.C.	Major R. A. Page Croft	Brighton	150.05
13	M.G.	R. G. Godsmark	Skegness	150.67	25	Jaguar	P. Herbert	Cheltenham	150.32
14	M.G.	D. G. Scott	Harrogate	159.10	26	Citroen	T. H. Church	Brighton	159.15
15	H.R.G.	A. D. C. Gordon	Brighton	161.37	27	Wolseley	T. L. McDonald	Harrogate	161.75
16	Austin	H. C. Hobson	Harrogate	165.10	28	Austin	C. G. Wakefield	Cheltenham	163.50
17	H.R.G.	J. M. Richmond	Harrogate	172.53	29	Sunbeam-Talbot	H. Williams	Cheltenham	165.19
18	Austin	A. J. Chaston	Cheltenham	185.95	30	Ford	J. H. Appleyard	Cheltenham	168.07
19	Austin	R. W. Horton	Skegness	193.87	31	Morris	F. J. Fearn	Cheltenham	172.14
20	Austin	J. A. Harris	Cheltenham	609.82	32	Bristol	A. H. Hesp	Cheltenham	179.21
Closed Cars under 1,500 c.c.:									
1	M.G.	J. Readings	Cheltenham	124.40	33	Bristol	P. B. Buckley	Harrogate	185.56
2	Jowett Javelin	J. v. d. Mark	Harrogate	126.63	34	Sunbeam-Talbot	Major L. Sherley-Price	Harrogate	193.43
3	M.G.	L. Shaw	Cheltenham	127.75	35	A.C.	P. I. Zetter	Brighton	195.41
4	Jowett Javelin	S. Ginn	Brighton	129.92	36	Sunbeam-Talbot	J. P. S. Slater	Brighton	200.82
5	Jowett Javelin	Dr. J. T. Spare	Cheltenham	130.17	37	Riley	K. D. Fraser	Skegness	201.10
6	Hillman	R. Warshaw	Harrogate	132.97	38	Ford	H. G. Cressman	Cheltenham	226.19
7	Riley	G. F. Hayward	Brighton	133.94	39	Bristol	J. C. Elwes	Brighton	357.23
8	Jowett Javelin	W. H. Osborn	Skegness	134.37	40	Ford	E. Elliott	Harrogate	415.38
9	Jowett Javelin	L. Odell	Brighton	136.63	41	Armstrong Siddeley	Sq. Ldr. C. V. Beadon	Cheltenham	551.31
10	Hillman	J. H. Kemsley	Brighton	137.55	Open Cars over 1,500 c.c.:				
11	Riley	H. Sinclair Sweeney	Cheltenham	143.74	1	Jaguar	J. Appleyard	Harrogate	109.61
12	Wolseley	B. W. Fursdon	Cheltenham	144.69	2	Morgan	P. H. G. Morgan	Cheltenham	112.99
13	Jowett Javelin	A. W. Engelen	Harrogate	145.68	3	Morgan	W. A. G. Goodall	Cheltenham	114.55
14	Hillman	Miss S. Van Damm	Cheltenham	145.68	4	Jaguar	D. C. T. Bennett	Brighton	116.30
15	Hillman	J. D. Leavesley	Cheltenham	146.40	5	Jaguar	E. B. Bradnack	Cheltenham	117.30
16	Austin	W. Bennett	Skegness	148.32	6	Jaguar	E. B. Wadsworth	Harrogate	117.37
17	Austin	W. T. Robins	Brighton	149.28	7	Jaguar	J. M. Lyons	Harrogate	123.33
18	Riley	J. G. Hadley	Cheltenham	151.15	8	Jaguar	H. Sutcliffe	Cheltenham	120.12
19	Vauxhall	T. Beckingham	Cheltenham	155.58	9	Jaguar	Miss M. Newton	Skegness	120.51
20	Austin	C. N. Wilson	Brighton	157.44	10	Jaguar	V. R. Pilkington	Skegness	120.75
21	Morris	R. E. Blackhurst	Harrogate	158.15	11	Healey	A. G. H. Rimmel	Harrogate	121.01
22	Hillman	F. W. Scott	Cheltenham	161.79	12	Jaguar	S. Y. Barsley	Skegness	121.66
23	M.G.	Mrs. L. E. Grounds	Cheltenham	162.01	13	Jaguar	A. D. Gill	Brighton	122.39
24	Riley	Mrs. O. I. Johnson	Brighton	166.14	14	Jaguar	P. R. Bolton	Harrogate	123.33
25	Jowett Javelin	J. Scheffer	Harrogate	184.04	15	Jaguar	C. Heath	Skegness	123.52
26	Riley	A. P. Warren	Brighton	184.83	16	Morgan	W. D. Steel	Cheltenham	123.98
27	Ford	D. H. Laver	Brighton	193.86	17	Morgan	D. W. Price	Cheltenham	124.29
28	Hillman	P. T. Trevelyan-Jones	Cheltenham	206.47	18	Jaguar	G. M. Samworth	Harrogate	126.35
29	Austin	A. Gascoine	Cheltenham	223.66	19	Lea-Francis	F. H. Bullock	Cheltenham	127.03
30	Hillman	C. Edwards	Cheltenham	245.12	20	Jaguar	F. P. Grounds	Cheltenham	127.76
31	Jowett Javelin	C. A. Leavens	Cheltenham	306.48	21	Frazier Nash-B.M.W.	W. A. Walters	Brighton	130.85
32	Renault	C. J. H. Lucy	Cheltenham	308.08	22	Jaguar	R. S. Henson	Skegness	131.70
33	Renault	R. E. Pattenden	Skegness	320.67	23	Jaguar	R. V. Havard	Brighton	132.54
34	Hillman	Miss C. Sadler	Brighton	328.27	24	Austin	J. D. Sleeman	Cheltenham	133.23
35	Ford	W. Edwards	Brighton	371.83	25	Healey	A. D. Tasker	Cheltenham	133.50
36	Morris	F. Walker	Harrogate	3700.11	26	Riley	P. J. E. Binn	Brighton	137.34
Closed Cars over 1,500 c.c.:									
1	Vauxhall	R. Harper	Cheltenham	125.03	27	Lea-Francis	C. Foffett	Brighton	148.40
2	Sunbeam-Talbot	G. R. Hartwell	Cheltenham	126.21	28	Austin	D. W. Graham	Brighton	158.76
3	Bristol	W. K. Elliott	Harrogate	126.76	29	Austin	L. N. Leake	Skegness	161.72
4	Bristol	L. F. Parham	Brighton	128.23	30	Jaguar	W. B. Black	Skegness	165.36
5	Citroen	S. Pentland	Harrogate	128.48	31	Jaguar	S. J. Boshley	Skegness	166.80
6	Riley	E. N. Brinkman	Brighton	131.99	32	Lea-Francis	C. M. B. Kite	Cheltenham	184.49
7	Bristol	P. G. Walton	Skegness	134.58	33	Jaguar	A. G. Anderson	Cheltenham	193.10
8	Austin	J. E. Wilson	Harrogate	134.86	34	Healey	G. S. Rollins	Skegness	222.34
9	Jaguar	W. H. Waring	Brighton	135.54	35	Triumph	H. Plotnek	Cheltenham	302.12
10	Standard	P. G. Cooper	Cheltenham	136.65	36	Jaguar	A. C. Westwood	Skegness	331.51
11	Allard	D. J. Toomer	Cheltenham	137.66	37	Allard	J. M. Reiss	Harrogate	375.74
12	Jaguar	S. Oakes	Cheltenham	138.51	Team Award: Morgan (W. A. G. Goodall, P. H. G. Morgan, W. D. Steel), Ladies Awards:				
Open Cars (both classes): 1, Jaguar (Miss M. Newton), 120.51 penalty marks.									
Closed Cars under 1,500 c.c.: Hillman (Miss S. Van Damm), 145.68.									
Closed Cars over 1,500 c.c.: Daimler (Miss D. Corbishley).									



Two 1½-litre M.G. saloons, led by that of F. M. Baker, cross Gairnshiel Bridge on their way to the control at Grantown-on-Spey.

course to record 73.58 sec (and an aggregate of 109.61) in a masterly display of driving ability.

It would indeed be a miracle if anybody could approach that latter figure; second at Blackpool had been Peter Morgan's Plus Four Morgan, but to catch Appleyard he would have to do this test in one-and-a-half seconds less, which seemed unlikely, however good his run. Where the Morgans stood an excellent chance, however, was in the team prize; so far the Jaguars of Appleyard, Bradnack and Grounds were leading with a grand total of 353.67 points lost, and if the Morgans could beat that they would win, as neither the Jupiters nor the Rileys had been anywhere near so good. First, however, came a surprise in the shape of Rimmel's Silverstone Healey, which put up a shattering run in 73.75 sec—almost the equal of Appleyard's—to come up into second place; but then came the additional information that in doing so well it had clonked a pylon. Plus five marks, and out of the running—hard luck!

Then came the Morgans. First W. A. G. Goodall; away he went, the little, easily manoeuvrable, car flicking neatly in and out of the artificial sand-bagged corners—74.42 sec, making an aggregate of 114.55—second place! Peter Morgan had been faster at Blackpool than his team-mate; and as the blue coupé hurtled through the test it certainly looked

as though he had repeated the performance. But no, he must have lost a little time somewhere, for his time was 75.41; still good enough to get him second place in the class in front of Goodall, however, as his aggregate was 112.99. And now the informed suddenly became very busy with pencil and paper as the third member of the Morgan team did his run, and added up the times of the three to arrive at the team prize result. Morgans totalled 351.52—two marks better off than the Jaguar team. This gave them a popular victory, and was a very good show indeed.

The Sole Mishap

The opening of the unlimited closed car class was marred by the only untoward incident of the day, when J. C. Elwes' Type 401 Bristol saloon slid into the fencing coming out of the first *chicane* and bit some spectators. Not seriously, fortunately, and the only injuries were cut legs; but it was actually remiss of the organizers not to have sandbagged that spot, having been so lavish with those valuable articles in other places. The needle match in this category was between George Hartwell's Sunbeam-Talbot, Elliot's Bristol and Harper's Vauxhall Velox; the former had made the better time at Blackpool, and did a good run at Bournemouth in 86.54 sec to achieve an aggregate of 126.21. Then came Harper, who—like several

other competitors—started in his eagerness before the light came on, and was recalled to do it properly. Once under way, he put up a terrific show, fastest in the class: 84.09 sec, an aggregate of 125.03, beating the Sunbeam-Talbot and winning the class in consequence. Elliot was just that little bit slower than Hartwell, and took third place. A point arose here which could have been taken care of in the regulations: no specific penalty was laid down for a false start, and none was, in fact, imposed by the officials. A protest was, however, lodged by Hartwell against the class winner, on the grounds that the latter had not completed the test correctly, which was, of course, punishable by a large penalty.

Many protests had been lodged over some ambiguities in the high-speed test at Silverstone, and eventually it was decided by the stewards that the results of this test should not be taken into consideration in computing the final classification. On the whole, however, the organization had worked extremely smoothly, and for a first effort after such a long gap the event must be accounted a great success. In the evening of the Saturday, competitors and officials were the guests of the Mayor and Mayoress of Bournemouth at a rally banquet at the Pavilion, which again was a lively and enjoyable function, including presentation of the principal awards and some amusing speeches.

More pictures on pages 698-699.



J. E. Wilson approaches one of the corners on the timed section on the Mynydd Eppynt plateau in his Austin A.70 saloon.

Rally Review

SPECIAL TESTS IN A GLORIOUS SUMMER CONVERGENCE ON BOURNEMOUTH DURING THE R.A.C. RALLY (Report on pages 691-693)



R. S. Henson sliding bodily into the sandbag wall of one of the chicanes in his XK120 Jaguar, during the final test at Bournemouth. Right: Miss Pappou of Greece, well-known competitor in pre-war Monte Carlo rallies, taking her Lancia Aurelia up the timed section of Rest-and-be-Thankful.

The Mark V Jaguar saloon of S. Oakes, climbing well just outside Withypool on the last day's run of the rally.





A. D. C. Gordon takes his H.R.G. neatly through a chicane during the final test; these cars, with their hard suspension and high-g geared steering, were especially suited to these manoeuvres.



The winner of the unlimited open car class arriving at the finishing control at the Pavilion, Bournemouth—Ian Appleyard, in the XK120 Jaguar in which he had already won a Coupe des Alpes in last year's Alpine Trial, together with victories in this year's Tulip and Morecambe rallies.



W. H. Waring preparing to sling his Mark V Jaguar saloon round the pylon at the end of the test run. (Seascape: H.M.S. Vanguard).

A line of competitors awaiting their turn to clock in at the finishing control in Bournemouth; heading the line is A. D. Tasker in his Silverstone Healey.

