

THE REST OF THE 1,000

CIRCUIT OF IRELAND TRIAL: MOUNTAIN SECTION

THE route for Easter Sunday, the second day of the 1,000 Miles Circuit of Ireland Trial (see page 389, last week), had been kept secret until arrival at Killarney on Saturday night.

The first control was at Gouganebarra Lake, and it was in this first section that the hopes of half the field were dashed. The main choice lay between two roads. One looked three times as long as the other, and was graced with a succession of hairpin bends. The other cut right over the hills and looked short, sharp but passable.

It was not. Car after car became stuck on what is now known throughout the motoring circles of Ireland as the Bog Road. The few that did get up and over had to manhandle their cars round the bends that followed on the downward track; even the T-type M.G.s were bounced round.

There followed checks at Inchigeelagh, Drimoleague and near the tip of the peninsula between Dunmanus Bay and Bantry Bay before the second control at Bantry. There the second elimination test took place.

The route then went round the coast through Glengariff to Adrigole and thence into the mountains to control 3 in Tim Healy Pass. This proved a fine stretch of good road, twisting and turning up the mountainside in a most interesting succession of hairpin bends, and a timed hill climb was inevitable as test 3.

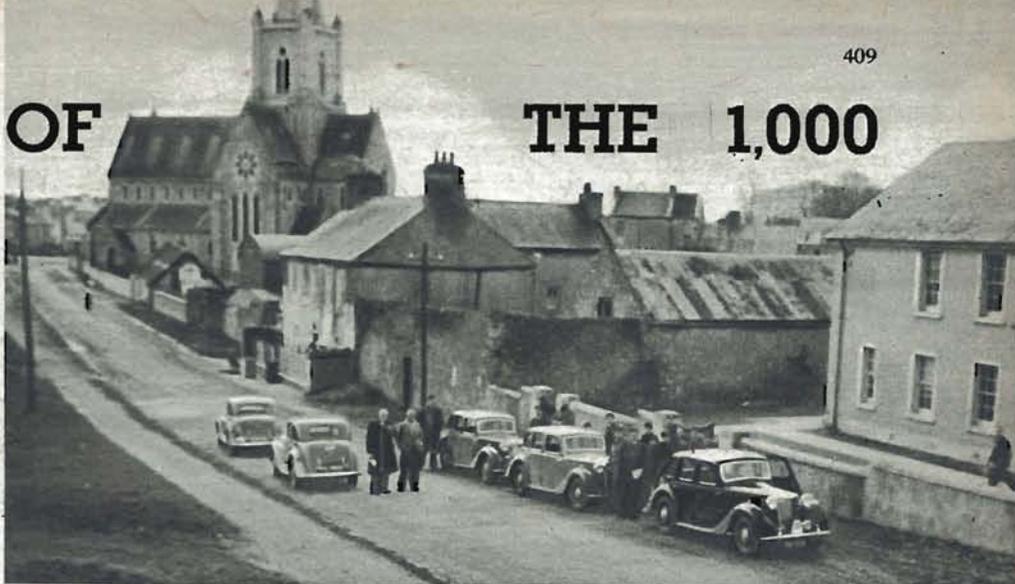
Another interesting road section followed, taking one through Kenmare and into MacGillicuddy's Reeks. Negotiation of the Gap of Dunloe was particularly tricky, and is generally considered to be "impassable to motors."

The next check was at Kate Kearney's Cottage—a Killarney tourists' "must," although many rallyists were wondering just what made Kate live in that particular spot. Although near Killarney once more, competitors were forced to turn their backs, and proceed south-west between the mountain ranges to the control at Bealalaw Bridge, thence down to the coast, with a check at Cahirciveen, and so to the final control at Killarney.

The day was undoubtedly the most important of the rally, the "bog road" having greatly reduced the aspirants for leadership. Only 138 were now left in the trial. Among those forced to retire was last year's winner, Dermot Johnson.

With Easter Monday came a great air of apprehension, for 24½ hours of continuous driving lay ahead. Only three miles away was the fourth elimination test.

The route then led through checks at Dingle and Castlegregory to the control at Galway. There followed a check at one of Ireland's westernmost points, Belmullet, and so to the control at Sligo—reached by most in the small hours of Tuesday morning. Fortunately, the heavy snow showers being then experienced in north-east Ireland did not extend to the north-west, and competitors were spared very trying conditions. The next check was at Dungloe, and so eastwards to the Londonderry control.



A cluster of M.G.s at the second check on the Saturday at Clara, Co. Offaly. The drivers include J. M. McCaughan, R. J. Caldwell, J. E. McGrath, and D. A. Wilkins.

At Londonderry competitors were warned of icy conditions ahead. A snowplough was out on the mountain road to Coleraine, but it was considered impassable. From Coleraine the route went to Ballycastle, the Tor Head check and the fifth test near Cushendall.

The final road section led through the Larne check to Nutts Corner Aerodrome, near Belfast. The earlier numbers were at a disadvantage from Londonderry as icy roads reduced speeds (now 30 m.p.h. average after the night drive at 24 m.p.h.) to around 20 m.p.h. Before the Cushendall test several competitors were stuck at a particularly slippery hairpin bend which lost them vital marks.

Final tests results were:

Braking: Class I, R. J. Nash (M.G.), 34.0 marks lost; Class II, J. G. Stevenson (Hillman), 37.0; and, Class III (tie), W. J. G. Clarke (Standard Vanguard) and M. C. Hogan (Citroen) 43.

Pylons: Class I, L. V. C. Henderson (M.G.) 17.6 sec., Class II, J. V. R. Noble (Morris Minor) 20.4, and Class III, R. J. Adams (Sunbeam-Talbot) 22.6.

One hundred and twenty-eight competitors completed the trial. The organization from start to finish was superb, and the excitement of the villagers in the more remote parts was rather touching. For the first time the premier award leaves Ireland—R. A. Hopkinson (TC M.G.) of Chesterfield, walked off with this.

Particular mention must be made of P. H. S. Newell, who, driving a 1947 Morris Ten, with four up, beat Cecil Vard (Hillman Minx), third man at Monte Carlo for first place in his class.

FINAL RESULTS

Ulster Automobile Club Trophy (Premier Award): R. A. Hopkinson (TC M.G.), 235.2 marks lost.

Class 1 (open cars): 1. R. A. Hopkinson (TC M.G.), 235.2; 2. J. J. Flynn (TD M.G.), 237.3; 3. D. G. Scott (TC M.G.), 239.7.

Class II (closed cars up to 1,300 c.c.): 1. P. H. S. Newell (Morris Ten), 249.3; 2. C. Vard (Hillman Minx), 250.4; 3. J. McWatters (Morris Minor), 252.2.

Class III (closed cars 1,300 c.c. and over): 1. S. Pentland (Citroen), 252.4; 2. R. J. Adams (Sunbeam-Talbot), 264.5; 3. J. G. Keatley (Sunbeam-Talbot), 278.6.

Team Award: The Emgees, R. A. Hopkinson, J. J. Flynn, D. G. Scott.

Castlereagh Trophy (first competitor from outside Northern Ireland): R. A. Hopkinson.

Novices' Trophy (not previously gained an award in an U.A.C. event): R. A. Hopkinson.

Ladies' Trophy: 1. Mrs. J. J. Flynn (M.G. 1½-litre), 285.5; 2. Mrs. Dowling (Austin A.40), 511.0.

BOREHAM SPEED TRIALS

ON Sunday last the West Essex C.C. held the first of their 1951 meetings at Boreham airfield, near Chelmsford, in the form of a one-kilometre standing start sprint.

An enormous entry had been received, there being classes for standard open and closed cars as well as the more usual sports and racing car classes. Fastest time was put up by A. J. Butterworth, in his Steyr-engined A.J.B. four-wheel-drive sprint car, the getaway of which had to be seen to be believed. Other excellent performances were those of C. A. Booker, driving an 1,100 c.c. Cooper-J.A.P., and G. Parker's Jaguette, a supercharged Jaguar engine in an M.G. Magnette chassis.

Although the day was very cold and started by being wet, the rain cleared towards lunch time and the course dried somewhat at the start; farther up, however, there were some very unpleasant flooded patches.

The whole programme was certainly run off very expeditiously, and the meeting made a good curtain-raiser for the circuit races which will be held at the same venue later in the season.

PROVISIONAL RESULTS

Fastest time of the day: A.J.B. 4.425 (A. J. Butterworth), 25.12s.

Fastest racing car: Alta 1,970 (J. B. Norris), 27.50s.

Fastest sports car in any trim: Jaguette 2,664 s (G. Parker), 28.69s.

Fastest car, unsupercharged: Cooper 1,097 (C. A. Booker), 28.47s.

Fastest open standard car: Jaguar 3,442 (W. B. Black), 35.82s.

Fastest standard saloon car: Bristol 1,971 (T. A. D. Crook), 37.6s.

Saloon Cars: Up to 1,100 c.c.: 1. Riley 1,087 (J. V. Lewis), 48.48s.

1,101 to 1,500 c.c.: 1. M.G. 1,250 (A. G. Baker), 46.75s.

1,501 to 3,000 c.c.: 1. Riley 2,443 (G. H. Grace), 59.58s.

3,001 c.c. and over: 1. Jaguar 3,485 (F. J. Covington, of the Essex Police), 39.62s.

Open Cars: Up to 1,100 c.c.: 1. Fiat 918 (A. C. Westwood), 44.2s.

1,101 to 1,500 c.c.: 1. M.G. 1,250 (J. T. K. Line), 40s.

Fastest standard M.G. Midget, 36.45s.

1,501 to 3,000 c.c.: 1. Healey 2,443 (F. A. Spiller), 36.45s.

3,001 c.c. and over: 1. Jaguar 3,442 (J. Craig), 34s.

Sports Cars, any trim: Up to 1,100 c.c.: 1. M.G. 1,086 (S. G. Greene), 41s.

1,101 to 1,500 c.c.: 1. M.G. 939 s (A. G. Baker), 30.64s.

1,501 to 3,000 c.c.: 1. Frazer Nash 1,971 (S. G. Greene), 32.90s.

3,001 c.c. and over: 1. Allard 3,917 (R. Larrinaga), 34.06s.

Racing Cars: Up to 500 cc.: 1. J.B.S. (D. Parker), 52.8s.

501 to 1,100 c.c.: 1. Cooper 996 (D. N. Brake), 28.6s.

1,101 to 1,500 c.c.: 1. Appleton 1,098s (R. Appleton), 31s.

1,501 to 3,000 c.c.: 1. Bugatti 2,261 (M. Hukins), 29.72s.

3,001 c.c. and over: 1. Bugatti 2,994 (A. S. Raven), 28.8s.