



Hills & Sprints are back in Style!!



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Chris Beck, Wallace Menzies & Denis Bell 'shootin the breeze' on the Hill.



TT Bistro North Down House Comber Sprint at Kirkistown on 9th October - come & enjoy!

Welcome *willkommen*, bienvenida, vítejte, tervetuloa, *välkommen*



To the September edition of Wheelspin, the online magazine of the Ulster Automobile Club. The March issue was the first edition for many years and was very much an experiment. To quote Franklin D Roosevelt:

"Do something. If it works, do more of it. If it doesn't, do something else."

The club didn't get a lot of feedback, but what we did get was positive so we have produced another issue. We did not get everything right in the first issue (for example the text was difficult to read on mobile phones) but we try to learn from our mistakes.

As you can see from the contents page there is a lot in this edition including two very different articles on the International Ulster Trophy Races at Dundrod from people who were actually there, a great story about the 1970 World Cup Rally, a look at Circuit of Ireland Rally badges over the years and a book review should you need something for the dark winter nights (or any other time).

You will also see that the club has been busy developing new initiatives and forging new partnerships. These are only some examples of the work that goes on behind the scenes.

My thanks everyone who took the time and trouble to write articles for this edition, there would be no magazine without you. A big thank you also to Neville Armstrong for permission to use some of his wonderful photographs - the club is planning an exhibition of his photos later in the year Covid restrictions permitting.

The next issue of Wheelspin is scheduled to be issued in March 2022. What will be in it? Next year is the 100th anniversary of the Motor Vehicle Races (Northern Ireland) Act which made here the only part of the United Kingdom where roads could be closed for racing. Much of the unique character of motor sport here can be traced back to this legislation and the people behind it. Sounds like a good subject for an article to me.

What else? You tell me what you want, and if you are prepared to have a go at writing something yourself, please get in touch (contact details below).

As always all mistakes in Wheelspin are my responsibility so I will ask for your forgiveness now before you find all of them.

Paul Robinson | Email: paulstriumphs@icloud.com | Mobile: 07952 663786

From The Chair



On behalf of the Membership and Council of the Ulster Automobile Club, welcome to the second edition of Wheelspin in 2021. The last six months have seen a welcome return to the sport we are all devoted to; with our July Sprint, August Autotest and the Simon Brien Residential at Craigtlet Hill Climb. These events wouldn't have happened without the dedication and hard work by Wilson Carson and his merry band of volunteers, big thanks and well done that squad. Congratulations to all the winners on every event but special congratulations to Wallace Menzies who won both the British Hill Climb Championship and Craigtlet, well done that driver! Our next event is the TT Bistro October Sprint at Kirkistown on the 9th of October, see you there!!

Thanks are also due to Paul Robinson for his effort and perseverance as editor of Wheelspin. If you have any articles or ideas for the next issue, please send them to Paul at paulstriumphs@icloud.com

Your Club Needs You!!



Motorsport plays a very important part in our lives because it provides development opportunities for global manufacturers to test new ideas, produce better quality cars and share technological improvements for all drivers. However it gives us much more than that; on a different level it allows us to interact and learn from others, be part of a team and develop a range of essential skills such as discipline, tenacity, resilience, respect and patience that are important throughout our lives and help us to grow into well rounded individuals. One of our Club's key objectives is to organise and promote safe and high quality events that competitors will want to enter.

To continue to do so requires volunteers and members who are willing to engage with the sport and embrace the opportunities it provides to develop themselves and become competitors, leaders and organisers in the future. The Club are always keen to recruit new members and we have room on all our organising committees for volunteers. If you would be interested in joining us on Council or an organising committee, please contact me on 07801482729, or by e-mail swann.bill@gmail.com, there is also an article in this edition about how you can become a registered BMMC marshal. I look forward to seeing you all at our events, please remember **YOUR CLUB NEEDS YOU** volunteers are needed to help out at all our Club events, so please join us and help keep the UAC at the forefront of Motorsport in Northern Ireland.

2020 was a year filled with Anniversaries many of which passed without major recognition due to the COVID-19 pandemic. One very special anniversary was the 50th of the Daily Mirror World Cup Rally from London, the location of the 1966 World Cup, to Mexico City the venue for the 1970 event. A relatively simple concept; start in London on 19th April and finish in Mexico City on 27th May to coincide with the start of the World Cup football tournament, but you have to drive over 16,000 miles to do so!!! More than 100 cars started but only 23 finished and amongst these were 6 Ford Escorts, 5 in the top ten (Ford had built 7 Escorts specifically for this rally FEV 1H - 4H and FEV 46H - 48H). Hannu Mikkola and Gunnar Palm won the event by a massive margin of 78 minutes!! Their Escort, FEV 1H, now resides in Ford's Heritage Collection at the Dagenham Plant. This victory saw the birth of the 'Mexico' now still being used competitively in rallies, hill climbs, sprints and proudly displayed in car shows all over the world. We are extremely fortunate to have a great article in this edition by Jim Gavin, one of the many marshals who worked on this truly mammoth event. His story is well worth the read - many thanks Jim!! Images courtesy of FMC

UAC enters into a new partnership with the Ulster Transport Museum.

The Club has entered into an exciting new partnership with Ulster Transport Museum, part of the National Museums Northern Ireland (NMNI).

It is the result of a considerable amount of work by Neil Malcolm including making the initial contact with the Museum and taking the lead in subsequent meetings and negotiations.

The Museum has similar partnership arrangements with other organisations, for example the Ulster Aviation Society.

To get to know each other a little better the Club Directors plus Vice-Presidents Peter Allen and Denis Bell were invited to the Museum for a guided tour of the new innovation gallery on 11th August.



Our hosts were Hanna Crowdy, Head of Curatorial, and Clare Ablett, the Transport curator. The tour was excellent, at least one Director got to play with a Ferguson tractor and afterwards we got a chance to talk and discuss areas of mutual interest.



It is early days for this new partnership and over the months ahead there will be more opportunities for both organisations get to know each other better. The Club looks forward to supporting the work of the NMNI and hopefully both organisations will benefit from each others expertise.



The News of the World Race for the International Ulster Trophy 1951

by Denis Bell.



On hearing the name Dundrod, present day motoring enthusiasts will think of the challenging road circuit in the hills just above Belfast, still used for motor cycle racing, although the Covid pandemic and organisational problems have not seen it raced on since 2019. However an older generation will think back almost three quarters of a century, to when cars also raced there from 1950 to 1955. Best remembered for hosting the RAC Tourist Trophy (TT) races, for sports cars, always in September and specifically the last two races in 1954 and 1955.

Those races were a round of the World Sports Car Championship, all the great drivers and their cars raced there. Stirling Moss just about unbeatable in sports cars, especially on a tricky road circuit like Dundrod. However there was also a second race meeting at Dundrod back in those days.



Moss winning the 1950 TT

This was the International Ulster Trophy Race meeting, held earlier in the summer, which usually consisted of three or four separate races,

the highlight in the earlier years a race for full blown Grand Prix single seater racing cars. This meeting was organised by the Ulster Automobile Club, as indeed were the last three RAC TT races at Dundrod, the RAC having entrusted total control and organisation of their highly prestigious International event to the Club.

Living just a few miles down the road in Dunmurry I was fortunate enough to see all the races in both series at Dundrod, except the first in August 1950. As a teenager I would cycle up to the course on practice nights, while my father would splash out on a Stand or Car Park ticket for the Saturday race day.

For me the 1951 Ulster Trophy race will stand out as the occasion when I first saw real speed and although just approaching my 12th Birthday can remember it well. My father had already taken me to a few local races, including one held on Ards Airport which included a rather motley collection of ageing saloons and specials. Watching too the first TT race in September 1950, held in a raging storm, from the Stand below the appropriately named that day, Flowbog Cross roads, I had seen Stirling Moss record his first International victory, but the saturated track took the

edge of the Jaguar XK120 Sports car's speed. News filtering through ahead of the 1951 International Ulster Trophy Races told us that the News of the World had put up a first prize of £1000, a princely sum back then (about £35,000 in today's money) and continental stars were expected to attend.

"News of the World"

MEETING FOR THE INTERNATIONAL ULSTER TROPHY RACES AWARDS FIRST PRIZE

The Ulster Trophy (to be held for eleven months)

A Replica of the Trophy and the sum of £1,000.

SECOND PRIZE

A Trophy and the sum of £500.

THIRD PRIZE

A Trophy and the sum of £250.

FOURTH PRIZE

A Trophy and the sum of £125.

FIFTH PRIZE

A Trophy and the sum of £75

**Prize for the Fastest Lap
accomplished during the race**

A Trophy and the sum of £50.

As the big day approached the fact that the King, George VI and Queen would attend went down well with the general public but for me the big news was that reigning World Drivers Champion, Italian Giuseppe Farina had entered in his own private 1500cc supercharged Maserati. Farina had won the 1950 Championship, the first year it was held, as team

leader of the all conquering Alfa Romeo team, in a Tipo 158.

To attract a wider variety of eligible cars the Formula One regulations allowed for 1500cc supercharged, or 4500cc un-supercharged engines. Alfa Romeo, Maserati and the ageing British E.R.A.s opted for the supercharged route, with their voracious appetite for fuel.



B. Shawe-Taylor in an E.R.A.

Lago Talbot and Ferrari opted for larger capacity un-supercharged engines which were more economical and reliable.

Italy seemed to be the epicentre of the motor racing world back then. In those days before mass air travel it seemed far away and the fact that the drivers with their cars, were not endlessly interviewed before and after races on television, only added to the sense of mystery and glamour when they did arrive at the race tracks. Even the names of the Italian drivers had a whiff of speed, with the likes of Luigi Fagioli backing up Farina in the Alfa Romeo team and Alberto Ascari and Luigi Villorosi with Ferrari.

Alfa Romeo had dominated Formula One in its first World Drivers Championship year 1950, but Ferrari had been

developing all the time and by 1951 was really challenging the Alfas. The International Ulster Trophy Races was not a round of the World Championship, but we were excited to hear that leading British driver Reg Parnell had entered in the curiously named Thin Wall Special.



Farina's Alfa

In fact a Formula one Ferrari 375 run by bearing magnate Tony Vandervell to promote his engine bearings - yes Enzo would sell you a car if you had the money to buy it and the right connections. However our excitement reached fever pitch when we then heard that Farina had abandoned the idea to drive his own Maserati and persuaded Alfa Romeo to let him drive a full works Alfa. No reason given but it seems the lure of the big prize money convinced him he would need its superior performance over his Maserati to beat Parnell, in effectively a contemporary grand Prix Ferrari around Dundrod. So it looked as if we would see with our own eyes, just up the road the battles we read about on the great European circuits in the weekly motoring press, only a handful back then - Monza, Spa, Silverstone, Nurburgring - between the screaming supercharged Alfa Romeos and the larger engined unsupercharged

Ferraris, which ran longer between pit stops.

The great day June 2nd dawned, bright and sunny and unusually for Dundrod, it stayed like that all day. My father had bought a ticket for Car Park L, at the end of the excitingly named Flying Kilo, the straight after the Pits, just where it edged into the three very fast sweeping bends before Leathemstown Cross Roads.

Three races preceded the main International Ulster Trophy race, two scratch races for 500cc and 1300cc cars and a Handicap race. Perhaps we should have paid more attention, as the three winners, almost unknown on the day who went on to great things in motor sport - Peter Collins, who won the TT event in an Aston Martin two years later (perhaps Enzo Ferrari's all time favourite driver), Ron Flockhart a twice Le Mans 24 hr race winner and the Handicap race going to future 1958 Drivers World Champion Mike Hawthorn.



Mike Hawthorn Cooper-Bristol 1952

The huge crowd soaking up the whole atmosphere at what Autosport magazine the following week, reported as *The Royal "Ulster"* and looking forward to the big race, relaxed while the then Queen and her daughter Princess Margaret, in place of the ailing King, met the

drivers before the race and toured the course in an open backed Landau type limousine.



Mike Hawthorn Ferrari 1953

Farina had arrived at Dundrod just six days after the opening round of the 1951 World Championship, the Swiss Grand Prix. The great Italian saying little, but expected to have to stop for fuel during the 27 Lap 200 mile race. As expected practice had seen him and Parnell in the Thin Wall to be head and shoulders above the rest of the field, the burly Englishman making it clear his car could complete the race non stop.

Those of us who watched the opening laps of that 1951 Ulster Trophy race will never forget it, as the scarlet 8 cylinder Alfa Romeo, supercharger screaming, burst into sight at speeds never before seen anywhere in Ireland. The commentator telling us he was doing over 150mph at the end of the timed flying Kilo where we watched, before a dab on the brakes for the following high speed bends. Clearly wanting to build a lead for his pit stops he was gaining around three or four seconds a lap on Parnell who was trying all he could to keep him in sight. The on course commentators telling us the big advantage of the smaller looking sleekly styled Alfa, some of them calling it the Milan miracle

car, was its acceleration out of corners compared to the larger looking, more bulbous green V12 engined Thin Wall. The cars, not like today's mobile advertising posters, always painted in the national colour of their entrant.

A snarling swarm of blue and yellow Talbots, green E. R. A.s and Maseratis in the colours of their French, Belgian and British entrants already starting to lag behind. Farina looking calm and unruffled, indeed acknowledged as one of the first drivers to adopt the modern relaxed straight arm driving style. Parnell's approach, in contrast more crouched and wrestling the wheel harked back to an earlier era of heavier less manoeuvrable machinery.

Towards half distance Farina prepared for his pit stop and seeing his crew making ready in the Pits opposite the main Grandstand, Parnell closed the gap slightly. The Alfa braked to a standstill at the end of lap 13, Farina sitting quietly while fuel was added, timed at 43 seconds. An age by today's standards but remember everything was done manually back then. Just as he prepared to restart Parnell shot past into the lead.

Farina fairly tore after the Thin Wall, going faster and faster, touching it was reported 160mph as he approached us at the end of the Flying Kilo. Try as he might Parnell simply could not match the speed of the reigning World Champion in his title winning car, Farina catching him two laps later

and running out the winner by just over a minute after over two hours of high speed racing. We probably should have paid more attention to the fierce battle for third place, top British drivers Shawe -Taylor and Gerard in ERAs crossing the finish line a fifth of a second apart, although a lap behind. However all eyes had been on the speed of the leading two and just as now in today's Grand Prix races, pit stop tactics playing their part in the outcome.

History will record Giuseppe Farina as overshadowed by his two great rivals Juan Manuel Fangio and Alberto Ascari who between them dominated the World Drivers Championship in the fifties, Ascari with two and Fangio five World titles. However Farina has a unique place in motorsport history as the winner of the first ever World Championship race, the British Grand Prix in May 1950, then clinching the first Drivers World title later that year. Legendary motoring correspondent

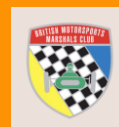
Denis Jenkinson later wrote in his definitive book *The Racing Driver* having watched Farina at the 1951 Swiss Grand Prix on the very fast, dangerous, tree lined road course at Berne: "I was very conscious I had seen a Master Driver at work". Those of us at Dundrod on that June day, a week after the Swiss race, seventy years ago, thought so too.

Denis Bell

Thanks to Neville Armstrong for supplying the images used in this article.



2022 Marshal Initiative



Marshalling is for anybody who is interested in and wants to be involved in Motorsport. You don't need any special skills or qualifications to start, just common sense and a reasonably developed sense of self-preservation. Motorsport marshals are mainly volunteer workers, who are responsible for the safety of motor sports competitors. Marshals are stationed at various points of danger around race tracks or courses to assist cars and their occupants in case of any collisions, accidents or track problems.

The British Motorsport Marshals Club (BMMC) Northern Ireland region was setup in 1993 and its members cover tasks including track and rally marshals; timekeeping and rescue crews. Members from Northern Ireland regularly attend events such as the British Grand Prix, Goodwood Festival of Speed and Goodwood Revival. They have also marshalled in Australia, Malta and Dubai to name but a few places. This is because the BMMC grading scheme, reputation and professionalism is recognised worldwide.

The BMMC grading scheme is run in conjunction with Motorsport UK. BMMC training allows novice marshals to progress to the grade they want. It offers formalised training events often tailored to the individual's needs. This can include Basic Marshalling; Incident Theory; Incident Handling/Practical; Fire Theory and Fire Practical; First Marshal on Scene (also incorporating basic First Aid); Communications; Flagging; Report Writing; Assessment; Leadership; Mentoring; Specialist (start line, pits etc); Speed; Karting and Rallying. Upgrading requires marshals to complete specified training and the duties associated with the grade. This grading is what allows BMMC members to apply to marshal away from their "home circuit" The BMMC also provides each marshal with insurance and subsidised protective clothing - the famous orange overalls seen at races worldwide.

To join the BMMC go to: <https://www.marshals.co.uk/join/>

What is the 2022 initiative?

This new UAC initiative aims to encourage members to marshal and benefit from the opportunities that membership of the British Motorsport Marshals Club * one of the most respected marshalling organisations in the world brings.

* includes the British Rally Marshals Club

For 2022 the UAC will refund the cost of up to 22 UAC members joining the BMMC for their first year subject to some basic conditions.

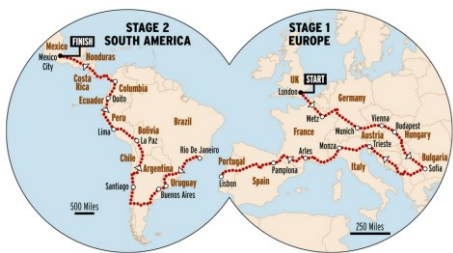
For further information contact Paul Robinson 07952 663786



**Tales of a travelling
Marshal on the 1970
London to Mexico
World Cup Rally.
by Jim Gavin**



The World Cup Rally started in London on 19th April 1970 and finished in Mexico City to finish in Mexico City on 27th May to coincide with the start of the world football tournament.



London to Mexico Route Map

Logan Morrison and I were given a job by the RAC, who were organisers of the 1970 London to Mexico World Cup Rally, sponsored by the Daily Mirror.

We were to be travelling Control Marshals, and we were to begin by going to Titograd (now called Podgorica), at the very south of Yugoslavia, and run the first “Prime”, or Special Stage, of that wonderful, 16,000 mile rally.

Not alone that, there had also been a rumour that a local landslide had blocked part of

the route, so would we check, and re-route if necessary.

We flew to Belgrade, picked up two Mercedes 220 cars from Mr. Hertz and set off to drive the 350 miles to Titograd. The roads, as you can imagine, were not as they are now, 50 years later, and it snowed in the mountains, but we slithered our way to Titograd and pitched up at the Crna Gora hotel, had a few drinks and slept.

By the way, the hotel was just as you might expect 50 years ago, but we were as happy as clams there for all of a week. The landslide had been cleared, so all we had to do was check the Prime from Titograd to Kotor and toss a coin to see which of would do the start (me) and the finish (Logan). The Stage (sorry, Prime!) was 50 miles, bogey time was 65 minutes and no less than 6 cars cleaned it!



The following day Logan and I had to get ourselves to Lisbon, and this took 5 different flights – a DC3 to Belgrade, I can't remember what aircraft to Vienna, then Frankfurt, then another to Paris, and a Caravelle to Lisbon. They all worked – and all arranged by Mike Broad's travel agency!

We then, in another couple of rental cars, drove north the next day to run the last Prime

before Lisbon, in Arganil forest, where I ran the finish Control at Pampilhosa, and was later given a huge straw-wrapped jug of local wine by the Mayor! Both Logan and I flew back to England.

A few days later I flew, on a Varig Boeing 707, via Madrid to Rio. Rio, a city of legend! I had prepared myself by buying and listening to a tape on “Teach yourself basic Spanish”, which was not particularly helpful, as Portuguese is the main language in Brazil!

I found my way to the Hotel Gloria, where the organisers had pitched up and within half an hour had a massive stroke of luck; the sort of luck that can only happen to an Irishman!

Ken, one of the Daily Mirror's reporters, had chatted up a stewardess on his flight out, and they were to have lunch at the Rio yacht club. Unfortunately (for him) he was needed somewhere else and he asked me to stand in for him. Well, being a gentleman, I naturally agreed. He introduced us and then went off.

She (of German origin) was delightful and we got on like a house on fire. At our lunch in the yacht club she introduced me to the drink Caiparinha, and Feijuada (black beans and pigs extremities!). Afterwards, in her Karman Ghia drophead, with the roof down of course, we drove up to the Corcavado and the enormous statue of Christ the Redeemer.



Karman Ghia drophead

The funny thing was, we arrived there just as several of our officials, including Dean Delamont, Jack Sears, John Sprinzel, John Brown and the like, were arriving on the hotel bus. So there they were, getting off the bus, seeing me arrive in a sportscar driven by a gorgeous Brazilian girl. What a hoot! They didn't let me forget it!!

She and I spent the next day or two together, until she had to go off on a flight back to Europe and I got on with the more serious business of setting up a Parc Ferme for the cars, as they arrived off the ship from Lisbon.

The Parc wasn't very "ferme". It was defined by stretches of string, which was no barrier to the hordes of kids who began depriving the cars of stickers! I managed to control the kids, if not exactly stop them, by giving a few Dunlop arrows (remember Dunlop arrows?) to their "leader", a tough looking kid who then began clouting any smaller kid who dared touch a car. John Brown was apoplectic when he saw me giving away "his" precious Dunlop arrows!

After the cars had re-started, I flew to Buenos Aires, picked up a clapped-out Peugeot rental Pampas, some 100 plus miles west of Buenos Aires. Here, I ran the start of a 200 mile Prime with

Graham Robson, who I also managed to upset; how? Well, we had a couple of borrowed cones marking the limits of our Control area, and Rosemary Smith managed to start checking something under her Austin Maxi's

bonnet inside this area, which was a no-no.

Graham muttered something about having to penalise her, so I wandered over, moved the cone to the front of her car (after all, she is Irish!), so her car was now outside the Control area. Graham was not impressed!



Rosemary Smith finished 10th in the Works Maxi taking the Ladies prize

The Rally Later I flew to Santiago, then to Lima and from there up to La Paz, Bolivia's capital. At 12,000 feet we had been warned about the lack of oxygen and how it could affect people not used to the altitude, but luckily it didn't seem to bother me.

My next task was to fly even higher, to Potosi, at over 16,000 feet probably the highest Control in the rally. This was at the finish of the "Bolivian Coffee Prime", at 270 miles one of the longest Primes in the rally. I was to get there with Kent Gavin (no relation, and one of the Daily Mirror's ace reporters), but when he found that the

"airline" we were to fly with consisted of a single-engine Cessna, he opted out and stayed in La Paz. He told me later that he'd had bad experiences in light planes in Nigeria, during the Biafran war, and swore he'd never fly in anything with less than four engines ever again.

Potosi turned out to be probably the most remote and fascinating spot I'd yet been to. The Spanish had developed silver mines here and it was said that if all the silver they had mined and taken to Spain had been put together, they could have built a bridge between the two countries! I was put up in a small hotel with just four rooms, but they popped me into the Presidential suite. "Has he ever been here?" I asked, "No, but if he ever does come, this is where he'll stay."

Would I like to see Potosi's potato museum? Well, being Irish how could I resist? Apparently the potato originated in Peru and Bolivia, and here in Potosi is a research laboratory & museum, where samples of every main type of potato are kept under controlled conditions. Who would have thought it!

I was given a tiny schoolhouse as a Control post and shared it with the DJ of the local branch of Radio Bolivia, with whom I got on famously. I told him tales of other rallies, in other countries, and "helped" him choose music. He opined that with some tuition I'd make it as a DJ – maybe – someday!



In the late evening, the cars roared in, one at a time and sometimes two or three following each other, but all at a speed which drove the hundreds of locals into frenzied excitement. All the crews looked shattered and for the first time I worried and wondered how they'd make it to the La Paz rest halt. In fact, for the first time ever, I actually thought of hanging on to one or two of the crews' Road Books until they parked up and slept for an hour or two; but I didn't.

The following day I made it back to La Paz, then down to Lima and onwards to Cali, in Columbia, where Jack Sears and I had a wonderful lunch with the President of the local Bank of America, at the magnificent Cali Country Club. During lunch the President announced that his bank was planning to give three sets of emerald cuff-links to whichever team would be leading when it got to Cali. Both Jack and I had a good idea that there would be only two crew in the leading team, so which of us might snaffle the third set? They were stunningly beautiful emeralds and – as you know – Columbia is where emeralds come from, so they really were something.

Sadly, as it turned out, Mike Broad, who had just popped up, and I had to scoot off to

Buenaventura, on the coast, so I never did find out where the third set went.

Buenaventura? Now there's a name and indeed a place, to be embedded in the memory of anyone who might have ever been there. Mike and I stayed at the Hotel Estacion. Mind you, it was built in anticipation of the railway arriving there, but that never happened, so it remained the Station Hotel in name only. It would be over-kind to say the hotel needed attention; for example, it had a swimming pool, but with no water, just rubbish, two rusty bicycles and a long-dead dog.

Our task was to chat up the local Police and Customs Officers, so the eventual embarkation of cars and crews would be (hopefully!) seamless. Fat chance!

Negotiations started with – from Mr Customs man – "Each car will have to be carefully checked and we only have one officer to do the checking." And – from Mr Policeman " –we have to check and stamp all passports, examine health certificates and car papers." To cut a long story short, both Mike Broad and I trotted out T-shirts, badges, stickers, manufacturer's hand-outs and the like; but you get the idea, and the bureaucratic problems melted away.

We had gathered everyone's passports in a box and passed them one at a time to Mr Customs, who began making notes of names and numbers, but he got bored and after a time just shoved them all back in the box. I

then stood on a chair and shouting out each name, chucked each passport back over all the heads to its owner. Meanwhile Mike was encouraging crews back to their cars on the dockside and then hurrying them onto the slings that hauled them aboard.

The Italian ship, MS Verdi, was just 7 years old and a complete contrast to the poor old jaded hotel which had been our home for the past two days. We were not sorry to leave.

Mike and I stayed on the dock until the last car was loaded. We then boarded and headed for the ship's Bar where we stayed, with just about everyone else, for quite a while. Sometime later we made our way to the front of the deck and watched in awe as the ship inched its way through the wondrous Panama Canal, with its locks, lakes and flocks of Pelicans, talk about the 8th wonder of the world – no contest.

Many of us stayed on deck throughout the 6 or 7 hours it took to cover the 50 miles from the Pacific to the Caribbean at Colon, where the cars were unloaded and driven back to Panama City for the restart.

I was just about finished my Controls by then, but I helped John Sprinzel set up the start Control. I even went with Pam, John's wife, to do a little shopping; after all, one has to take home a souvenir or two and I bought a Canon 35mm Rangefinder camera which I used for many years. I even popped into a travel agent

with my air ticket as John said I didn't have to continue to Mexico City unless I particularly wanted to, and he suggested I make my way home through the Caribbean to New York.

"Why New York" I asked John. "Because Pan Am had only just started flying the new huge Boeing 747, it's a fantastic plane and you could fly on it back to London." I mentioned earlier that Mike Broad had arranged all our air tickets, and they were so good that the travel agent in Panama printed me new tickets without cost.

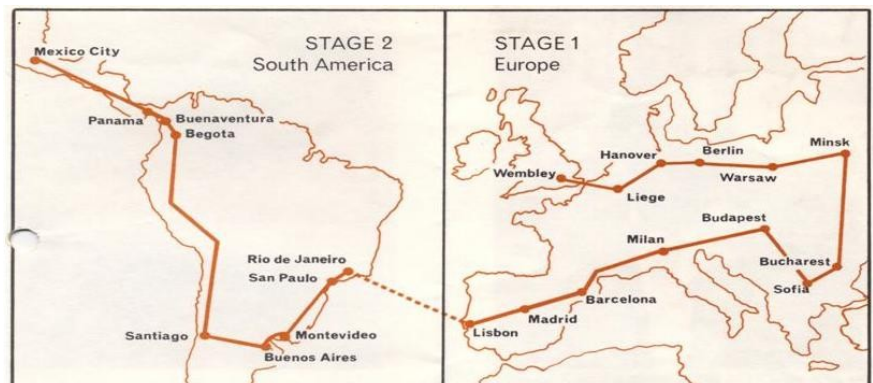
And so, while the rally left Panama for the haul up through Central America, I flew via Caracas to Trinidad where I met a Pan Am Stewardess who told me more about the 747, then to Barbados for a couple of days, then San Juan and on to New York and the wonderful Pan Am Boeing 747 home to Heathrow.

Thus ended my 1970 Daily Mirror World Cup Rally. I wouldn't have missed it for the world!

P.S. By the way, each of us Marshals was given a Millets army surplus kit-bag. Into this was stuffed a huge, long, bright orange Daily Mirror World Cup Rally banner marked CONTROL, several Control books in which we recorded competitors times at Controls – with carbon copies, a great wodge of pencils and ballpoint pens, a large chunky Heuer clock, in a leather case, and enough room left over for our personal wet-weather gear.

We were allowed to keep everything, when it was all over, except – unfortunately – the Heuer clock! For the next 50 years the Control banner was hugely useful, and still is, at our lawnmower races, both at home and abroad. But that as they say, is another story.

Jim Gavin






ULSTER AUTOMOBILE CLUB LTD

2021/22 CLUB CALENDAR

Date	Event	Status	Championships
9th October 2021	North Down House Sprint	National	ANICC
27th December 2021	It's Not The Boxing Day Rally	RS Clubman	UAC Club
15th/16th April 2022	Circuit of Ireland Rally	Int. / National	ERC Celtic Trophy, British Rally, Irish Tarmac Rally
30th April 2022	Craigantlet Hill Climb	Nat. / Interclub	British Hill Climb, ANICC
6th August 2022	Autotest	Interclub	ANICC
10th September 2022	Knockagh Hill Climb	Interclub	ANICC
8th October 2022	North Down House Sprint	National	ANICC
27th December 2022	It's Not The Boxing Day Rally	RS Clubman	UAC Club

If you would like to join the Club or find out more about any of our events, please visit: www.ulsterautomobile.club or like us on Facebook.

www.ulsterautomobile.club

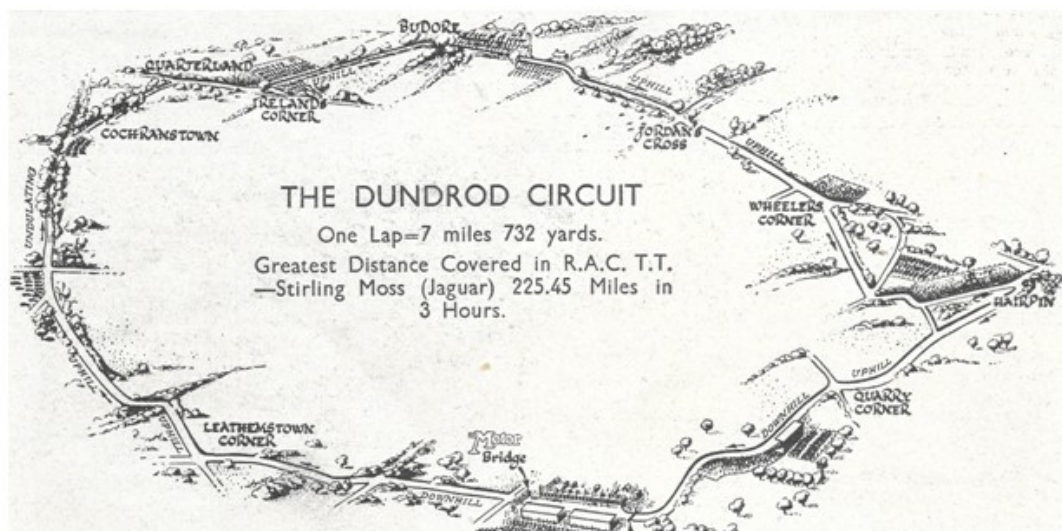


Dundrod on Camera by Neville Armstrong



Wheelspin editor Paul Robinson has requested that I write an article for this edition of your club magazine. I feel greatly honoured, especially as I live 5000 miles away in California! I last resided in Northern Ireland in November 1957, having been born in Belfast in May 1931. So with those preliminary statistics, I will begin my story.

My interest in cars began as I approached the age of 17, when I obtained my first driver's licence. Post-war, my family owned a succession of Nuffield Corporation cars, a Morris 8 Series E, a Morris 10 and a Wolseley 4/50. As a (Queen's) medical school graduation gift, I was given a new 1954 Hillman Minx Coupé, which I equipped with a full length tonneau-cover in an effort to simulate some sort of sports car. Since arriving in the USA in December 1957 when I bought a used Austin/Nash Metropolitan, I have owned a number of sporting vehicles, including Triumph TR3, Sunbeam Alpine, two Tigers, Fiat Spider, Mazda RX7 and currently a yellow 2001 Toyota MR2 (with 145K miles). Glad to talk about them and other American adventures some other time but now to the real meat of my tale-DUNDROD!



The Dundrod Circuit in the 1950's

As a QUB student in the early 1950s, I attended almost all of the Dundrod races, borrowing from a fellow student a Leica 35 mm camera, which also had a 105mm lens and a focal-plane shutter with a top speed of 1/1000 second.

Thus equipped, I would thrust myself through hedges and farm gates to "pan" the speeding racers only a few feet away - so different from the situation at circuits today. Also, I could roam the paddock to my heart's content! With my rolls of black-and-white film (and later Kodachrome 10), I acquired many pictures of well-known international drivers and their cars.

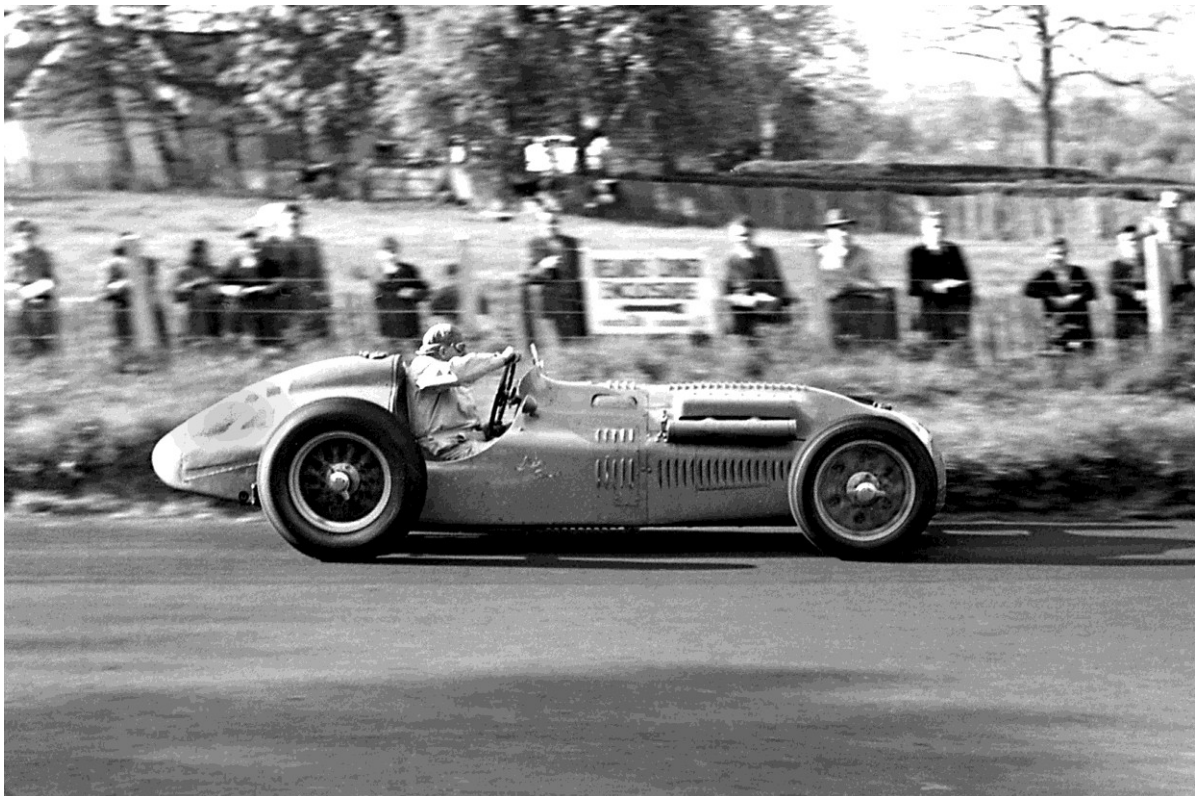
Although I sent some of them to Autosport (two published), my first real, though unacknowledged, success came when I noticed a biography of Stirling Moss in the Erskine Mayne bookstore in Donegall Place with one of my photographs in it!

A letter to the publisher however brought nothing but the assurance that I would be recognised in any future editions—plus a copy!

Now fast forward over 60 years, during which my pictures lay largely in a box, when I came across a current copy of MotorSport in a local bookstore here in Northern California; the Editor was inviting photographic contributions from long ago races. I e-mailed him (Gordon Cruickshank) with a few of my photos from Dundrod. Less than 48 hours later, I received a glowing request for more. Shortly afterwards, another e-mail came from Paul at the UAC, and I was in a sort of heaven. Many e-mails and several long FaceTime conversations later, Paul and I are firm friends! Hence his request for this dissertation with some of my favourite photographs. Incidentally Gordon Cruickshank also wants me to have a lengthy section in a forthcoming issue of MotorSport. Recognition has maybe finally come!

In my opinion, the photography of motor-racing has changed significantly since the early 1950s. Whether it is the introduction of digital cameras with extreme telephoto lenses or the restructure of circuits, the character of the photograph itself seems to have changed. No longer do we see vivid portrayals of actual racing on roads and streets, but instead carefully manicured tracks widely separated from rows of spectator grandstands and barriers. This has produced, to me, scenes of apparently static vehicles and backgrounds that appear artificial, if technically perfect. I invite discussion as to their various merits.

The image below of P Etancelin in his 4.5 unsupercharged Lago Talbot is the of which I feel most proud.



To me it epitomises the essence of 1951 racing at Dundrod; the French driver with his cloth cap on backwards and held in place by his goggles, arms in an open stance with elbows outside the cockpit, and his energies completely absorbed in the task of cornering the large car. It had a straight six pushrod overhead valve engine with 280 bhp and a four speed Wilson pre-selector gearbox, achieving some success mainly because of its reliability and lower fuel consumption of about 9 mpg.

G. Farina in his 1.5 litre supercharged Alfa Romeo below. The 1950 world champion in a similar car, he dominated the 1951 Ulster Trophy with a fastest lap of over 94 mph, driving in a typical Italian extended arm driving style. His car had a straight eight engine producing 420 bhp, and dominated the Grand Prix circuits in the immediate post-war years. Its problem was its fuel consumption of 1.5 mpg, which necessitated more frequent pit stops for refueling.



Reg Parnell in the one-off car. a 4.5 litre unsupercharged Ferrari, listed as a "Thin Wall Special," being entered by the Vandervell Organization, had a Ferrari engine developing up to 400 bhp, but an English designed body and other mechanicals. It was driven by a number of different drivers, among them Piero Taruffi, who won the 1952 Ulster Trophy with a fastest lap at 91.12 mph, 4 mph slower than Farina the year before. The same car, which finished second to Farina's Alfa in 1951, was here piloted by Reginald Parnell, a burly Englishman whose colourful driving in many different races was prematurely ended by fatal abdominal surgery.



I hope this article stimulates some further conversation with other UAC members, and even maybe some long-lost connections. For the record, I grew up with a father who was the senior physician at the Belfast City Hospital from the 1930s until his death in 1956, and lived at 19 Malone Road, which is now the site of the Wellington Park Hotel. I trained as a psychiatrist at Stanford University in the early 1960s, retired in 1996, and now live with my wife in a gated retirement community in Marin County, just north of the Golden Gate, aged ninety. Cheers!
Neville Armstrong

2021 is the 90th anniversary of the first Ulster Motor Rally.

It was the beginning of what became later the Circuit of Ireland Trial and then the Circuit of Ireland International Rally.

This article is not about any of rallies themselves - I highly recommend *The Circuit of Ireland Fifty Years On* by Sammy Hamill, ISBN 0907520006 if you want to read about the Circuits early years. Rather it is about something which often ended up in the back of a drawer or thrown out after many years of gathering dust - the metal badges/finishers awards given to entrants. With the help of our club archivist Peter Allen and others I have put together some information on these often forgotten but now collectible pieces of automotive memorabilia.

1962 - 1995

Many of you will be familiar with the rather nice Circuit of Ireland International Rally chrome and enamel label badge (see opposite). First introduced in 1962, and used for subsequent events up to 1995 the design include two holes at the bottom, to allow a year bar to be added. Each year bar also comes with two holes to allow additional year bars to be added - If you did a lot of Circuits you could end up with a very long chain of date bars.



The same design of year badge (sliver with a blue enamel background) was used each year with two exceptions - 1981, when to mark the 50th anniversary a special 1931-1981 year bar was produced and 1991 when a slightly different design was used. So that covers 1962 to 1995. What about the earlier years? While label badges were used from 1962, any previous badges I have come across were designed to be attached to the car, possibly on the dash, or on a wood shield or similar trophy.

1931 to 1936

Unfortunately I have not been able to find a photo of the badges for events before 1937. When the first event was run in 1931 it was then called the Ulster Motor Rally and the Club was the Ulster Automobile Sports Club (UASC). In January 1932 a motion was passed at the club AGM to shorten the name to the Ulster Automobile Club (UAC). While I do not know what the 1931 badge looks like it, it is reasonable to assume that the badge was intended to be attached to the dash of the car rather than being a label badge and it would have had UASC rather than UAC on it. If anybody has a picture of any of the 1931 to 1936 badges I would love to see it.

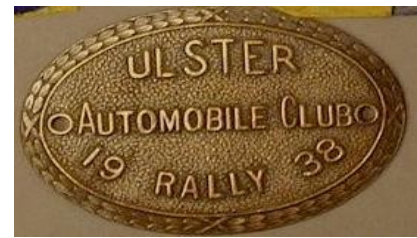


1937

This is a picture of a 1937 finishers award and was posted by Don Larkin on Circuit of Ireland Retro Facebook pages back in July. Note the event was called the Circuit of Ireland Trial and the UAC logo in a red background on the right. This particular logo seems to have been used up until WW2 but stopped being used before 1950.

1938

I have come across two different Circuit of Ireland trial badges for 1938 (see opposite) although one of them is a puzzle. The chrome with blue and red enamel badge clearly states Circuit of Ireland Trial 1938. The brass or brass like badge is probably stamped metal, as you can see, says Ulster Automobile Club Rally 1938 with no mention of the Circuit. This example was in a collection of awards including Ards TT medals sold at Bonhams a few years ago. Were there two different badges for some reason that year? If you know please get in touch.



1946

This badge (also in Don Larkins collection) and is a very different from either of the 1938 badges. One of the simplest designs used with no enamel which may be a result of the austerity immediately after WW2.

1947

The 1947 badge is an altogether different design again. This photo is from the UAC archives and comes from the family of Frank and Delphine Bigger who did numerous Circuits in the late 1950s early 60s. The inscription reads '1000 Miles Circuit Of Ireland International Trial 1947.' This is the only picture I have ever seen of this badge so they may be very rare.



The Circuit was cancelled in 1948 due to fuel shortages, unfortunately I am unable to find a picture of the 1949 badge.



1950 In 1950 the club really pushed the boat out and produced a very nice chrome and blue enamel badge. Surprisingly heavy, it is inscribed on the back (thanks Gary McDonald) with the suppliers name, the Belfast jewellers Sydney Hanna.

1951-1953 In 1951 yet another, very different, badge design was introduced which include an image of the island of Ireland. Other differences from earlier badges include a pair of wings in the design and the use of green rather than blue enamel. There are very small holes for the nails/pins to attach it to something. The same design was used for 1952 and 1953.



1955 I don't know what badge design was used in 1954 but in 1955 another new version appeared. A very simple but effective design, the wings and island of Ireland have disappeared but the use of green and red enamels continues. This particular example came up for sale on a well know online auction site in recent years but pictures of the same badge have been posted on Facebook and other places on the internet.

1956 Yet another design change. In addition to the hand of Ulster a pair of shamrocks have appeared. In common with the badges used since 1951 green and red enamel has been retained. This photo also comes courtesy of Frank & Delphine Bigger.



1958 - 1961 The Circuit was cancelled in 1957 due to the Suez crisis and a new design was introduced in 1958 which would continue to be used until 1961. Stamped from sheet metal the design includes for the first time the club badge complete with the Irish wolfhound. Although small (approximately 6 cm or 2 1/2 inches across) it is extremely detailed - you can count the ribs on the wolfhound. This photo is of a badge in my own collection.

This brings us back to where we started with the label badge and bars introduced in 1962. I hope you enjoyed this brief journey through the ages of the various designs of our Circuit of Ireland Rally badges. There are quite a few that we do not have information for (1931 to 1936, 1939, 1949, and 1954). If you can help fill any of the gaps please get in touch. **Paul Robinson**

The UAC Golf Society - AKA the Naughty Gnomes - Reunion



Almost 30 years ago we had a golf society that played a variety of parkland and links courses across the Province. It would be great to get that band of happy individuals (hackers!) together again and play a round of golf (buggies can be organised for those of an age!!). Needless to say any one else (member of the UAC or not reading this) would be more than welcome to join us. If you are interested in having a day out with 'old friends', some craic and stories from days gone by - motorsport, golfing and other, please let me know.

Bill Swann - 07801482729 / swann.bill@gmail.com

Some of our previous members



Baldy & Pipe Gnomes



Aged Gnome



Hairy Gnome



Smart Gnome

Motorsport Book Reviews

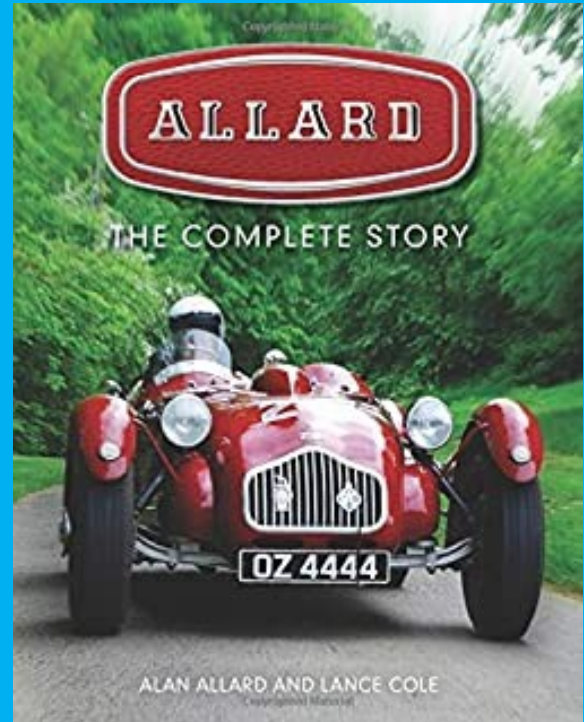
They can be old or new but the book must have some connection to the Ulster Automobile Club.



Allard The Complete Story

The story of Sydney Allard and some very remarkable cars and races. The only person to win the Monte Carlo Rally in his own make of car (in 1952) Sydney competed in a wide range of UAC events including the Ulster Motor Rally, the RAC TT at Dundrod and, of course, Craigantlet. Not the sort of book you read from cover to cover in one go but there are some fascinating stories hidden among the facts and figures. There are also plenty of connections to Northern Ireland, some surprising. The car on the front cover was bought when

new by UAC member Desmond Titterington and raced extensively including at Craigantlet and Dundrod. The current owner brought it over for Craigantlet in 2015 by Chris Pring who had restored it. The book is widely available online - I got my copy for £24.95 but you may be able to find it cheaper! Published by The Crowood Press Ltd. ISBN 9781785005596.



THE IRISH INTERNATIONAL GRAND PRIX 1929-31



BOB MONTGOMERY

The Irish International Grand Prix 1929-1931

Bob Montgomery has written many excellent books and The Irish International Grand Prix 1929-31 is quite possibly his best to date.

Rightly described by the publishers as a monumental work, this very impressive (and big) book is absolutely packed with photographs, facts and figures.

Naturally drivers from Northern Ireland competed at these races including one of the youngest, 19 year old Billy Sullivan from Killyleagh, who had previously won his class at the UAC hill climb at Ballybannon in 1929.

Published by Dreoilin €49.99

ISBN:978-1-902773-38-4

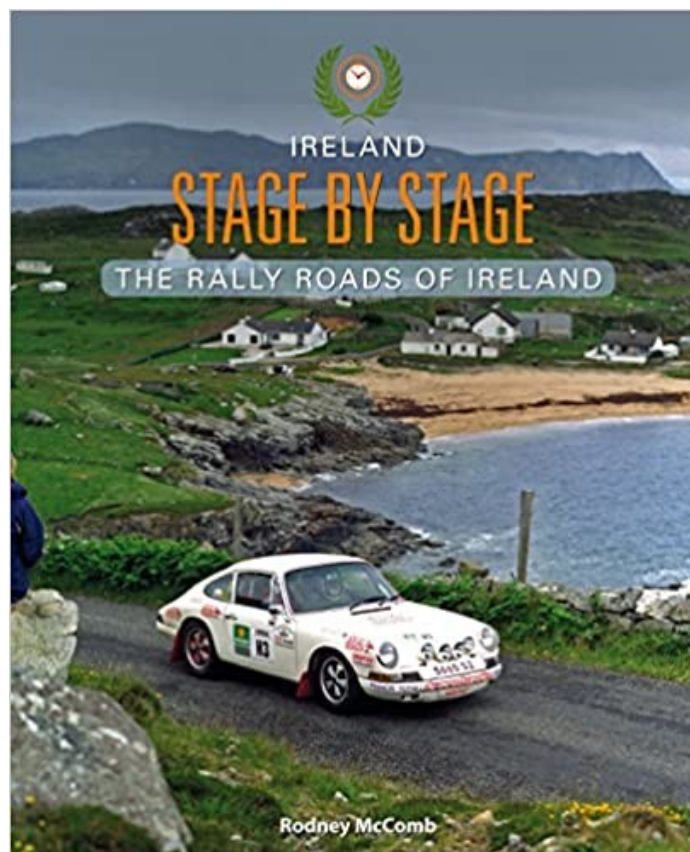
www.dreoilinbooks.ie

Ireland Stage by Stage - The Rally Roads of Ireland

Written by Rodney McComb, former UAC Treasurer, Club Council member and co-founder of the Circuit of Ireland Retrospective Rally, this book is essential reading for any Circuit of Ireland Rally and Circuit of Ireland Retrospective fan. With fantastic photos by Esler Crawford and (in paperback) at a mere £16 is fantastic value as well.

Yes, I do have a copy and, no, I'm not on commission. Jest aside, it's a great book.

Published by Colourpoint Books
ISBN 13: 9781780730707



Tourist Trophy - the history of Britain's greatest motor race.

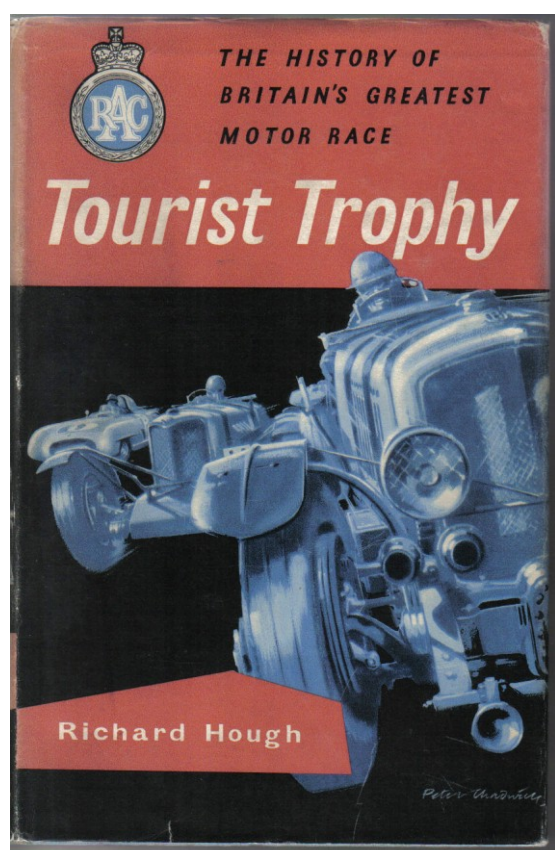
First published in 1957 the book covers the RAC Tourist Trophy Races from the very first held on the Isle of Man in 1905 until the last in Dundrod in 1955.

Based on newspaper and magazine reports of the races it is the best single book there is on the first 50 years of the Tourist Trophy races.

Founding members of the UAC Harry Ferguson and Wallace McLeod were instrumental in persuading the RAC to bring the Tourist Trophy races to Northern Ireland and in 1953 the club became the race promoters behalf of the RAC.

Much praised by our very own Denis Bell, I have a copy on the bookshelf beside my desk.

Long out of print but it can be picked up second hand on various online auction sites. Published by Hutchinson of London, no ISBN number.



Tailsweep



Breaking News !!



The TT Bistro UAC October Sprint is at Kirkistown Racing Circuit on the 9th October 2021. Entries opened on Monday 27th September and 75 competitors registered their intent within 20 minutes. Regulations can be downloaded from the club website www.ulsterautomobile.club

Picture Caption Competition

A (printable) story (tail) for the two photographs below is all that is required; the best caption will receive a bottle of fine wine, e-mail your captions to the Club e-mail below.



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