



SCOTTISH RALLY.

20th May to 3rd June, 1955.

Entry list opens 1st February and closes 4th May.

Regulations may be had on application to the Secretary.

REST AND BE THANKFUL HILL CLIMB

Saturday, 2nd July, 1955.

at 2.0. P.M.

MONTE CARLO RALLYE 1955.

List of Competitors

starting from

GLASGOW CONTROL
(Blythswood Square)

on

Monday, 17th January, 1955

from

2.5p.m. to 3.49p.m.
(1 minute intervals)

ROUTE

Stranraer, Doncaster, Dover, Boulogne, Lille, Liege,
Venlo, Amsterdam, The Hague, Brussels, Rheims, Paris,
Vesoul, Chambery, Gap, Monte Carlo.

(approximately, 2000 miles)

A. K. STEVENSON, O.B.E.,
Secretary & Official Starter.

LIST OF COMPETITORS.

DEC 17 10 38 1954

<u>No.</u>	<u>Name.</u>	<u>Town.</u>	<u>Car.</u>
31	J. Risk	Norfolk	Ford
32	W.C. Johnston	Nr. Stourbridge	Austin
33	H.W. Burke	Ilkley	M.G. Magnette
34	A.H. Wilcox	Shrewsbury	M.G. Magnette
35	T.C. Harrison	Hope, via Sheffield	Ford
36	J.L. Shaw	Nr. Rugeley	M.G.
37	J.A.D. Lucas	Lighthorne	Jaguar
38	A. Lineker	Sutton-in-Ashfield	Vauxhall
39	Hugh Galt	Newton Stewart	Daimler
40	R. Frolich	Sheffield	Porsche 1500S
41	J.W. Fleetwood	Gainsborough	Ford
42	J. Glasgow	Glasgow	Jaguar
43	Earl of Kimberley	Norfolk	M.G.
44	E. Lambert	Liverpool	Morris
45	P. Lee	Eastbourne	Jaguar
46	Dr. C.R. Hardman	Blackpool	Ford
47	C. Corbishley	Macclesfield	Daimler
48	Miss E.M. Cullen	Hornchurch	Austin
49	G.R. Holt	Alderley Edge	M.G.
50	E.J. Haddon	Wealdstone	Jaguar
51	D.J. Farquharson	Ruislip	Standard 10
52	R.F.D. Seabrook	Tolleshunt d'Arcy	Sunb-Talbot
53	R.W. Holmes	Camberley	Ford
54	H.J. Harper	Tunbridge Wells	Standard Van.
55	A. Meredith-Owens	Birmingham	Bristol
56	J.C. Nairn	Cupar, Fife	M.G. Magnette
57	D.O'M. Taylor	Birmingham	Standard
58	R.E. Holt	Wilmslow	M.G.
59	Mrs. L.F. Ashfield	London	Ford
60	M.R. Davies	Norton, Nr. Bath	Ford
61	K.S. Richardson	Witham, Essex	Ford
62	J.S. Bewley	So. Ireland	Ford
63			
64	J.W. Bowdage	Shere	Daimler
65	D.C. Boyd	Plaxtol	Jaguar
66	W.R. Sutherland	Golspie	Riley
67	A.E.E. Teer	London	Humber
68	L.D.G. Collen	So. Ireland	Fiat
69	R.W. Horton,	Stourbridge	Austin
70	G.A. Lewis	Coleshill	Sunb.-Talbot
71	H. Pilmore-Bedford	Seven Oaks, Kent	Hillman
72	M.B. Warbreck-Howell	Coventry	Standard
73	J. Meikle	Darvel	Ford
74	J.D. Sleeman	(Australian) Birmingham	Austin
75	E.N. Brinkman	Bosham	Ford
76	Mrs. A. Newbrook	Chester	Ford
77	A.P. Warren	Cheam	Jaguar
78	G.K. Stratton	Christleton	Austin
79	W.T. Todd	Lisburn, N. Ireland.	Ford
80	H.C. Terry	Leyton	Ford
81	Paul Lalissee	France	Bristol
82	R. Davis	Pensford, Nr. Bristol.	Sunbeam III
83	K.C.H. Rawlings	Birmingham	Daimler
84	G.R. Hartwell	Bournemouth	Sunbeam
85	G.J. Grant	London	M.G. Magnette
86	A.P.O. Rogers	Sutton	Mercedes-Benz
87	J.A. Young	Banstead	Ford
88	H.C. Hobson	Otley	Austin
89	H.L. Brooke	Coventry	Standard
90	I. Appleyard	Leeds	Jaguar
91	D.G. Scott	Macclesfield	Ford
92	C.F. Bartlett	Burgess Hill	Ford
93	K.S. Hurrey		Vauxhall
94	Miss A.I.C. Neil	Glasgow	Standard Van.
95	P.R. Bolton	Leeds	Armstrong Sid.

<u>No.</u>	<u>Name.</u>	<u>Town.</u>	<u>Car.</u>
96	J.W.E. Banks	Bourne	Bristol
97	Dr. A.D. Mitchell	East Lothian	Wolseley
98	J.H. Kemsley	Chislehurst	Ford
99	L. Griffiths	Bridgewater	Riley
100	A. McCracken	Larkhall	Ford
101	J.A. McLaughlin	Birmingham	Riley
102	R.W. Phillips	Totley Rise	Ford
103	L.C.A. Parkin	Appledore, Kent	Ford
104	Dr. L. Taylor	London	Jowett
105	E.R. Evans	Oswestry	Sunbeam
106	E.B. Ross	Bletchingley	Standard
107			
108	C.B. Pilgrim	London	Jaguar
109	R.K. Hooper	Nr. Marlow	Sunbeam
110	C.F. Key	Morden	Daimler
111	J.G. Reece	Liverpool	Ford
112	Cecil Vard	So. Ireland	Jaguar
113	J.N. Lawrence	Cullen	Standard
114	J. de Sola Mosely	London	Humber
115	Lord Carnegie	London	Ford
116	L.O. Sims	Brynmarwr	Riley
117	F.C. Merrill	Manchester	Jaguar
118	R.W. Falkner	Waterlooville	Aston Martin
119	W.E. Humphries	Nottingham	Sunbeam
120	A.G. Gray	Tadsworth	Alvis
121			
122	Miss M. Ireland	Dumfries	Riley
123	R.J. Adams	Lisburn, N.Ireland	Jaguar
124	J. Cuff	Grimsargh, Nr. Preston	Ford
125	K. Brierley	Letchworth	Jowett
126	J. Trigg	Esher	Sunb.-Talbot
127	J.B.G. Campbell	Aberdeen	M.G.
128	S.H. Gregory	Stalybridge	Vauxhall
129	J. Stoddart	Berwick-upon-Tweed	Standard
130	K.D. Fraser	Glasgow	Riley
131	H.R. Harrop	Hyde	Sunbeam
132	A.H. McGrady	Dundee	M.G.
133	P.G. Walton	Newcastle-on-Tyne	Vauxhall
134	R.W. Merrick	Birmingham	Standard
135	J.P. Boardman	Accrington	Jaguar

WITH THE COMPLIMENTS OF
THE ROOTES GROUP

FOR IMMEDIATE RELEASE

SHEILA VAN DAMM OUT FOR "MONTE" AWARD

-- ONE CUP THAT ELUDES HER

Miss Sheila Van Damm, Europe's champion woman driver, begins her 1955 series of international events with a bid for the Ladies' Cup in the Monte Carlo Rally (17-23 January). Winner of five Ladies' Cups last year, she has yet to achieve this award in the "Monte".

With Mrs. Anne Hall and Mrs. Francoise Clarke as co-drivers, Miss Van Damm is driving in the Rootes Group's nominated team of three Sunbeam Sports Saloons. These are standard production cars, fitted with Overdrive, and they all start from Munich.

The two other crews are Norman Garrad, Rootes Group Competitions Manager, and John Cutts; Peter Harper and David Humphrey.

A second team of three Sunbeam Sports Saloons is entered by J.E.G. Fairman, of Worth, East Sussex, and A.B. Fraser, of Hildenborough, Kent, both starting from Munich, and also George Hartwell, of Bournemouth, Hants, who starts from Glasgow.

Other Sunbeam entries include eight starting from Glasgow, and another from Munich. In addition, the "foreign" entries are known to include a Norwegian team of three Sunbeams starting from Oslo.

In the event of Sunbeam winning the nominated team award, it will be their third consecutive success. Consequently, the highly-prized Charles Faroux Trophy would be won outright.

This year the Humber entered by the Metropolitan Police is a Humber Hawk, fitted with Overdrive, and starts from Glasgow. The crew-Sgts. A.E. Teer, Skeggs and Shillabeer - is the same as last year, and this is the fifth attempt at the "Monte" by London Police Sgts. in their own time and at their own expense.

The new O.H.V. Hillman Minx de Luxe Saloon makes its world debut in international competition, having been entered by H.Pilmore-Bedford, of Sevenoaks, Kent.

The 1955 Monte Carlo Rally has attracted 364 entries, comprising the finest production cars of 17 countries. A total of 132 British cars is competing.

There are eight starting points for this gruelling, over-2,000 miles Rally, all routes converging on the Gap time control for the Classification Test Run to Monte Carlo. All competitors will have daylight for this important part of the contest.

Rootes
The official Rootes Group team of Sunbeams crosses on the "Lord Warden" from Folkestone on Tuesday morning, January 11th, en route to Munich. Included in their personal equipment will be "winter warmers" and self-heating soups - in anticipation of the severe winter conditions that are generally among the hazards of this Rally.

Full details of the official Rootes Group team entry is as follows:-

- Crew No. 1 : Norman Garrad, Rootes Group Competitions Manager, with John Cutts, both of Coventry, Warwickshire. (Car No. 209).
- Crew No. 2 : Sheila Van Damm, of Angmering-on-Sea, Sussex, with Mrs. Anne Hall, of Huddersfield, Yorks, and Mrs. Francoise Clarke, of Lutterworth, nr. Rugby, Warwickshire. (Car No. 222).
- Crew No. 3 : Peter Harper, of Stevenage, Herts, with David Humphrey, of Coventry, Warwickshire. (Car No. 251).

Issued by: Public Relations Department,
Rootes Motors Limited,
Devonshire House,
Piccadilly, W.1.
(Tel: GROsvenor 3401)

January 6th, 1955.

G.E. 17.

Have we route?

Pre-story

Gray

M.G. MAGNETTES IN MONTE CARLO RALLY.

The M.G. Car Co. Ltd. has entered an official team in the Monte Carlo Rally which starts on Monday 17th January.

The drivers are the same experienced trio who won their class award in 1½-litre M.G.'s in the 1953 R.A.C. Rally - Geoffrey R. Holt of Oswald Farm, Chelford Road, Alderley Edge, Cheshire, his brother Reg Holt who lives at Wilmslow, Cheshire and Len Shaw of The School House, Gentleshaw, Staffs.

Reg Holt's co-drivers are Alec Collinson of Chapel-en-le-Frith and William S. Cave of Manchester.

Len Shaw will be accompanied by Benjamin H. Brown of Luton and Marcel F. Finnemore of Sutton Coldfield.

Stan Asbury of Alderley Edge will accompany Geoff Holt, who has still to fill the third place in his crew.

The Mquette team will start from Glasgow.

The Rally is the first to be organised by M.G.'s newly appointed Competitions Manager, Marcus Chambers.

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WITH THE COMPLIMENTS OF THE NUFFIELD ORGANIZATION, CENTRAL PUBLICITY DEPARTMENT, COWLEY, OXFORD. NP/Home. 6.1.55.

W. Partington

Britain Is Hoping For Monte Win

TOP RALLY ENTRY

"Star" Motoring Correspondent

BRITISH chances of winning the major awards in the Monte Carlo rally, which begins on January 17, are high. Of the 20 nations engaged, we have the strongest entry, with 132, as against 88 from France, with Germany (22), a poor third.

Some of our finest rally drivers are engaged, including Ian Appleyard, Champion of the Alps, Ken Wharton, most prolific winner of the Tulip rally, Reg Parnell, Peter Collins, Sidney Allard, a past Monte Carlo winner; and Norman Garrad.

A determined challenge for the Coupe des Dames finds Mrs "Billie" Wisdom, Mrs Nancy Mitchell, Miss M. Walker and Miss Sheila van Dam in a strong contingent of women drivers.

Most of the British drivers start from Glasgow, but others will attempt Starting Point prizes from Athens, Lisbon, Monte Carlo and Munich.

The rally probably will be won and lost in the difficult Gap section of the Maritime Alps, where regularity tests will be held on a secret route. The promoters are waiting for weather reports before deciding on the secret section.

The official Ford team drivers are using an "electric brain," officially known as an analogue counter, which should help a lot in the regularity tests.

This device records on a speedometer type dial, the average speed over a given distance, and makes proper allowance for any stops.

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Wales Out

COMPETITORS in this year's Monte Carlo rally starting from Glasgow will have 70 kilometres—between 40 and 50 miles—less ground to cover. Amended regulations issued from Monte Carlo show that the Glasgow contingent, 101-strong, will drive through Stranraer and Doncaster to Dover instead of as in former years through Llandrindod Wells.

From Boulogne, too, their route has been changed to pass through Chambéry instead of Bourges.

The Doncaster route in Britain was agreed to by the Rally control as a result of representations by the Royal Automobile Club. It will give competitors a more open run, with less danger in the crowded areas.

Stiff in France

The French section, though shorter, will be stiffer. Near Chambéry is the Col du Chat, a formidable mountain pass which may well be covered with snow.

Britain, with 133, tops the list of entrants, with eight reserves over her quota of 125 filling places not taken by France.

One British competitor, the 30-year-old Earl of Kimberley, has scratched. He has slightly damaged an ankle and will not be fit to drive. The 361 entrants start from eight different points in Europe on January 17, beginning at 4.55 p.m. local time.

E. News.

S/S/S.

REGULATIONS are now out for next year's Monte Carlo Rally, which will start from Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm on January 17. This time there are to be more tests at Monte Carlo in which the most successful competitors on the road section will take part. Cars will arrive at the finish on January 20 after another regularity section from Gap, and next day there will be an acceleration and braking test. On the following day the best hundred drivers will face a regularity circuit through the mountains, and the day after that there will be a speed test round the Grand Prix circuit in the morning, followed by five more tests. The *concours* will take place on the Monday, after all the tests are complete.

Once more open cars will not be allowed to compete, but as yet the precise definition of cars eligible has not been given. This is to follow. Prize money will total nearly £6,000. Copies of the regulations may be obtained from the rally office at 6, Avenue de Monte Carlo, Monte Carlo.

Autocar

6/8/54.

96 Tough Britons Set Off on Ice

THE WAITING | Roads for 'Monte' Rally

E. News
17/1/55

Mr. Stagg

FOUR HOURS before 96 competitors left Glasgow this afternoon on the first leg of the 2,000-mile international Monte Carlo rally more snow fell on the icebound road on the route from the city.

As the competitors waited for the start, Mr. A. K. Stevenson, secretary of the Royal Scottish Automobile Club said that the conditions were possibly as difficult as they have ever been in this country. Long stretches of the route are covered with snow on a treacherous icy surface.

Six withdrawals had been announced, including the Earl of Kimberley, who had not fully recovered from an ankle injury.

More entrants were setting out simultaneously from the other seven European starting points to tackle the hazards of ice, snow, floods and possible fog on their route to the finishing line in the South of France.

Britain this year had the strongest contingent numerically of the 20-nation total of about 400.

Altered Route

The route to Dover has been considerably altered this year. From London the route lies through the Kent weald via Maidstone, to Dover, where competitors will start arriving about breakfast time to-morrow.

Sydney Allard, the 1952 winner, is driving in the official Ford team, as are Dr. Hardman, a Monte Carlo car rally winner from Blackpool, and Cuthbert Harrison, the trials' expert. Harrison is driving a Ford Zephyr, similar to the one which won in 1953.

P. Collins and R. Parnell are driving Aston Martins and Ken Wharton a Daimler. Ian Appleyard is also taking part. Other strong British factory teams include Sunbeams and Armstrong-Siddeleys.

Women's Challenge

A determined British challenge for the "Coupe des Dames" will come from Miss Sheila van Damm, driving a Sunbeam Mrs. "Billie" Wisdom (Austin) Mrs. Nancy Mitchell (Daimler Conquest) and Mrs. Jo Ashfield (Ford Zodiac).

The weather was sunny for competitors including Miss Betty Haig, who started from Monte Carlo.

Competitors from Glasgow, Athens, Stockholm, Palermo, Oslo, Munich, Lisbon and Monte Carlo will cover about 1,800 miles before meeting at Chambéry, in the French Alps, for the last lap to the principality.

MOTORING AND MOTOR

SPORT

Record British Entry in Monte Carlo Rally

By Our Own Correspondent

ON Monday of next week 364 cars will set out on the 1955 version of the Monte Carlo Rally. Of those, 132 will be driven by British competitors—it would have been 133 but for the unfortunate illness of Ken Rawlings, which enforced his withdrawal—and this is the highest number of competitors from any one country.

The "Monte" is now more popular with British motorists than with those of France, a sure indication of the great enthusiasm which there is in this country for this type of motor sport, which enables the ordinary motorist to compete in club and national events in his own everyday car.

British manufacturers are giving more support than ever to this year's rally.

Factory teams have been entered by Rootes, Ford and Standard—a well-balanced team of Standard Ten's which includes Jimmy Ray, the current British Rally champion, with John Wallwork, who won the R.A.C.—by Austin, who have now confirmed their intention to participate in motor sport, by Nuffield, with a team of M.G. Magnettes, and by Daimler.

This indicates the importance which manufacturers attach to rallies as a means of proving that their vehicles can stand up to more than the average rough-and-tumble motoring. It will do British prestige a power of good with a showing on the Continent that our firms have confidence in the goods which they produce.

The Rally conforms to the usual pattern of eight starting points at Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo, and Stockholm.

But the route has been altered substantially. The Glasgow starters, for instance, will travel to Stranraer and then to Doncaster and Dover, instead of to Llandrindod Wells and Dover.

The route has been changed from Paris, too. This year competitors will drive to Vesoul, Chambery and on to Gap. Up to Gap the event will be run at a speed governed by a time to be specified in the road-books, and based on the existing conditions of the road and the traffic regulations of the different countries.

From Gap onwards, however, a difficult run in any circumstances with the road twisting through the mountains, competitors will be competing in a classification test.

From Gap to Monaco the route will be based on road conditions. On leaving Gap the competitors will be issued with a form showing the route which they must follow, the positions of time controls, and the maximum and minimum time allowances. This route will not be chosen until the last moment. If the weather is bad, with plenty of snow around, then it will probably follow the main road, for in such conditions this route alone will weed out the competitors; but if conditions are good, with little snow, as has been the case in the last two years, then it will be along little-used roads in the mountains, with a high average speed set.

The British Monte Carlo Rally Competitors Club has played an important part in advising the Automobile Club de Monaco to change the route. It had become increasingly obvious in the past few years that the tremendous popularity of the event would suffer if there was not some

alteration to bring it back to its previous high standard; this has now been done.

Many of the British competitors who have chosen Monte Carlo as a starting-point are already there. Ken Wharton, who heads the Daimler team, and his co-driver Jan Langelaan, have studied the route from Gap and all its alternatives. Wharton is confident that whatever route is chosen Langelaan will have the answer.

Mrs. Nancy Mitchell is driving another Daimler and will have with her two of the smallest women drivers in competitive motoring, Mrs. Lola Grounds, of Sutton Coldfield, and Mrs. Doreen Reece, of Liverpool.

Miss Sheila Van Damm, Europe's champion woman rally driver, begins her 1955 series of international events with a bid for the Ladies' Cup in the Monte Carlo in a Sunbeam. She won five ladies' awards last year, but has yet to achieve this award in the "Monte."

The two other Sunbeam official crews are Norman Garrad, the Rootes Group Competitions Manager, and John Cutts, both of Coventry, and Peter Harper, of Stevenage, with David Humphrey of Coventry. A Humber Hawk has been entered by the Metropolitan Police, driven by Sgts. A. E. Teer, Skeggs and Shillabeer.

Among the British drivers are: Ken Wharton (Smethwick) with Jan Langelaan as co-driver; Mrs. Nancy Mitchell, Mrs. Lola Grounds and Mrs. Doreen Reece; Peter Collins (Kidderminster); John Wallwork and Jimmy Ray; W. C. Johnson (Stourbridge) and W. T. Henn; J. L. Shaw (Gentleshaw, Staffs) and B. H. Brown; Cyril Corbishley and R. R. Fabel; G. Holt (Alderley Edge, Cheshire) and S. Asbury; A. Meredith-Owens and A. Pitts (both of Birmingham); D. O'M. Taylor and L. J. Tracey (Birmingham); R. E. Holt (Wilmslow) and Alan Collinson (Chapel-en-le-Frith); G. A. Lewis (Water Orton) and R. W. Ayres; M. Warbreck-Howell (Coventry) and C. Williams; J. D. Sleeman (Birmingham) and R. C. Holmes; E. N. Brinkman and F. P. Grounds (Sutton Coldfield); Ian Appleyard and Mrs. Pat Appleyard; J. McLaughlin and Ian McLaughlin (Erdington); R. Merrick (Birmingham) and A. P. Grant; M. H. Morris-Goodall (Rugby) and O. Moore.

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Mr. G. Alan Roberts has been appointed publicity manager of the Daimler and Lanchester Companies. He was formerly London Publicity Officer of the David Brown Companies, concerned particularly with automobile activities.

Mr. Peter Aston, for many years racing and competitions manager of Mintex Brakes, has been promoted to Midland Area Manager, to succeed Mr. David Francis, who has moved to London.

Mr. John Fenton has been appointed racing and competitions manager and will operate from Birmingham. J. B. H.

B'ham Post.

12/1/55.