

AUTOSPORT

JANUARY 31, 1958

1/6

EVERY FRIDAY
Vol. 16 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper



MONTE CARLO RALLY ISSUE



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Vol. 16 No. 5 January 31st 1958

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CONTENTS

	Page
Pit and Paddock	130
Sports News	131
Argentine Grand Prix	132
Cold Starting, by John Bolster	136
Monte Carlo Rally	138
Warco Cup Trial	148
Correspondence	150
Ken Wharton Memorial Driving Tests	152
Club News	154

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertising Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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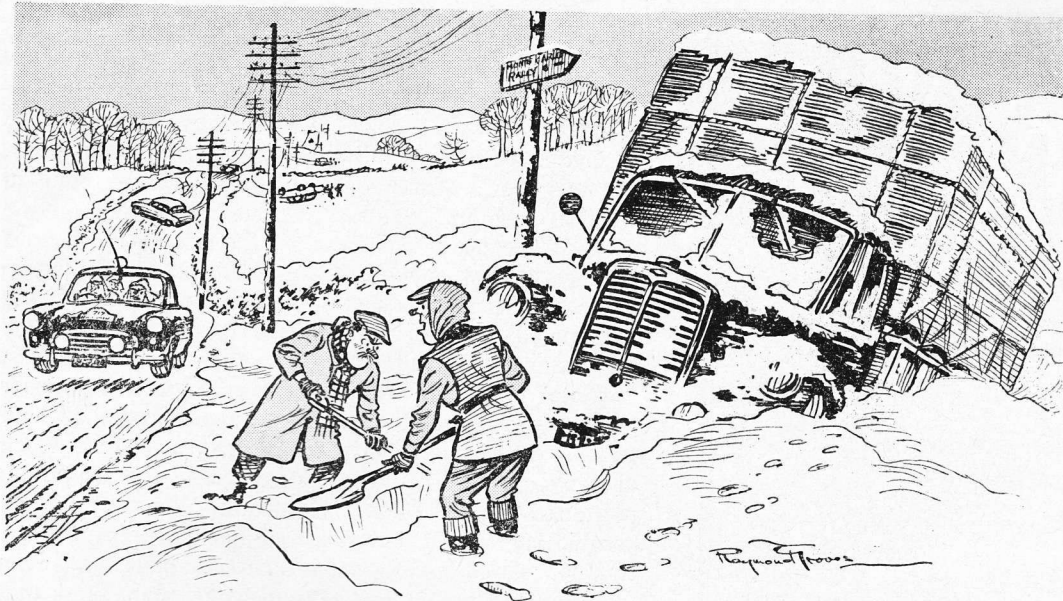
EDITORIAL

THE GREAT GAMBLE

THERE is always a considerable element of luck to be contended with in rallying, particularly in the winter, and this year's Monte Carlo Rally proved the point in no mean fashion. The last "Monte" was disappointing to many because it was too easy; the weather conditions were good, few crews had any difficulty in keeping to the required schedules and the finishing order was largely determined by one downhill braking test. The 1958 event was a very different story: this was the toughest "Monte" of all. Schedules that were tightened in order to allay the criticisms of previous years combined with weather of Arctic severity to produce a test in which only 59 cars finished the course within the maximum permitted lateness, out of 342 entries. Where the biggest gamble lay was in the choice of starting point, for the weather varied greatly from place to place and even from hour to hour. For example, one might think that to start from Oslo in Norway would be courting trouble, but in fact 22 out of the 40 Oslo starters finished in time, whereas out of the 89 which set out from Paris (the second most popular starting point) only one survived the rigours of an incredible journey. Again, nine out of the 10 Athens starters reached their goal, but only one from the 28-strong Munich contingent and one out of the 16 from The Hague were as fortunate. Unluckily, most of the British works entries chose to start from Paris! All things considered, British entries generally did not fare too badly, particularly amongst the class placings. In the general classification the picture was not so rosy, for only three British entries finished in the first 15, and it was a great disappointment to all British competitors and supporters when Peter Harper, who had put up such a fine performance in a works Sunbeam Rapier, and started the special classification test as one of nine competitors (and the sole Briton) who were the only ones to have lost no marks on the road at all, found himself in fifth place instead of the longed-for first! However, in the classes, the two little Standards of Wallwork/Beaumont and Corbishley/Simister each took a second place, the former in the 1,000 c.c. production class and the latter in the Special Series category, splitting up the DKWs and modified Renault Dauphines respectively; British cars took all the first seven places in the class for production cars over 2 litres and eight out of the first nine places in the 1,300-2,000 c.c. G.T. class, led by the Gatsonides/Becquart TR3—and this in a rally in which to finish at all has been an outstanding achievement! Incidentally, the truly international nature of the event is demonstrated by the fact that the cars taking the first five places in general classification were of French, Italian, German, Swedish and British manufacture respectively.

OUR COVER PICTURE

WINTER SPORTS: On the way to recording outright victory in the toughest-ever Monte Carlo Rally goes the modified Renault Dauphine of Monraisse/Feret, pictured by George Phillips at the Col de Turini, during the 1,000 km. Classification Test.



"Pleasure mad —
that's their trouble!"

JOHN BLAKSLEY, of the Fitzwilliam team, has announced his engagement to Mary Grayson, cousin of team manager Johnnie Keeling. They plan to wed in April.

DUNCAN HAMILTON is taking his 1957 Le Mans D-type Jaguar to Dakar on 2nd March—his third year in West Africa.

PIT and PADDOCK

THE first consignment of Renault Frégate Trans Fluide cars has now been delivered to Acton from France.

NEW DYNAMOMETER

HEENAN AND FROUD, LTD., Worcester, well known as the manufacturers of precision dynamometers for engine performance testing, are now producing a new model, to be known as the I.E. brake or dynamometer. This is a greatly simplified and much less expensive device, designed for users who do not require such a high degree of accuracy as is provided by the standard model. Three sizes of the new brake are available ranging in scope from 25 h.p. at 4,600-6,000 r.p.m. to 100 h.p. at 2,500-4,000 r.p.m.

MUCH simplified—and cheaper, too—is this new Heenan and Froud dynamometer (on left) which is designed for those who do not require the degree of accuracy given by larger instruments.

1958 ACROPOLIS RALLY

THIS year's International Acropolis Rally will be over a tough course of 3,000 kms. which will have to be covered in three days and one night. The programme includes two hill-climbs and a speed-regularity test. There will be two starting points, i.e., Trieste and Athens. Starting on 3rd April, Athens starters will proceed towards Salonika, via Sonnion, Larissa, Edessa, and beyond Salonika to Komotini, returning to Salonika on the morning of 4th April after a run of 1,368 kms. Trieste starters will cross Yugoslavia via Zagreb, Belgrade and Skoplje to assemble in Salonika at the same time after a run of 1,380 kms. Contestants will then follow the same route from Salonika to Khalkis (916 kms.) where they will spend the night. On 5th April, they will leave Khalkis, do the Ritsona hill-climb and a run of 726 kms. before finishing in Athens.

"Clang goes our Coupe des Dames!"





FERODO Gold Trophy for 1957 has been awarded to Tony Vandervell—the second time in four years he has received the Trophy, awarded for the most outstanding contribution to motor racing each year. With the Vanwall behind him, he receives the Trophy from John Eason Gibson, chairman of the Ferodo Trophy panel, while Mr. G. S. Sutcliffe, Chairman of Ferodo, looks on.



CLOSE-UP view of the Ferodo Gold Trophy which sets the seal on the Vanwall's success in 1957.

SEVENTH R.A.C. RALLY

New Starting Point at Le Touquet—
No Navigation Sections

THE seventh R.A.C. international rally takes place from 11th-15th March and covers around 1,800 miles in England, Wales and Scotland. It is a ranking event for the European Rally Championship and is also included among the events counting for the R.A.C. British Rally Championship.

Entries opened on 21st January and close on 14th February, by which time they must have been received by the R.A.C. competitions department.

There is a special award for foreign competitors, and as an additional attraction there is a starting point at Le Touquet in addition to those at Hastings and Blackpool.

New feature this year is the absence of map reference navigation sections, although some hard motoring on route cards in Wales and the North of England is assured.

Eligible cars are those complying with Appendix J and Appendix C to the international sporting code in the following classes:—

Appendix J, Category 1, Groups 1 and 2 (Normal Series-Production Touring Cars and Improved Series-Production Touring Cars).

Class 1	Up to 1,000 c.c.
Class 2	1,001 to 1,300 c.c.
Class 3	1,301 to 1,600 c.c.
Class 4	1,601 to 2,000 c.c.
Class 5	2,001 to 2,600 c.c.
Class 6	2,601 c.c. and over

Appendix J, Category 1, Group 3 and Category 2, Groups 4 and 5 (Special Series-Production Touring Cars, Normal Series Production Touring Cars and Improved Series-Production Grand Touring Cars).

Class 7	Up to 1,300 c.c.
Class 8	1,301 to 2,000 c.c.
Class 9	2,001 c.c. and over

Appendix C

Class 10, any engine capacity.

Class 10 will be run only if a sufficiently representative entry is received.

SPORTS NEWS

NO MORE "DOPE"?

SOMETHING of a bombshell has just fallen on amateur racing drivers, for the fuel companies intend to discontinue the supply of methanol. It is true that alcohol is now banned in all first-line racing, but this does not get over the fact that the older supercharged ex-G.P. cars and the J.A.P.-engined 500s cannot be operated without its use. The present supremacy of British drivers is solely due to their early training as amateurs in this type of car and it is hoped that the clubs concerned can come to some arrangement that will ensure a supply of fuel at an economic figure.

NEW RACING PARTNERSHIP

ALFRED MOSS and Ken Gregory have formed a new motor racing partnership for Formula 2 events with a 1958 Cooper-Climax. Stuart Lewis-Evans has been signed as first driver, another driver being announced shortly. He will be selected from amongst the very promising young men who raced during 1957.

COLLINS/HILL (FERRARI) WIN IN ARGENTINA

LEADING nearly all the way, Peter Collins and Phil Hill won the Buenos Aires 1,000 kms. last Sunday in a 3-litre Ferrari. After a bad start, Fangio (3-litre Maserati) strove hard to get among the leaders but in so doing had a smash. He was uninjured but the car was *hors de combat*. The other Maseratis were outclassed by the Ferraris, the only challenger being Moss and Behra driving a Porsche. At one stage they were in second place, behind Collins and in front of the Gendebien/von Trips Ferrari. At half-distance Hill (who had taken over from Collins) led by 3 minutes from

PEERLESS PRODUCTION

PEERLESS MOTORS, LTD., announce that the Peerless 2-litre G.T. car will be in production in late April or early May. The basic price will be £998. Extras available are the Laycock de Normanville overdrive and Dunlop centre lock wire wheels.

FAIRTHORPE PRODUCTION TO GO UP

TO meet an increasing demand for their new models, Fairthorpe, Ltd., are taking steps to increase production substantially. The whole of the assembly of the Atomota economy saloon has been moved to the Southall works of G. H. Burgess & Co., Ltd., under a special agreement.

The whole of the chassis construction of the Electron sports car and of the Electron Minor ultra-light sports car has been moved to a new works at Gerrards Cross, recently purchased from British Tools and Pressings, Ltd. Body work and final assembly will continue at the Chalfont St. Peter works where planning permission has been obtained for a 50 per cent. increase in factory space.

Additional accommodation at Denham is being prepared to take an overflow section of the glass-fibre plastic department.

Gendebien who was only 8 seconds ahead of Moss, now in third place. On lap 68 Hill set up a new lap record but this was later beaten by Collins during his final spell at the wheel. And so they finished, Collins, von Trips and Behra, in that order and all timed on the same lap. The rest of the finishers were left far behind. Further details will appear in a later issue.

Results

1. Collins/Hill (Ferrari), time 6 h. 19 m. 55 s., 158.635 k.p.h.; 2. von Trips/Gendebien (Ferrari); 3. Moss/Behra (Porsche); 4. Drogo/Gonzalez (Ferrari), four laps behind; 5. Mieres/Barth (Porsche), seven laps behind.



MOSS WINS AT BUENOS AIRES

Stirling Moss in Virtuoso Victory with Rob Walker's
Privately-entered 2.2-litre Cooper-Climax at Buenos Aires

THE 1958 Argentine Grand Prix goes on record not only as a magnificent victory of a full-fledged young virtuoso named Stirling Moss, but as another exception of the proverbial cubic-inches rule, proving that reliability of mech-

STORY AND PICTURES
by Dr. VICENTE ALVAREZ



★

RELIABILITY and performance of the little Cooper greatly impressed the opposition and careful preparation paid off handsomely. Here are Stirling Moss (left) and Alf Francis (right) just before the start. Note the seat draped to keep off the blazing sun!

★

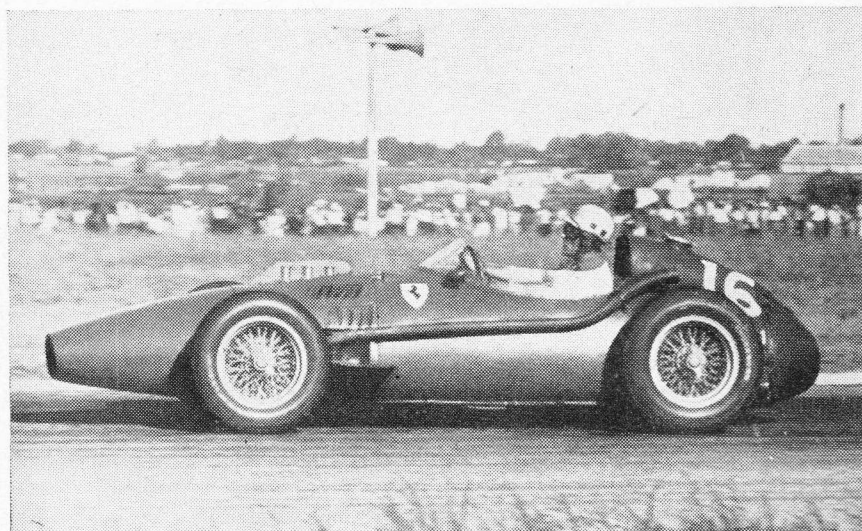
anical material and sound race-planning are to be reckoned with. Moss drove a non-stop race, at an 83.614 m.p.h. average, beating a group of full-size Formula 1 cars at the wheel of his little 2,200 c.c. Cooper-Climax. Impeccable is the word to rate his personal work—the fact was apparent he felt much at home in the small, rear-engined machine—and through the 80 laps of the race he put up a most brilliant exhibition of neat, precise driving. Prior to the race, the general idea was that however fast Moss and the Cooper were, they did not stand much of a chance against the “2.5s”, and this idea persisted after the time trials, despite Moss's fast practice times. Things, though, shaped up differently on race day: the giants were weaker than the midget and could not shake him off on the early laps and had to surrender to him before the half-way mark. Moss had beaten all opposition—but Fangio—on the 21st lap and appeared to be determined to attack the defending champion as well; the rest of the field did not seem to count any more. Onlookers could visualize an exciting duel between Argentina's two favourite pilots, but, on the other hand, were astonished at the early collapse of other opposition—the Ferrari team in particular. Spectators were disappointed to see Fangio stop at his pit. His rear tyres were badly worn after only 30 laps, which was inexplicable. A pair of 7.16 ins. were substituted for the 7.17 ins. and he resumed racing; but the motor was sick too, with low oil-pressure and overheating. It was hard to believe that he would miss a fifth consecutive win in this race. The Ferraris got running

LUIGI MUSSO (Ferrari) missed victory by a hair's breadth after making a brilliant challenge to Moss in the closing laps.

properly too late to do anything about Moss, who had by then piled up a lead of many seconds. With Fangio nursing a very sick machine in fourth place, the two Ferraris—second and third—were ready to make it a Ferrari day as soon as Stirling would stop at his pit. That was what rival pit personnel assumed—rubber could not last that long under Moss's heavy foot—but that was exactly what the Cooper outfit had planned NOT to do. Therefore, Ferrari could not expect to catch the flying Stirling unless something happened. But the little Cooper held together and the tyres lasted—however, the tread was dangerously thin as Moss crossed the line, having slowed down somewhat during the final laps.

Credit must be given to the job done by Musso, who literally missed the race by a hair's breadth after making a brilliant last minute attack on Moss. Hawthorn took an early lead, but his Ferrari did not seem to be able to do justice to his ability. The outcome of the race might have been different had Ferrari assigned one of his two pilots to hang on to the Cooper's tail from the very beginning, but neither of the cars was seemingly in a condition to do the job in the early part of the race anyway. Speculating on the assumed pit-stop of the Cooper was another mistake; tyre failure of the Maserati group played an important part in deciding the result of the race as well; Ferrari had no such trouble—not that early in the race, anyhow—and though Musso drove non-stop, the tyres on his car were in fairly good condition at the finish. Shell, Godia and Gould also drove non-stop.

All we can say concerning race-organization is that we had the Grand Prix after all. But these things cannot be properly done in the present hasty way—particularly when there is a full year in between races to plan a programme. Three first-line cars were shipped too late to make this race.



Crowd control was definitely bad—course marshalling hardly acceptable, and pit-pass epidemic hit an all-time record!

The Practice Days

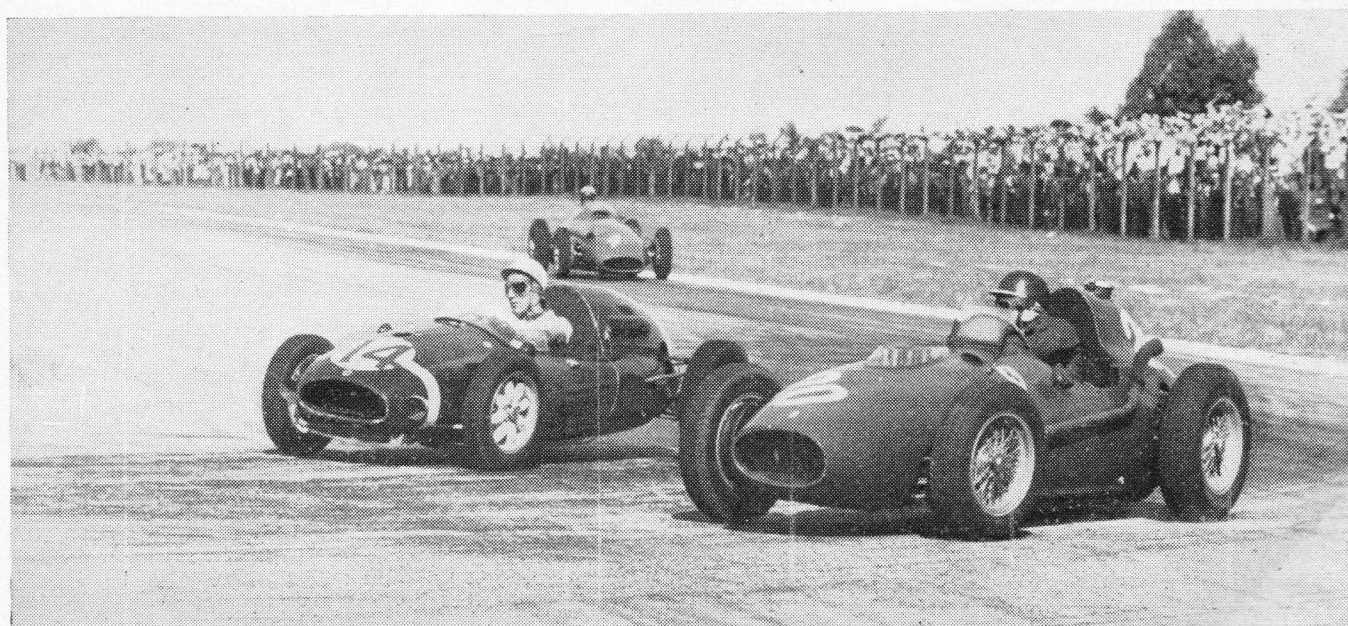
Course Number Two of the Buenos Aires Autodrome—3,912 metres long—was officially opened for practice at 4.30 p.m. on Wednesday, 15th January. There was little activity on the track—the infield was literally uninhabitable owing to the unprecedented invasion of mosquitoes swarming over the town. The garage area, however, was buzzing too, but with activity. All 10 entries were already in their garages; first visit was to the Ferrari headquarters wherein work was being done on the three brand-new Vee Sixes (fourth car of the team, assigned to Von Trips, was shipped too late for the Grand Prix). The writer speaks Italian with a little accent (Brooklyn accent, that is) and tried to obtain some data from the

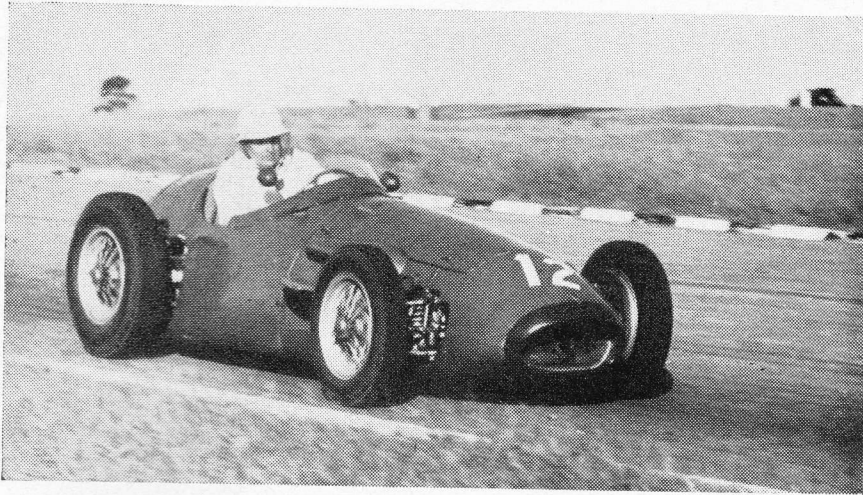
tight-lipped Bolognesi, which was quite a job. However, here are the results: displacement: 2,417 c.c. (camshaft covers read "246" as type number); compression ratio 8.8 to one; output: 280/290 b.h.p.; engine weight: 286 pounds. Dry weight of the complete car: 11 cwt. The chassis—reputedly an original Formula 2 design—has transverse leaf-springing on the rear (De Dion) and coil springs on the front and impresses one as a compact, neat unit.

Next stop was the Maserati garage. The two cars entered by Marcello Giambertoni (to be driven by Fangio and Menditeguy) showed no external differences from the 1957 "works" model. Menditeguy's car being the short-wheel-base job. The alleged output of 280 h.p. of the old sixes now running on petrol might indicate that racing, under the new regulations, may be cheaper but not slower in 1958. The same can be said about the other Maseratis; Behra's and Godia's were of the 1957 long-snout variety, while Shell and Gould were to drive earlier models.

Like David in a field of giants, the little Cooper to be driven by Moss was the centre of attraction in the garages, and

DIGNITY AND IMPUDENCE: Moss's tiny Cooper takes Hawthorn's Ferrari on the inside, having already passed Behra's Maserati. Now he is off in pursuit of Fangio.





Alf Francis had to answer an avalanche of questions from the eager kibitzers, a job which Alf performed nicely and patiently, although remaining graciously noncommittal when urged to state what chances the Cooper stood against the full-sized Grand Prix machines. However, the spark of hope was visible in his eyes. AUTOSPORT was the magic password for the writer to enter the precinct wherein the "dark horse" was getting the final touches and get some firsthand data from the racing mechanic. Evidently, there is not much room left in the rear compartment after installing the 2,200 c.c. engine. With an output of circa 175 h.p. at 6,600 r.p.m. and a dry weight of just 8½ cwt., the Cooper has an ideal power/weight ratio for this comparatively slow course, where acceleration counts so much. To the local enthusiasts everything about this car was new and unorthodox—engine in the rear, disc brakes, negative camber and so on, but with one exception: the Citroën gearbox-housing. Although the bigger Climax engine places this car in the "experimental" category, Alf Francis appears quite confident, and points out that handling characteristics have been decidedly improved by installing radius rods on the rear end.

During this visit to the garages, the roar of an engine told us that an early bird was out on the track, so we decided to brave the mosquitoes and take a look. It was the Spaniard Francesco Godia, trying out his Maserati on the course. The circuit was new to him, so he was taking things very easy. First day of practices ended without any further events . . .

only the mosquitoes got to be still fiercer by sundown. . . .

All competitors practised on Thursday, Fangio setting B.T.D. with a lap in 1 min. 42.9 secs., an average of 85.050 m.p.h. Taking his team-mate Menditeguy's short-wheelbase Maserati he could not do better than 1 min. 43.7 secs. However, the feature of the day was Moss's effort with his fastest lap in 1 min. 44.7 secs., which made everybody take notice; the little Cooper-Climax showed remarkable acceleration and roadholding, and Stirling did a terrific job at the wheel. So, that car was not entered in the wrong race, after all. . . . An unofficial report had it that the Ferraris were still handicapped by the wrong gear ratios plus some ignition trouble. Musso's best time was 1 min. 46.6 secs., good enough for third fastest time, though. However, his team-mates Collins and Hawthorn were far down the list.

Ferraris were, evidently, in better shape on the last day of practice, Peter Collins taking his car around in 1 min. 44.6 secs. Fangio drove his own car to make a lap in 1 min. 43.8 secs. and then climbed into Menditeguy's and made 1 min. 42.4 secs.! Menditeguy chalked up a nice 1 min. 43.6 secs., while Moss equalled Collins's time of 1 min. 44.6 secs., although he did not appear completely satisfied with the Cooper. Musso's best lap was 1 min. 46.2 secs.—beating Behra's best by seven-tenths of a second.

MIKE HAWTHORN tries hard to stay ahead of Fangio, but the local idol passed him on lap 10.

PRIVATE entry Horace Gould (Maserati) suffered from the intense heat and had water thrown over him at his pit.

Qualifying Day, Saturday

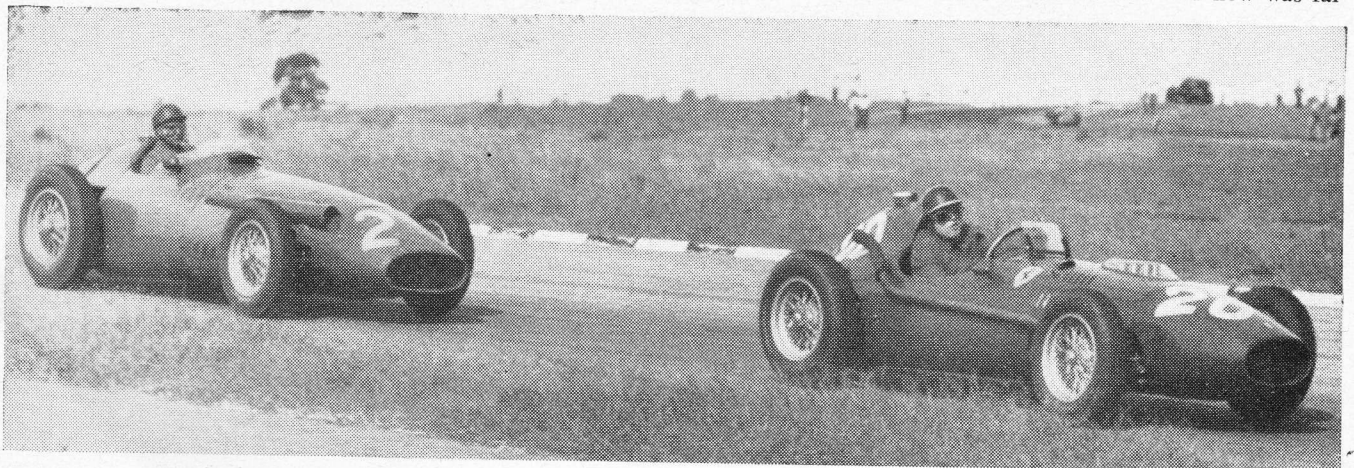
Even the mosquitoes co-operated—by retreating *en masse*—to make this a perfect racing day. A cool breeze—it does feel fine in mid-summer—was a boon to men and machinery, and all practice times were lowered. It was Fangio—once more—who established the fastest lap—1 min. 42 secs., a lap record—and the announcement was made he would trade cars with his team-mate Menditeguy; evidently, the shorter car was better suited for the course. The news came then that Moss had a damaged eye, but it did not deter him from bettering his previous marks, with a lap in 1 min. 44 secs. Behra's best was 1 min. 42.7 secs., while Collins and Hawthorn tied with 1 min. 42.6 secs., pretty close to Fangio's own time, an indication the Ferrari team was ready to fight.

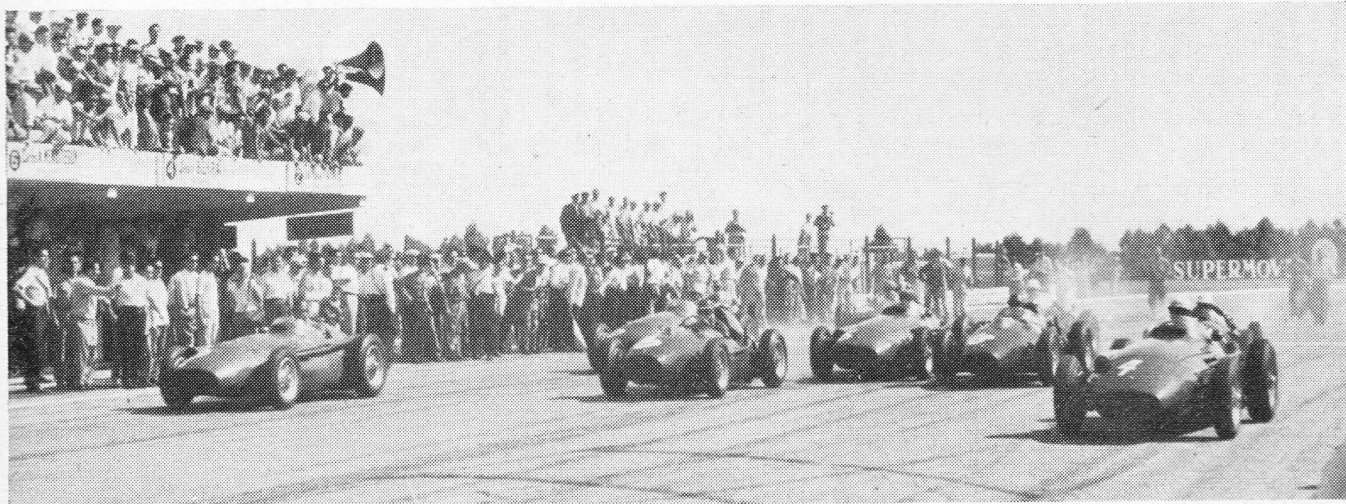
Race Day, Sunday

Ten minutes before 4.30 p.m., the 10 cars were pushed to the starting line and the grid was formed as follows:—

Fangio (Maserati)	Hawthorn (Ferrari)	Collins (Ferrari)	Behra (Maserati)
1 m. 42 s.	1 m. 42.6 s.	1 m. 42.6 s.	1 m. 42.7 s.
Musso (Ferrari)	Menditeguy (Maserati)	Moss (Cooper-Climax)	
1 m. 42.9 s.	1 m. 43.7 s.	1 m. 44 s.	
Shell (Maserati)	Godia (Maserati)	Gould (Maserati)	
1 m. 44.2 s.	1 m. 49.3 s.	1 m. 51.7 s.	

Fangio and Behra jumped ahead at the drop of the flag, followed by Hawthorn, Collins and Menditeguy. It was Behra in front as they reached the first turn, trailed by Hawthorn, Fangio and Moss. Collins never got to that point as his Ferrari stalled on the main stretch with rear end trouble. Moss had made a somewhat slower start but he managed to crowd the leaders on the very first turn as he would keep pressing on well beyond the cut-out point of the bigger cars. Hawthorn was leading at the end of the first lap, followed by Behra, Musso, Fangio and Moss. Fangio passed Musso for third place on the second lap; on the fifth, Hawthorn had gained three seconds on the Frenchman. Menditeguy had spun off the road and now was far





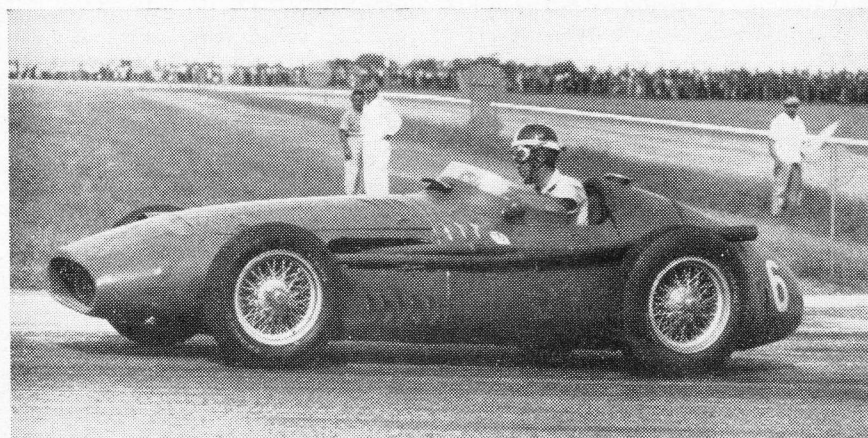
THE START. Fangio (extreme left) and Behra (extreme right) jump ahead of the pack at the drop of the flag. Peter Collins was left on the grid with a broken rear axle.

back in the field. Fangio got by Behra, to catch Hawthorn on the 10th lap; Musso was passed by Moss and it was evident that his Ferrari was not running properly. Fangio covered the first 15 laps at an average of 82.884 m.p.h. and was already seven seconds to the good on Hawthorn. Behra was running third, to be overtaken by Moss on the 17th lap. Hawthorn slowed down and signalled trouble to his crew as he drove past the pit on his 20th lap. Moss passed him into second place the next time around. The 25th lap found Fangio leading, with 16 seconds on Moss; Hawthorn was third and Behra fourth, although keenly pressed by Musso. Fangio set a record for the day by covering his 30th lap in 1 min. 41.8 secs. Up to this moment the average had risen to 83.813 m.p.h. Hawthorn stopped for petrol and oil on the 31st lap and took off to resume racing in fifth place. Then Fangio signalled he was going to stop for a tyre change. That he did on the 35th lap, losing 30 seconds at the pit; back in the race, the defending World Champion had dropped to fourth position. Moss, running in front, was pressing on so as to gain a safe lead over Behra and Musso. At the end of the 40th lap, Fangio was 53 seconds behind the leader. That was the half-way mark and the fact was too evident that Moss was driving a winning car—in a winning way, too. Behra was 23 seconds behind and losing ground, his Maserati having seemingly lost much of its power. Moss's average was 83.811 m.p.h. at the end of the 50th lap. Musso had got by Behra, and so had Fangio. Hawthorn opened up—his Ferrari apparently having suddenly come to life—and passed Fangio, whose Maserati was

overheating badly. On the 53rd lap, Moss was signalled to press on, as both Musso and Hawthorn were going very rapidly—their cars finally running nicely. Moss raised the average to 83.841 m.p.h. at the end of the 55th lap, and to 83.889 m.p.h. at the 60th. With only 20 laps to go, the final act of the battle could be visualized: Behra and Menditeguy were out of the hunt, forced back by two pit stops each. Fangio was still there, but his Maserati was too sick to try an attack. However, the Ferraris were clipping seconds off Moss's lead—Musso was now 33 secs. behind—and Moss had to step on it and average 83.912 m.p.h. for the 65 laps. The

Cooper was still running faultlessly—tyre wear was now the only thing to worry about. Moss had not made a single pit-stop and could not afford one either at this stage; he therefore slowed down somewhat. His pit manager had evidently figured his lead was safe enough to stop straining the thinning rubber. The crowd's attention was for a moment diverted as Menditeguy broadsided on a turn and was hit by Hawthorn; no damage was done other than a bit of tin bending. Menditeguy lost a few seconds in restarting his car.

Ten laps to go and Musso was only 30 seconds behind, and gaining on Moss; two laps to go and the difference was but a mere five seconds! Tension in the stands and the pits reached a critical point as Musso pulled alongside Moss on the last lap, but Moss spurred the Cooper to a final effort to cross the finishing line with a 2.7 seconds lead over



★
ABOVE. CARLOS MENDITEGUY, Fangio's team-mate, spun off on lap three, and repeated the performance a few laps before the end, which earned him a shunt from Hawthorn, who found that the Argentinians had concocted yet another way (left) of spelling his name!

his rival. Third-place man Hawthorn came in 9.9 seconds later.

Results

1, **Stirling Moss** (Cooper-Climax), 2 h. 19 m. 33.7 s. (average: 83.614 m.p.h.); 2, **Luigi Musso** (Ferrari), 2 h. 19 m. 36.4 s.; 3, **Mike Hawthorn** (Ferrari), 2 h. 19 m. 46.3 s.; 4, **Juan M. Fangio** (Maserati), 2 h. 20 m. 26.7 s.; 5, **Jean Behra** (Maserati), 78 laps; 6, **Harry Shell** (Maserati), 77 laps; 7, **Carlos Menditeguy** (Maserati), 76 laps; 8, **Francisco Godia** (Maserati), 75 laps; 9, **Horace Gould** (Maserati), 71 laps.

Fastest lap: Juan M. Fangio (30th lap), 1 m. 41.8 s. (85.973 m.p.h.).

Retirement: Peter Collins (broken rear end) on the first lap.

STARTING FROM COLD

JOHN BOLSTER discusses the problems facing motorists during our annual cold spell

AT this time of year, an extra cold morning brings work for the garage man. You will see him, as you set off on your lawful occasions, rushing from house to house, where profane business men, who are already late for the office, await him with unconcealed impatience. A brisk tow down the road usually does the trick, after which an angry and disgruntled driver flings himself into the traffic maelstrom, much to the common menace.

There's no need for all this, you know. Sir Edmund Hillary didn't telephone the garage man when he wanted to start his tractors, and the problems attendant on the commencing of the internal combustion engine have long ago been solved, even under arctic conditions. Some vintage cars were a real problem to start in extremely cold weather, and I have had to fill the radiators of Bentley, Vauxhall and Mercedes cars with hot water; the 3-litre Sunbeam one towed as a matter of course! In these cases, though, the difficulty concerned the physical impossibility of turning a big engine, full of sticky oil, sufficiently fast for the magneto to generate a spark. Coil ignition is universal now, and one doesn't use "gummy" or vegetable oils. Yet the trouble persists.

In nine cases out of 10, bad maintenance is to blame, and the other 10 per cent. are examples of clottish behaviour by the would-be driver. Let's consider him first. He usually starts grinding away with the starter before he has made sure that everything is properly set, and once he has taken the edge off the battery, there is not enough current left for proper ignition on top of the demands of the starter. He "wiggles" the accelerator pedal wildly and, if he

has a pump-type downdraught carburettor, he floods his engine with fuel and wets the sparking plugs. His engine will now start perfectly—after half an hour's work and a brisk tow!

Personally, I do half a minute's work beforehand that ensures an easy start. I open the bonnet and operate the priming lever on the fuel pump, until the float chambers of the carburettors are full. Then, I turn the engine over a few times with the starting handle, to free it off and "suck in". I admit that the manufacturer of my car has done everything possible to encourage me to do this. The bonnet opens easily with an accessible catch, and supports itself in the open position. The priming lever is then immediately before me, so that I do not risk soiling my fingers or shirt cuff. Finally, the handle is conveniently placed in rubber clips, so that I can snatch it or slap it back in an instant, and it is short, rigid, and easy to insert. I would do none of these things if I had to rummage in the luggage boot for the handle, or if I had to prop the bonnet open with one of those stick affairs. I'm not as virtuous as all that, and the battery would then have to take its chance. It does seem silly, though, to use up the battery in filling the float chambers when it means turning over a stiff engine for a number of seconds. Here, the electric pump scores.

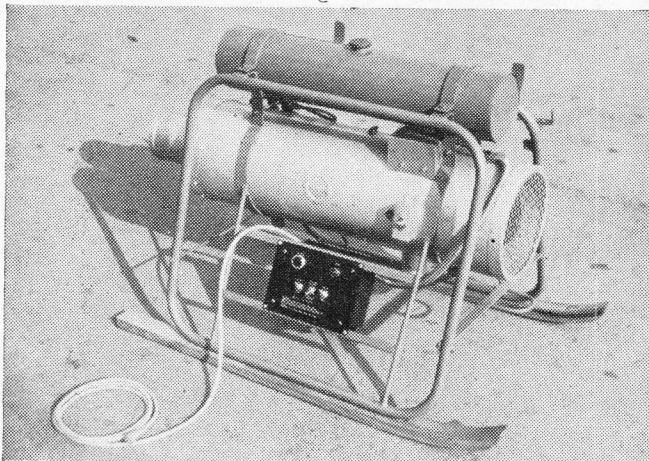
Bad maintenance and servicing shows up when the cold weather comes. Obviously, the first requirement is a healthy battery. If it has deteriorated to such an extent that it retains only a fraction of its nominal capacity, it is time to replat or replace it. In any case, a check of the specific gravity and level of the electrolyte will not come amiss, followed by a freshening charge

from an outside source. Most of the older cars cannot keep their batteries up to scratch in the winter, and a few hours of charging every week or fortnight makes all the difference to reliable starting. The new cars can look after their own batteries, unless some misuse has wasted electricity, and the service department has the necessary instruments to check the charging rate under all conditions.

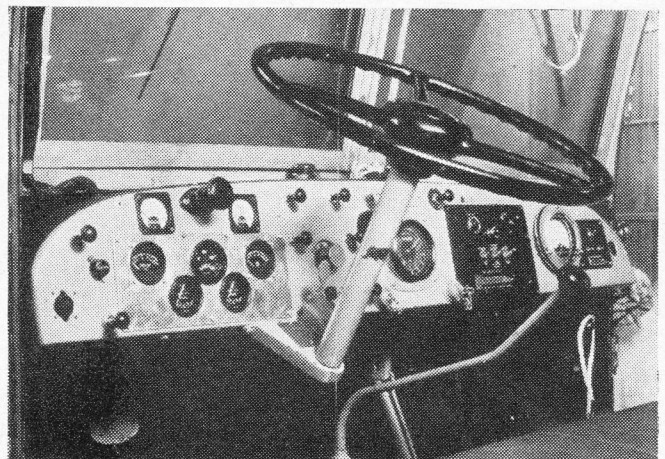
By far the most common cause of starting failure is wide sparking plug gaps. These tend to open up fairly rapidly after new plugs have been fitted, and a very great load is consequently thrown on the ignition system. Even a car with a weak battery will often start if the plug gaps are almost closed. It is abundantly worth while to set the gaps carefully at least two or three times each winter, if you want to do the garage man out of a remunerative towing job. Naturally, the plugs should be cleaned, both inside and out, and the distributor and the leads, not to mention the top of the coil, should be wiped over regularly with a clean, dry rag. Contact breaker points last well these days, but they need to be faced up and checked for gap at fairly long intervals. The advance and retard mechanism requires examination more frequently, and the actual timing of the ignition is a matter that seldom receives the attention which it deserves. After servicing the points and the advance mechanism, the timing should be reset most carefully, for it affects cold starting considerably.

Mechanically, the condition of the valves is the most important single feature. If the valves will not hold compression, the engine won't start—it's as simple as that. If you have a six-cylinder engine, and can feel only three or four compressions on the starting handle, you're going to need a tow when the cold weather comes unless you do something about it quickly. A winter-grade oil is vital, and any additive that reduces friction must help starting. It pays hands down to take off the starter motor and dismantle it for cleaning and lubrication.

The carburettor, often blamed, is seldom a cause of difficult starting. If it is worn, it should be exchanged, for air leaks round the throttle spindle will



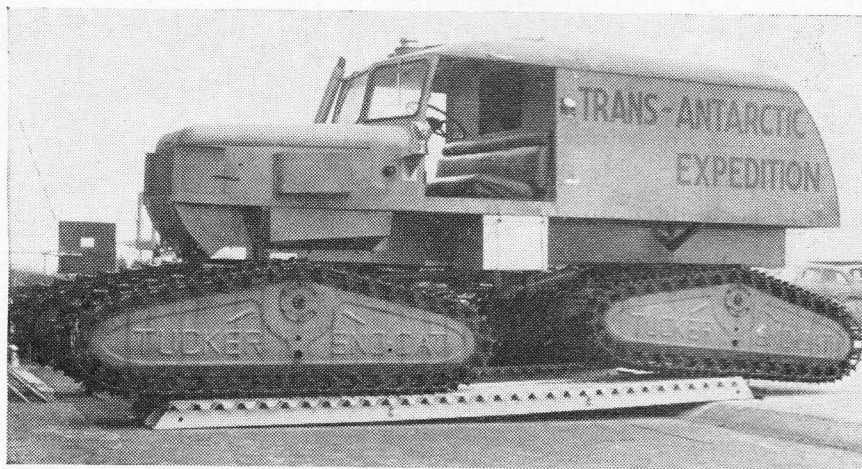
COLD STARTING was a problem that had to be overcome on the Transantarctic Expedition, and they took these ski-equipped Smiths' paraffin-burning heaters for pre-heating engine and batteries when starting up from cold.



SMITHS also provided the very full instrumentation for the Snocat and Weasel tracked vehicles used on the expedition. This is a Snocat control room—strictly functional, with no concessions to the stylist!

upset the mixture. All that the carburettor has to do is to provide an extremely rich mixture for starting. This is because, under cold conditions, only the lighter fractions of the fuel can be vaporized, and the remainder is left uselessly in the induction tract, or passes right through the engine. Extremely rich the mixture must therefore be, but it must not be so wet that the plugs will be put out of action.

Having started, the engine demands a progressively weakening mixture as it warms up. In this connection, I have had many complaints from readers who have carburettors with automatic chokes. I admit that I do not know why this should be. I have had three cars with automatic chokes, of British, American and French manufacture, and the results were uniformly excellent, both for start-



"MONTE" competitors this year would have been glad of such vehicles as the Snocat (above) and Weasel (left)! They are pictured being fitted out for the Expedition with Smiths' equipment, particular attention being paid to engine heating for reliable starting and interior heating for sheer survival of the crews! The doors have been removed temporarily.

automatic transmission, intolerable "creep" would be caused by a fast idling speed. It is beginning to become apparent that "automatics" require a superior carburettor performance, and that few engines yet have a sufficiently reliable slow idle all the way from freezing cold to boiling hot.

In this connection, the excellent performance of air-cooled engines must be mentioned. Their rapid warming up allows one to drive off without hesitation after a cold start. It also provides heat for the passengers on the shortest journey. The water-cooled engine has its own advantages, but the sales will go to the air-cooled brigade if the problem of rapid warming up is not mastered. The cars of the future must start instantly, irrespective of the ambient temperature, and behave impeccably when driven straight off from cold. The heating and demisting system must work at full power from the word go. Then, winter motoring will lose many of its irritations.

Yet, I expect the garage man will still sing a happy song as he greets a freezing dawn. He will know that, as always, there will be a small fortune to be made from towing badly serviced cars. He will know, all right, because he's the bloke that services them!

ing and warming up. Yet, the numerous complaints—which generally refer to bad "drive away" behaviour rather than to actual starting—must have some foundation. Perhaps a carburation expert would enlighten us.

There is little doubt that some cars do behave badly until they are warm. In some cases, this is due to the employment of a water-heated inlet manifold, as opposed to the type with an exhaust-heated hot spot. Cars with multiple

carburettors usually pull away much better from cold than those with a single instrument. The short, straight induction pipes are ideal for preventing deposition. In general, a very fast idling speed is the safest way to guard against stalling. It keeps the gas velocity in the manifold at a figure which prevents liquid fuel from being deposited, and thus avoids those traffic situations when the engine will not pick up after a momentary check. With an

AUSTRALIA'S "ALPINE TRIAL"

DURING the week-end of the 6th/7th December, Australia's Alpine Trial, known as the "Astor Alpine Rally", was held and proved to be one of the most testing trials ever run in this country. In the time of just over 24 hours the competitors had to drive through 1,000 miles of the most mountainous country in Australia, at very high average speeds, aptly named by one competitor "A Grand Prix without straw bales".

Organized by the Sporting Car Club of Victoria, the trial began at the car park of the Myer Emporium (the largest store in the Southern Hemisphere), in the heart of Melbourne. Cars then went to the Templestowe hill-climb circuit, a few miles out of Melbourne, where a timed hill-climb was held, this being won outright by a Hillman Minx. At this point the trial began in earnest, passing through two controls to reach Mt. Slide, in the Australian Divide, from whence they were route-charted into a forestry area, then through two more controls to Alexandra, an important sheep centre.

In this area maps tend to be rather inaccurate, so by the time cars reached this control there weren't any "clean sheets".

From here the route led South to Noojee, another forestry centre, and then into the lush grazing area of Gippsland, to Moe, a new industrial town, 86 miles from Melbourne. Here the gruelling pace was evident, some of the cars showing signs of contacts with trees and banks. Leaving Moe, the cars wound into the extremely tortuous Strzeleckie Ranges and thence through the Victorian Lake District to Bairnsdale via Maffra, turning north there, up the Omeo Highway to Ensay South. By this time even the leading car, a Skoda 440, driven by R. Bird, was two hours late, but still considerably ahead of any other competitor.

From Ensay South, competitors had a drive of approximately 180 miles, over the Australian Alps along terrifically dusty, twisting roads, some with outcrops of rock, to Wodonga. Here the

leading car ran its bearings leaving a Vanguard Spacemaster, driven by R. Scarlett, in the lead. By now, not only the cars but drivers and navigators were showing the strain.

Turning south, the cars went 60 miles down the Hume Highway, through Wangaratta to Benalla, the longest stretch of decent road in the entire trial. Then across the Strathbogie Ranges back to Noojee via Mansfield. The latter part of this stage being so fast only one car, a Hillman, driven by G. Spanos, made control on time. Just after this section the lead changed again when the Vanguard damaged its front end. This put another Hillman, driven by H. Firth, into the lead.

From Noojee the route led back to Templestowe, the finishing point of the event.

It was discovered at the finish that H. Firth had worked on his Hillman in a control, and that cost him the Trial, the provisional results being:—

1, L. Molina (VW); 2, R. Smith (VW); 3, H. Mehegan (Peugeot).



A Dauphine does it!

... in toughest "Monte" ever

Victory for Monraisse/Feret in Modified Renault — Superb Performances by Peter Harper/Peter Elbra (Sunbeam), Wallwork/Beaumont (Standard) and Gatsonides/Becquart (Triumph) — "Autosport" Trophy for Corbishley/Simister (Standard) — Coupe des Dames Won by Mmes. Blanchoud/Wagner (Alfa Romeo). Only 59 Crews Classified at Finish

AFTER the most gruelling Monte Carlo Rally ever staged, victory went to Monraisse and Feret in their modified Dauphine, with the Lyonnaise pair Gacon/Borsa runners-up in their Alfa Romeo Giulietta. A DKW was third and a Volvo fourth, the highest-placed British car being the Sunbeam of Peter Harper and Peter Elbra, which eventually took fifth place from the Maurice Gatsonides/Marcel Becquart Triumph.

The results completely mystified every competitor, the system of marking on the classification test being bewildering. At the time of going to press, people are still arguing as to how they lost marks.

Only two crews were interested in the Coupes des Dames at the start of the classification test, victory finally going to Mmes. Blanchoud/Wagner from Greta Molander/Miss Lundberg (Saab).

It was a most satisfying performance for the French, with a Renault victory—but no one will deny that the 1958 "Monte" was a great gamble. Choice of starting point was vital, and the severe weather conditions caused the virtual elimination of the entire Paris, Munich and The Hague starters, only a mere handful getting through to Monte Carlo.

* * *

IT was the sort of "Monte" that everyone has dreamed about for years. Snow and ice, related to a tight schedule,

By GREGOR GRANT

Photography by **GEORGE PHILLIPS**

and Francis Penn, Graham Gauld, Prinz Friedrich von Preussen, Bert Prinsen Geerligs and A.P.

and finishing up with a classification test of incomparable severity. Never before has there been such a searching test of stamina, both on the part of the crews

and of the cars they drove. It was, therefore, all the more pity that the organization should slip up, and make errors that, in the case of a small club, might have earned a strong reprimand from the national club concerned.

These errors were not confined to one country. Starting off with the ridiculous sealing mix-up in Glasgow, competitors from that city were disembarked at Boulogne far behind the estimated time of arrival. In the case of many early numbers, including ourselves, cars were

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WINNING WAY:
Hurrying along treacherous Alpine road (above) goes the modified Renault Dauphine of Monraisse and Feret, who are seen with the car (right) on arrival at Monte Carlo.

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Second in general classification was this Alfa Romeo of Gacon/Borsa, which started from Lisbon.

leaving the French port after the time the crews had to clock in at the first control, Montreuil. Admittedly the *Lord Warden* arrived late, but someone made a serious blunder in calculating the time allowance for the crossing—an unforgivable sin in an International event of the status of the Monte Carlo Rally. However, it was said that the crew of a Sunbeam were partly to blame for delay, owing to mechanics working on a broken gearbox on board not having passports.

In the first place, both R.A.C. and railway officials were sadly at fault in not giving the early numbers a position on the ferry which would ensure that they would be off-loaded first. As a result scenes at Boulogne were chaotic, leading to a mad scramble to get to the passage control to have route cards stamped, followed up by the craziest-ever race to Montreuil to make up lost time. It was a real Grand Prix on ice and snow-bound roads, often in a blinding snowstorm. The R.A.C. is supposed not to condone events that could be described as dangerous, but here we had the most ridiculous start to the Continental section ever experienced. The very early numbers started off, through no fault of their own, with a handicap of a great many minutes. Although it was possible to get back on schedule in order to arrive at Monte Carlo, even at the latest time shown on the book, crews had to do this by driving at far higher speeds than were supposed to be permitted by both organizers and the French police. Also, some controls were most inefficiently manned, there often being totally unnecessary delays in stamping route cards and handing them back to competitors.

Following these set-backs, the majority of crews were sent on a completely wrong route near Vizille. Whether or not by accident or design, gendarmes would not allow many crews to take the route shown on the map, and directed them up a cart track which more or less led to nowhere. Getting down from that spot presented

many problems, and not only put several crews out of the rally, but caused quite a number of accidents. Admittedly this could come under the heading of "force majeure", but it was hardly the sort of thing that should have happened in an International event. It is to be hoped that all concerned in the organization will make a careful investigation, and discover why this detour, not notified at Chambéry, should have led to such confusion.

Yet, despite all this, it was easily the greatest winter event ever staged. Quite apart from the winners, there were some quite remarkable performances. For example, Edward Harrison/Dick Habershon/Jim Furze not only managed to get their Ford Zephyr to Monte Carlo from the Paris start, but qualified for the classification test. Their drive was surely one of the epics of motoring sport, and the R.A.C. Trials Champion's handling of the car on sheet ice must have been faultless. Maurice Gatsonides and Marcel Becquart (Triumph TR3) brought their car to the finish inside the time limit, the only ones from The Hague start to do so. The vehicle was very badly damaged after a collision with a DKW, and only sheer skill and determination

got it roadworthy again, and back into the running for an award. Hans Walter and his crew in a BMW were the only ones to reach Monte from the Munich control, just getting the car to the finish control within the maximum time allowance.

Only nine crews reached Monte without penalty. These were Peter Harper/Peter Elbra (Sunbeam), Löffler/Johansson (Volvo) and Cotton/Lohmander (Alfa Romeo) from Oslo, Athens starters Berger/Poidebard/Jezequelou (Simca), Lycouris/Nomicos (Opel), Medecin/Cappa (Simca), Peraticos/Termetzis (Alfa Romeo), Stasse/Frere/Bianchi (Borgward), Mikas/Chronides (M.G.A.), Salganik/Biagani/Mlle. Biagani (Panhard) and Jaminon/Capra (Simca). Gacon/Borsa (Alfa Romeo) were the only unpenalized crew from Lisbon, and all arrivals from other controls were behind time.

By the time the preliminary road section had sorted out competitors, the British contingent had been cut to 15 crews. These included Boardman/Jackson who had broken their gearbox on the way to Stranraer, but managed to have it replaced and arrive at Barnby Moor behind time. Here again sheer determination overcame a tremendous handicap. One must also hand out laurels to Corbishley/Simister (Standard 10), the only early starter from Glasgow who managed to get to Monte Carlo on time. David Humphrey/Ivor Bueb did get their Sunbeam from Paris, but went out with a seized engine.

Now let us follow the fortunes of the Glasgow contingent, after that initial mad dash from Boulogne. Road conditions were indescribable, and blinding clouds of snow were swept up by cars, making it difficult to see, and hazardous to overtake. Not far from Montreuil, Mr. and Mrs. Vivian slid off the road and overturned their Singer Gazelle; they were unhurt but had to abandon. Scenes at the Montreuil control were incredible, the jam of crews trying to get route cards stamped being reminiscent of that famous Marx Brothers cabin sequence.

On the way to Gournay-en-Bray there



BEST PLACED British competitor was Peter Harper, seen sliding the works Sunbeam Raptor around the twists and turns of the classification circuit. He was eventually placed fifth overall.



developed a fierce snowstorm of blizzard intensity, with flakes as big as saucers. It was difficult to see properly, and at several points cars slid off the road into ditches and into each other. There was one particular sudden left-hand turn which caught out many navigators, and quite a few vehicles slid straight on into the ditch, including Ronnie Dalglish's Triumph TR3. About a kilometre farther on there was complete chaos, with two camions blocking the narrow road. Ward's Jaguar was stuck, and apparently the crew had neither snow mats nor chains. Our M.G. Magnette arrived in convoy with Ronnie Adams's Ford, Bill Banks's Rover, Johnny Wallwork's Standard and Bill Shepherd's Austin 105. Concerted effort by the crews concerned got the Jaguar moving, and Ian Bailey's Jaguar XK 140 managed to slip through, followed by Wallwork. Quickly Chris Brasher fitted a Woodhead snow-grip to

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FIRST AWAY from the Glasgow start was Frank Ward's 3.4 Jaguar (above), being flagged off by Mrs. Semple, wife of the R.S.A.C. chairman. Fourth in the line were Gregor Grant and Chris Brasher (right), waiting for the signal to move forward.

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each wheel, and the Magnette re-started without the least difficulty. These snow-grips are incredible, and should be part of the standard equipment of any motor-car used for winter driving.

Apparently after we got through, there was an unholy jam-up, with cars jammed nose to tail. The blizzard increased in intensity, and it was almost impossible to see. Somehow or other we took the wrong turning for the Beauvais road, and had to do a detour to get back. The snow was so deep hereabouts that it was swept up by both fan and number plate, causing an almost impenetrable white curtain. It was a case of "ca'-cannie" all the time, as the least deviation from the road would mean a long sojourn in one of the many deep snowdrifts. I was driving more or less with my finger-tips, and as we kept moving I had more and more admiration for the superb road-holding of the little Magnette under the worst possible conditions.

Once out of Gornay, conditions improved, but one always had to be on the lookout for *verglas*. Ian Bailey's Jaguar whisked past with Tillie Agnew at the wheel, and the twin rear lamps disappeared in the distance. Once more it became terribly slippery; blazing headlights suddenly appeared round a bend,

and I immediately dipped—but this was the XK 140 motoring *backwards*! On the sheet ice Wallwork went past at a remarkable rate of knots, the little Standard Ten as steady as a rock. We overtook the Eire pair Jimmy Millard and Dudley Reynold in their Austin A35, and became involved in a dice with the Jaguars of Mr. and Mrs. McCracken, Arthur Warren and Pamela Ledeboer, and Viscount Boyne/Brazzez. At times the M.G. was hitting 160 k.p.h., which shows what the careful preparation of the Abingdon Competitions Department, and Wilkie Wilkinson's spot-on tuning can do to a standard motor-car. As a result of this very high-speed cruising, we were only one minute outside our time at Mantes, where "Jabby" Crombac was there with flasks of hot coffee and news that the Paris starters were having a nightmare trip.

From Mantes the road was very fast to the next control at Blois, but it was

ATHENS was the starting point chosen by the Monegasque Jaguar entry of Canis/Beziers. M. Frederick Beziers is at the wheel for the first stretch.

verglas practically all of the way. On the way down to Chateaudun we were joined by that pleasant pair, Bill Meredith-Owens and Alec Pitts in their Austin 105, and Bill Banks's Rover 105 with its rather startling lavender colour scheme. At Blois we learned that many crews were running late; on the B.B.C. 8 o'clock news bulletin we learned to our amazement that amongst the retirements from Paris was Chris Brasher. As he was sitting comfortably by my side chewing glucose sweets and swigging Lucozade, it seemed rather curious to say the least. I felt like Mark Twain must have done when he read his own obituary, and made his classic remark that his demise was exaggerated.

We fooled about in Vierzon trying to get petrol coupons from the most inefficient Bank of France branch I have ever known. By the time innumerable forms were filled in, time was running short; the cashier could not find any coupons, and in the end we dashed out without them. What should have been a pleasant sojourn in the cathedral town of Bourges turned out to be a case of in and out of the control. I did remember seeing Brian Turler of Shell, Norman Garrad of



Rosemary Beaumont (Ford), Walker/Lee (Armstrong), Brett/Segall (Vauxhall), and Enion/Litchfield (Sunbeam). Apparently Anne Hall's co-driver had got into difficulties on the ice, and the Zephyr had overturned. They were assisted by Jack Reece and Raymond Baxter (Aston Martin), who were following close behind. Fortunately the girls were completely unscathed, although they were out of the rally.

The going was becoming heavier and heavier, with fresh snow on top of rutted frozen stuff. The I.T.A. Humber with John Cotter and Cyril Page was running very late, after having continual trouble with a distributor which had worked loose causing an elusive misfire; their fan belt also broke, causing more delay. The Villefranche section was made perilous by black ice on N7 before the turn-off at Roanne, but it was not quite so bad on the way to Dole, a carpet of snow making the roads much easier. Then followed the section which had stopped almost the entire contingent from The Hague and Paris—the moun-



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OSLO starters included Tom Clark and Keith Baker in the former's Aceca-Bristol (above) and a Borgward Isabella driven by Per Malling (who was co-winner in 1955) and Rolf Prydz.
★

Rootes and Ken Richardson of Standard-Triumph. Ken confirmed that the casualties from Paris and The Hague were unbelievable.

Among the Glasgow starters who failed to arrive at Bourges were Betty Haig/Barbara Marshall (Triumph), Vicat Cole/Mainl (M.G.), Cuff/Hindley (Ford), Chrissie Neil/Frank Dundas (Standard) and Ronnie Dalglish, whose TR3 must have been damaged when it went off the road earlier on.

By now we were running well within our schedule, but snow and ice were everywhere. It was a case of press on all the time, stopping only to refuel and re-stock with oil. The Montlucon-Mauriac section accounted for many more non-arrivals from the Glasgow starters, including Meikle/Murray (Hillman), McLennan/Law (Jaguar), White-way/Gragg (Morris), Kirk/Orr (Jaguar), Yardley/Oddy (Sunbeam), Lorna Snow/Rhoda Stanton (Morris), Anne Hall/

SNOW lay round about at The Hague, when Maurice Gatsonides/Marcel Becquart set off in their Triumph TR3. Theirs was one of the highest-placed British cars, with sixth place in general classification.



tain road up to St. Claude, where over a foot of snow had fallen within a few hours. Just outside Dole, Gatso and Becquart shot past in a very battered Triumph, obviously hard pushed for time. This was our first glimpse of any starters from other cities.

Knowledge of the route through familiarity with the "Lyon-Charbonnières" paid dividends, and I got into St. Claude on time. The approach to the town was very dangerous, being reminiscent of a bob-sleigh run. The slightest over-correction would set the car sliding, and it was here that car after car slid wildly down the hill to crash into the bank. We saw an Alfa Romeo from Lisbon being dug out of a deep snowdrift, and there were dozens of wheelmarks showing the contact of countless vehicles with the bank.

Jack Reece and Raymond Baxter had a terrifying experience when their lights went out altogether on this section, making them late at the control. They never did discover the reason for the black-out,



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PORT OF CALL
on the way south from Glasgow was Barnby Moor control. The filthy road conditions on the run down had already dimmed the pre-rally polish (above) of the Vivians' lavishly equipped Singer Gazelle and (left) the Stoddart/Burn Standard Pennant.

Capt. Ramsden in their Aston Martin. It was here that we had our most annoying delay—a delay which eventually was to cost us our chance of finishing within the time limit. The bonnet jammed and we could not add oil; there ensued furious work with crowbars and whatnot, but the bonnet remained obstinate. By the time we got it open, 28 minutes had gone—and the Col de Bayard still had to be crossed. To make things more difficult, the battery was low after continual running with headlamps and heater, and the car had to be pushed off. Urged on by Chris, I went as fast as possible to Grenoble on the icy roads, and much of the lost time was made up. Alas, we were one of the several who were misdirected by gendarmes; when we went to go what seemed to be the obvious

and were lucky not to have come to grief.

From St. Claude to Chambéry it was practically impossible to keep to time; black ice was everywhere, and the outside thermometer registered several degrees of frost. Fortunately level crossing keepers were on the alert, and gates were lifted immediately. Nevertheless it was "doucement-doucement" all the time, and with very little chance of making up time.

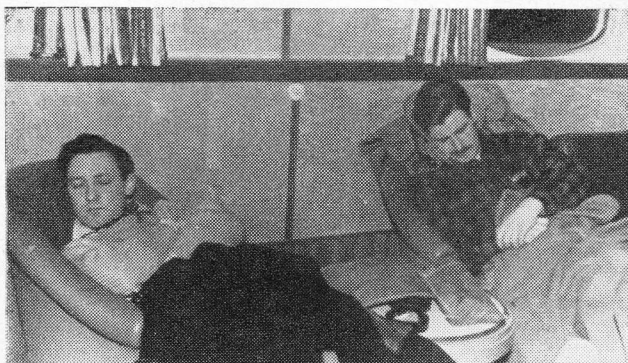
At Chambéry we came in just behind Cyril Corbishley's Standard, and were passed on the way by Count de Salis/

LONDON AREA
was reached in the early evening of the Wednesday and George Jopp (right) swings his Jaguar through the roundabout at Stirling Corner. Arriving at the Dover Customs shed (below) the Chanley / Horner crew are given an issue of Lucozade.



road, one of the gendarmes shouted "Route barrée!" Realizing the penalties for disobeying the coppers we went where we were told, until it was impossible to go any farther. I stalled the engine trying to turn round, and the front of the car hung over a precipice. Chris suddenly thought of the starting handle, and we managed to get the engine going again. It was a case of back to the gendarmes where this time we found the right road; poor McCracken became ditched going down, and I had a narrow escape when the car bounced off a bank. I thought for one moment that we were over the edge, but the M.G. righted itself and went off with a badly buckled front wheel. Not long afterwards the Allards went right over the top on the Col de Bayard, and Heaps's Morris Minor all but did the same at the spot where we hit the bank.

I shall never forget that drive to Gap



ON THE BOAT across the Channel, racing drivers John Young and Graham Hill pack in some sleep (left) in preparation for the long hours on the road. On reaching Boulogne (below) the cars disembark, still plastered with English road mud.

in a blinding blizzard and deep snow. It was impossible to see the road at all, and it was a risky business altogether exceeding 100 k.p.h. on a white wilderness. That Lucas roof-light was worth its weight in gold; without it, the drive would have been impossible. We eventually arrived at Gap, being delayed some more by the need for oil and the jammed bonnet. Chris took over, and off we went in company with Bill Shepherd and "John Willie" in their Austin. The roads to Digne were ice-covered and it was taking a chance to do much more than 80 k.p.h. anywhere.

It was now daylight and the next control was St. Aubyn; the narrow road from there was a series of twists and turns, but as a result of his previous recce, Chris was able to make good time. After leaving the main road for the climb to La Turbie, we were baulked by a Jaguar; behind us Bob Haddow and John Melvin (Sunbeam) hooted like mad, also pressed for time. Eventually Chris managed to get past the Jag, but almost immediately hit a sheet of ice and the M.G. slid straight into a wall. I was knocked out for a few moments, and came to with thousands of stars whirling around. With the help of a local farmer, Chris managed to prise off a crumpled wing from the front tyre, but the radiator was leaking badly. By the time we restarted, it was patent that we would

be outside the time limit. It was very hard luck indeed; the M.G. had gone like a bomb through one of the most difficult rallies of all time, and it was galling to think that we had come to grief just 30

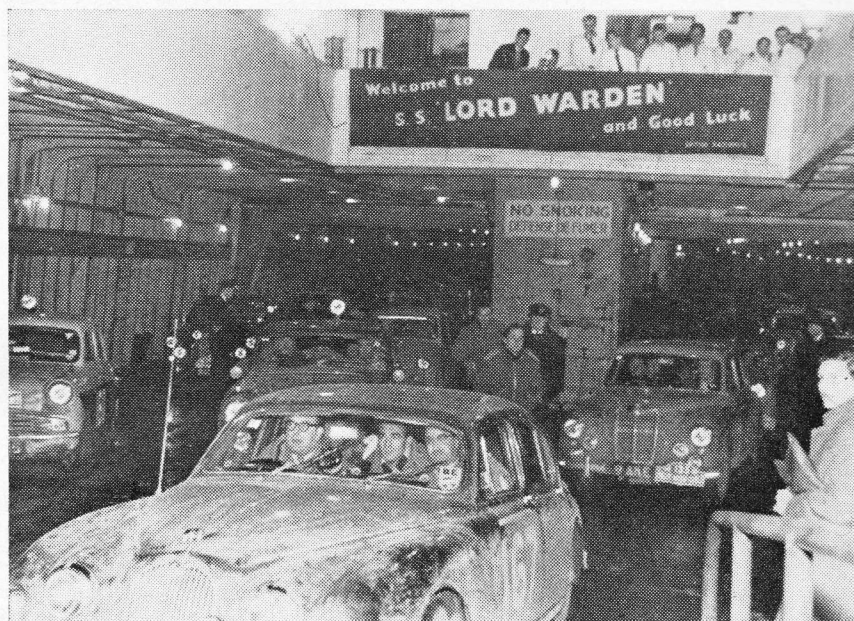
kilometres from the finishing point at Monte Carlo.

Anyway, we were by no means alone in not reaching Monte Carlo within the one hour limit. From over 300 crews which had set off from the various starting controls, only 59 remained to take part in the classification test which followed a few hours afterwards, over a route which would put an ever greater strain on crews and cars than had already been experienced.

THE PARIS HOLOCAUST

By JOHN GOTT

OF the 91 crews who chose Paris as their starting point, only five were non-starters, and none was British. "On paper" the Paris route seemed to offer many advantages as although the run



GRAND PRIX START took place at Boulogne as the Glasgow contingent, delayed behind their time schedule, set off together to try to make it up as soon as they were released from the control.



HEADLIGHTS still blaze as dawn breaks at Sisteron and the Granli/Jensen Lund Zephyr speeds through the snow-covered streets.

through the Jura and the Massif Central was tricky, the starters from the French capital carried the last numbers in the Rally which meant that they would attack some of the worst cols on the mountain circuit after the sun had melted the probable ice.

For these reasons many British crews chose Paris as their starting-point and the main force of the British "works" teams left from that control.

B.M.C.'s Marcus Chambers, Standard's Ken Richardson and Sunbeam's Norman Garrad were in attendance as their cars passed through the technical control on the Boulevard de l'Amiral-Brioux, which was most efficiently run by the Automobile-Club de l'Ile de France.

Posted in the club were notices advising that the route was covered in snow

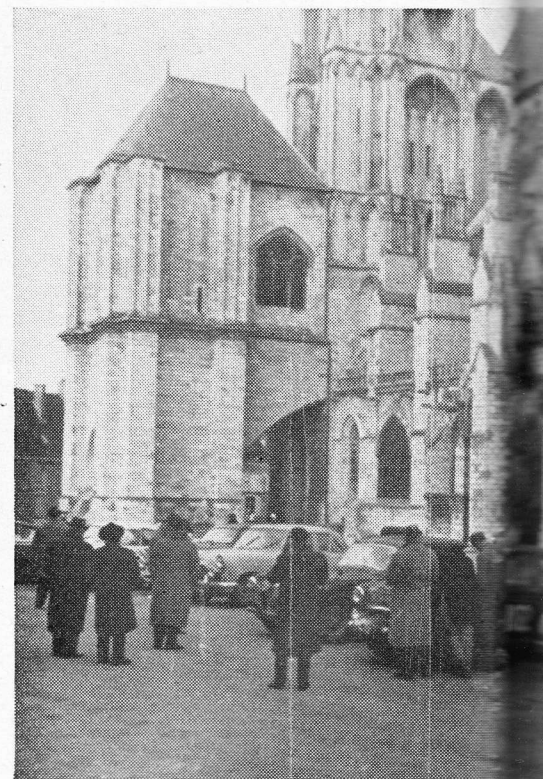
OVERTAKING George Phillips's camera car on the approach to Barreème is the Dickinson/Foster Ford Zodiac which finished fourth in its class.

and that chains were recommended on some sections. This, however, seemed very remote as the crews commenced to leave in the brilliant sunshine on the afternoon of 22nd January.

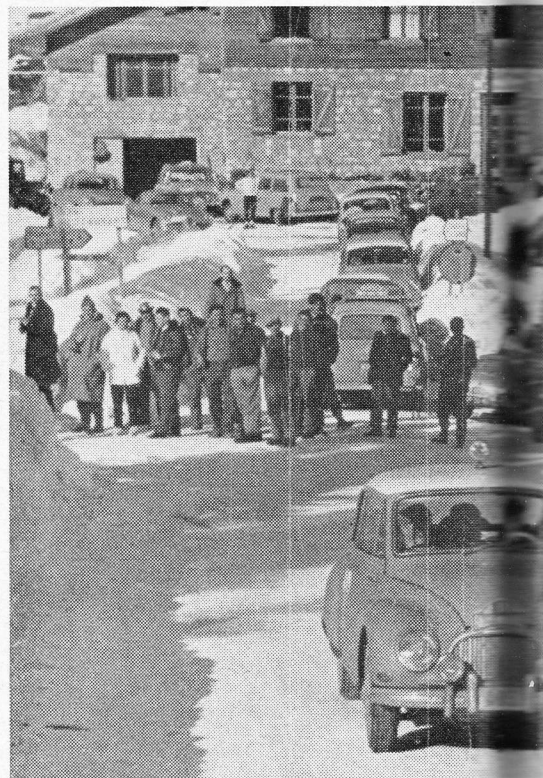
The usual enthusiastic crowds congregated around the control and particular attention was paid to their favourites, Louis Chiron (Citroën DS19), Annie Soisbault ("works" Triumph TR3), and Nancy Mitchell (M.G. Magnette), the reigning Rally champion. Ruprecht Hoffen (Saab), who had carried off the male title for 1957, passed almost unnoticed.

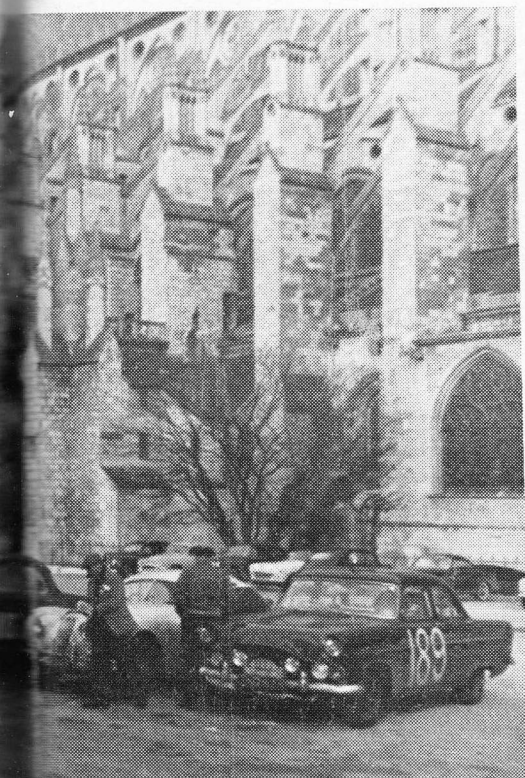
Of the cars perhaps the finest was the 250 Ferrari of Parucci/Picard, but the British "works" teams were immaculately turned out, and many of the privately owned cars were of the same high standard. The first car away was the 3.4 Jaguar of Brown/Arnold, followed by one of the works-sponsored Standards crewed by an Army team. The run out through Paris was right through the centre of the capital, down the Champs

AUTOSPORT, JANUARY 31, 1958



THIRD in general classification and a class-winner this DKW of Vold Johansen/Kopperud.





ES Cathedral forms a backcloth for the rally as they wait to clock out from the control.



COUPE DES DAMES went to the Alfa Romeo Giulietta of Mmes. Blanchoud and Wagner, seen at Turini during the classification test.

Elysées and out to Chaumont along the Seine.

This was easy main-road motoring beneath a sky which promised later frost, but by Chaumont two crews, both British, were out, the Army Standard of Majors Banham/Parry, and the Sunbeam of Judge/Davis.

The run from Chaumont to Gerardmer provided a clue to the difficulties to come, although all the survivors made the control on time. On many sections there was black ice glittering evilly beneath a brilliant moon and this proved the undoing of the Cauchy brothers, whose Simca Aronde spun off on a tricky bend, only to be got going again after heroic efforts by its crew.

The XXVII^{me} Rallye Monte-Carlo was warming up, but even the most experienced crews had little idea of what lay immediately ahead of them. The 160-mile section from Gerardmer to St. Claude in the heart of the snow-covered Juras was to provide the "lot"—sheet ice, ice beneath snow, packed snow, loose

snow, a driving blizzard, and even drifts. This section alone eliminated 41 of the Paris starters who were faced with an appalling choice, either to go slow, stay on the road and chance the conditions improving later or to drive with all stops out and chance going off it. In addition, navigation was extremely difficult as this was by-road motoring, road signs were covered by snow and even the invaluable coloured kilometre stones were often buried beneath the drifts.

Many of the older hands, such as Louis Chiron (Citroën), Madame Texier (Simca), and Mike Couper (Austin), chose the go-slow method, only to be outside the hour's permitted delay at St. Claude. Here the conditions were so bad that the

COLLECTOR of the AUTOSPORT Trophy, for the best performance by a private entrant, the Corbishley/Simister Standard 10, which finished 15th overall and second in its class, approaches Turini during the classification test.



local officials wished to extend this delay to two hours, but this could not be approved by the A.C. de Monaco, with the unfortunate result that many crews were allowed to proceed when they were actually out of the running.

Leading exponents of the "press on" school were Edward Harrison, the new trials champion, father Cuth. Harrison (Ford Zephyr), and John Gott (Wolseley 1500), who travelled for many miles in a tight little high-speed convoy.

Edward Harrison alone survived many risks. Cuth. Harrison overturned on a bend and the Wolseley was nudged into a ditch by an overtaken car, dug out, only to be even more firmly rammed in, when on the point of taking off once more, by a French DKW which had started 24 minutes before it.

On this section were to be seen cars on their sides, cars on their roofs, cars upside down and cars in fields and ditches, so it was indeed remarkable that no one was hurt. This was chiefly due to the cushioning effect of the snow and the strength of modern tinware.

Crews reaching St. Claude, often only by a matter of seconds before disqualification, had immediately to face another tight run, under equally difficult conditions, to Villefranche.

This proved the undoing of a further 23 crews, so that the Jura alone had accounted for 65 of the Paris starters, including the favourites for the Coupe des Dames, Nancy Mitchell/Joan Johns (M.G. Magnette), Annie Soisbault/"Tish" Ozanne (Triumph TR3), and Pat Moss/Anne Wisdom (Morris Minor).

The gallant 19 survivors struggled gamely on into the Massif Central, where conditions were again so bad that several cols had to be cut out of the route, without, however, any time allowance being made for the altered distance.

On through Le Puy, Altier and Millau they went, gradually being whittled down by the remorseless clock until at that control only three crews were left in the running, the Citroëns of Alec/Capravnes and de Langlard/Charaia and the indomitable Ford Zephyr of Edward Harrison. Not long after there was only one Citroën and the Ford, which ran together right into Gap.

However, the Citroën hit a bus and the gallant Zephyr and its brave and reso-

lute crew arrived at Monte Carlo as the sole survivors from Paris—an extremely plucky effort.

After such a magnificent run it was indeed hard that the gearbox packed up when the car was well placed on the Mountain Circuit. Many deeds of helpful improvisation were carried out during that terrible night. The father-and-son combination, Brookes/Brookes (Riley), took down their front suspension under near-Arctic conditions and repaired a battered wishbone. Paddy Hopkirk/John Scott (Triumph) dropped their car into a field and got it out again by superhuman efforts only to be beaten by the clock. Reg Harris (ex-Ken Wharton Austin A105) stopped to help his wife out of a ditch into which her M.G.A. had slipped and no one could have been more enthusiastically helpful than the inhabitants of the small French villages through which the Rally passed.

The word "Paris" may well be written on the hearts of many 1958 Monte competitors, but it must be remembered that less than 24 hours later the Oslo crews passed without difficulty through the sections which had decimated the Paris starters.

Such is the "Monte"—the biggest gamble of all rallies, for weather is something that no one can foresee or pre-judge two months before the event.

Further reports on the Monte Carlo Rally will appear next week.

RESULTS

General Classification

1. Monraisse/Feret (Renault), Lisbon; 1,520 penalty points.
2. Gacon/Borsa (Alfa Romeo), Lisbon; 2,234.9 penalty points.
3. Vold Johansen/Kopperud (DKW), Oslo; 2,559 penalty points.
4. Loffler/Johansson (Volvo), Oslo; 2,907 penalty points.
5. Harper/Elbra/Phillips (Sunbeam), Oslo; 2,928 penalty points.
6. Gatsonides/Becquart (Triumph), The Hague; 3,093 penalty points.
7. Spjuth/Anzil (Alfa Romeo), Oslo; 3,152.8 penalty points.
8. Ziegler/Cots (Sunbeam), Lisbon; 3,400 penalty points.
9. Maurin/Nicol (Alfa Romeo), Lisbon; 3,609 penalty points.
10. Nellesmann/Skarring (Ford), Rome; 3,800 penalty points.
11. Charmasson/Peyrot/Fongalland (Citroën), Rome; 3,905.
12. Delliere/Thomas (Citroën), Lisbon; 9,922.2.
13. Wallwork/Beaumont (Standard), Glasgow; 4,108.8.
14. Stasse/Friere/Bianchi (Borgward), Athens; 4,228.8.
15. Corbshley/Simister (Standard),

Glasgow; 4,419.6.

16. Cotton/Lemerck (Citroën), Oslo; 4,548.5.
17. Wollert/L. Lohmander (Simca), Oslo; 4,597.9.
18. Estager/Carpentier (Renault), Oslo; 4,612.5.
19. Nottorp/C. Lohmander (Alfa Romeo), Oslo; 4,928.4.
20. Mariage/Grosgeat (Peugeot), Lisbon; 4,976.
21. Berger/Jezequelov (Simca), Athens; 4,979.3.
22. Skovetd/Strandrud/Brattnard (Sunbeam), Oslo; 5,039.3.
23. Bolton/Craven (Triumph), Glasgow; 5,800.8.
24. Carris/Beziers (Jaguar), Athens; 5,802.9.
25. Wessblad/Hellberg (Porsche), Oslo; 6,160.5.
26. Mm. Blanchoud/Mme. Wagner (Alfa Romeo), Lisbon; 6,523.5.
27. Heurteau/de Barrau/Laurent (Citroën), Lisbon; 7,615.
28. D. Bussinger/Vallon/M. Bussinger (Citroën), Lisbon; 8,625.6.
29. Lycouris/Nomicos/Manolides (Opel), Athens; 9,500.
30. Jaminon/Capra/Fulconis (Simca), Athens; 9,500.
31. Salganik/Biagini (Panhard), Athens; 9,500.
32. Medecin/Cappa/Cauvin (Simca), Athens; 9,570.
33. Mikas/Chronides (M.G.), Athens; 9,590.
34. Livernet/Houel/Dufaine (Peugeot), Lisbon; 9,600.
35. Peraticos/Termintzis (Alfa Romeo), Athens; 9,620.
36. Ingier/Hagen/Olsen (Volvo), Oslo; 9,630.
37. Merrick/Grant/Bevan (Sunbeam), Lisbon; 9,630.
38. Davagnier/Clement (Peugeot), Lisbon; 9,640.
39. Villorosi/Basadonna (Lancia), Rome; 9,710.
40. Grondal/Berntsen/Christoffersen (Volvo), Oslo; 9,820.
41. Samsang/Isdahl (DKW), Oslo; 9,830.
42. Sunley/Pigott (A.C.), Oslo; 9,850.
43. Adams/McMillen/Titterton (Ford), Glasgow; 9,850.
44. Thrana/Halvorsen (DKW), Oslo; 9,890.
45. Harrison/Habershon/Furse (Ford), Paris; 9,890.
46. Stratton/Dyke/Parkes (Austin), Oslo; 9,910.
47. Garnier/Jopp/Deane (Sunbeam), Oslo; 9,920.
48. Faure/Leroy/Gourdin (Peugeot), Oslo; 9,940.
49. Dickinson/Foster/Cooper (Ford), Glasgow; 10,010.
50. Anderson/Gjølberg/Stensrud (Peugeot), Oslo; 10,020.
51. Grimm/Schuler (Fiat), Oslo; 10,030.
52. Clarke/Baker (A.C.), Oslo; 10,050.
53. Miss Molander/Miss Lundberg (Saab), Oslo; 10,070.
54. Banks/Dunham/Smith (Rover), Glasgow; 10,100.
55. Brinkman/Silverthorne/Wadham (Jaguar), Glasgow; 10,100.
56. Chardonnet/Mme. Clerc (A.C.), Lisbon; 10,130.
57. Boardman/Jackson/Counsell (Ford), Glasgow; 10,420.
58. Haddow/Melvin/Mowatt (Sunbeam), Glasgow; 10,470.
59. Walter/Ipse/Glocker (BMW), Munich; 10,560.

Class Awards

Production and modified touring cars: up to 1,000 c.c.: 1. Vold Johansen/Kopperud (DKW), 2,559 pts.; 2. Corbshley/Simister (Standard 10), 4,419.6; 3. Salganik/Biagini (Panhard), 9,500; 4. Samsang/Isdahl (DKW), 9,830; 5. Thrana/Ericksen (DKW), 9,890; 6. Grimm/Schuler (Fiat 600), 10,030; 7. Mmes. Molander/Lundberg (Saab), 10,070.

1,001-1,300 c.c.: 1. Spjuth/Anzil (Alfa Romeo), 3,152.8; 2. Maurin/Nicol (Alfa Romeo), 3,609; 3. Wollert/Lohmander (Simca), 4,597.9; 4. Berger/Poidebart (Simca), 4,973.3; 5. Jaminon/Capra (Simca), 4,900; 6. Medecin/Cappa (Simca), 9,570; 7. Peraticos/Termintzis (Alfa Romeo), 9,620.

1,301-2,000 c.c.: 1. Loffler/Johansson (Volvo), 2,907; 2. Harper/Elbra (Sunbeam), 2,928; 3. Choumasson/Peyrot (Citroën DS19), 3,905; 4. Delliere/Thomas (Citroën DS19), 3,922.2; 5. Stasse/Bianchi/Frère (Borgward), 4,228.8; 6. Cotton/Lamerle (Citroën DS19), 4,548.5; 7. Mariage/Grosgeat (Peugeot 403), 4,976; 8. Skovetd/Strandrud (Sunbeam), 5,039.3; 9. Heurteau/de Barrau (Citroën DS19), 7,615; 10. Bussinger/Vallon (Citroën DS19), 8,625.6; 11. Lycouris/Nomicos (Opel), 9,500; 12. Livernet/Dufaine/Houel (Peugeot 403), 9,600; 13. Ingier/Hagen (Volvo) and Merrick/Grant (Sunbeam), 9,630; 14. Davagnier/Clement (Peugeot 403), 9,640; 15. Grondal/Berntsen (Volvo), 9,620; 17. Garnier/Jopp (Sunbeam), 9,920; 18. Andersen/Gjølberg (Peugeot 403), 10,020; 19. Haddow/Melvin (Sunbeam), 10,470.

Over 2,000 c.c.: 1. Nellesmann/Skarring (Ford Zephyr), 3,800; 2. Canis/Beziers (Jaguar), 3,802.9; 3. Stratton/Dyke (Austin), 9,910; 4. Dickinson/Foster (Ford Zephyr), 10,010; 5. (equal), Banks/Dunham (Rover) and Brinkman/Silverthorne (Jaguar), 10,100; 7. Boardman/Jackson (Ford Zephyr), 10,420; 8. Walter/Strahle (BMW), 10,560.

Special Series Touring Cars and production and modified Grand Touring Cars: up to 1,000 c.c.: 1. Monraisse/Feret (Renault Dauphine), 1,520; 2. Wallwork/Beaumont (Standard 10), 4,108.8; 3. Estager/Carpentier (Renault Dauphine), 4,612.5.

1,001-1,300 c.c.: 1. Gacon/Borsa (Alfa Romeo), 2,234.9; 2. Nottorp/Lohmander (Alfa Romeo), 4,928.4; 3. Mmes. Blanchoud/Wagner (Alfa Romeo), 6,523.5.

1,301-2,000 c.c.: 1. Gatsonides/Becquart (Triumph TR3), 3,093; 2. Ziegler/Cots (Sunbeam), 3,400; 3. Bolton/Craven (Triumph TR3), 5,800.8; 4. Wessblad/Hellberg (Porsche), 6,160.5; 5. Mikas/Chronides (M.G.), 9,590; 6. Sunley/Pigott (A.C.), 9,850; 7. Faure/Leroy/Gourdin (Peugeot 403), 9,940; 8. Clarke/Baker (A.C.), 10,050; 9. Chardonnet/Mme. Clerc (A.C.), 10,130.

Over 2,000 c.c.: 1. Villorosi/Basadonna (Lancia), 9,710; 2. Adams/McMillen (Ford Zephyr), 9,850; 3. Harrison/Habershon (Ford Zephyr), 9,890.



JOURNEY'S END for the Banks/Dunham Rover as it arrives at Monte Carlo. The car finished fifth in its class.

MONTE CARLO RALLY

SUNBEAM RAPIER

First British Car

Irrespective of price, size or class

and winner of the Stuart Trophy

for the British Competitor obtaining the best result
(Drivers: Peter Harper: Peter Elbra: Reg. Phillips)

After driving nearly 2,000 miles through some of the worst weather and road conditions ever experienced in the Rally, Peter Harper and his crew reached Monte Carlo **ON TIME AND UNPENALISED.**

Two of the first three British Cars placed in the General Classification were Sunbeam Rapiers.

(Subject to official confirmation)



Sunbeam-Talbot Ltd. Coventry. London Showrooms and Export Div: Rootes Ltd., Devonshire Hse., Piccadilly, London, W.1



First Round

The 1958 Trials Championship Begins —
First Event in the Series Won by P. Highwood



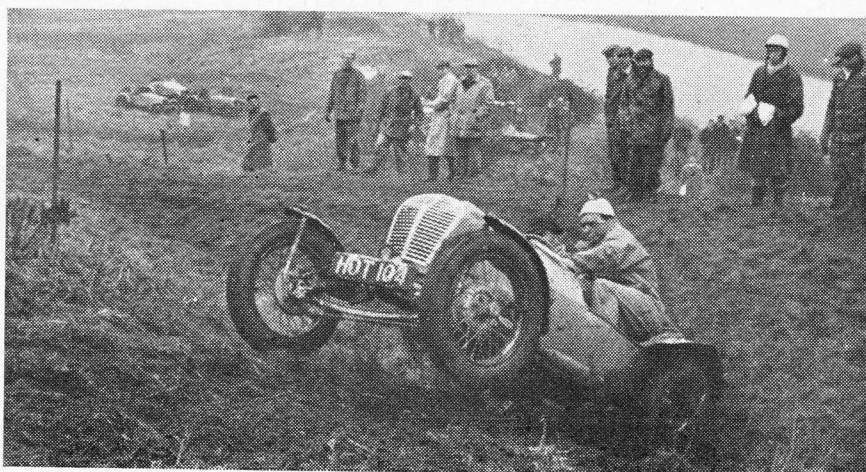
★
GOOD CLEAN FUN! An incredible amount of countryside found its way on to the persons of L. Newey and his "crew"! Yet they seemed to enjoy themselves!
★

FIRST round in the 1958 Trials Championship series took place last Sunday near Peterborough. It was the Peterborough M.C.'s Warco Cup Trial and the winner proved to be Peter Highwood, ably passengered by his wife. He had, in fact, tied for first place with Rob Davis and his potent Austin 7-powered car, but had been just one second quicker in the tie-deciding driving test—and collected the Warco Cup.

As we approached the trial area and surveyed the flat landscape that stretches out to the horizon, we wondered where trials hills could be found in such a district, but the local industry of brick-making came to the rescue, and the morning sections were located on the sides of what we can only describe as disused clay quarries (there is probably a technical name for them!). The first

TAKE-OFF for B. Blundell as his "HOT" special leaps over a projection on one hill—his passenger seems ready to bale out!

Results
Best Performance: P. F. Highwood. **First Class Awards:** R. Davis, A. D. Alldred, G. J. Newman. **Second Class Awards:** B. J. Bodenham, R. Kemp, N. Overton. **P.M.C. Trophy:** C. W. Pollard.



STRANGER in the camp: Most impressive climbing abilities were displayed by the 1,000 c.c. J.A.P.-engined car of A. D. Alldred. Here he climbs one of the last hills of the day.

section was an easy one and all but three of the 30 starters scored a full 10 marks. The second one caused much more difficulty and no one reached the top, Alldred and Overton faring the best, with seven marks each. The third of this initial trio—a steep switchback climb ending almost on a railway track—caused little trouble and there were 21 "cleans".

The second group of sections was nearby, but firstly competitors had to negotiate the special test, which was of the forward—stop astride—reverse—forward to stop astride finishing-line type. Quickest here was N. Tyler.

The first hill of the second group sorted them out splendidly, the scores being spread evenly from zero to nine, the latter marker being reached only by Alldred, Tony Marsh being next with eight. Hill B2 had 10 "cleans" but B3 only three: Alldred, Marsh and Kemp.

The third group of pre-lunch hills was a short distance away by road and the spectacle of this procession must have startled the Sunday morning motorists, as the combatants went on their way rapidly, if a trifle unsteadily, their crews huddled on—rather than in—the stark *carrosserie*, and plastered in mud, even at this early stage in the proceedings, for the recently melted snow had left the course in prime (i.e., swamp-like) condition. Conditions were so difficult that only one competitor, Bodenham, reached as high as the fifth marker on Hill C1. C2 was easier, with 10 scoring nine each, but C3 was scaled by all but three.

After the lunch break, the procession moved off to another widely spread set of "hills", this time on the slopes down to the bank of a river. Hill D1 was a short sharp straight climb which most people cleared, but the second one of this set was much trickier. Starting with a steep straight climb, there followed a left traverse, then a sharp right-handed climb. Those 11 who succeeded here, used the lead-footed technique and took that right-hander in a full drift! D3 started *down hill*, curved left and up again, needing very careful throttle control. However, eight negotiated it "clean".

Another three climbs were hidden farther along the bank. E1 saw P. A. Atkinson gain seven marks, while no one

(Continued on page 150)

Shell again Sweeps the board at Monte Carlo!

FIVE OUT OF FIRST SIX CARS AND COUPE DES DAMES

General Classification

- 1st RENAULT – G. Monraisse and J. Feret** (Class Winners)
★ **2nd ALFA ROMEO – A. Gacon and L. Borsa** (Class Winners)
★ **4th VOLVO – Loffler and Johansson** (Class Winners)
★ **5th SUNBEAM – Harper and Elbra** (2nd in Class)
★ **6th TRIUMPH – Gatsonides and Becquart** (Class Winners)

Coupe des Dames

- ★ **1st ALFA ROMEO – Mme. Blanchoud and Mme. Wagner**
-

ALL USING



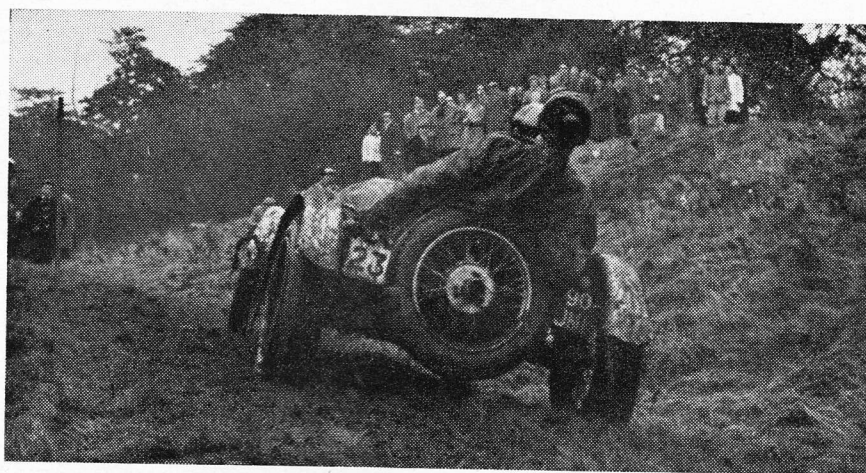
★ **ALSO USING
SHELL X-100
MOTOR OIL**

BUENOS AIRES 1000 km. RACE

First two places won on Shell Fuel and Shell X-100 Motor Oil

- 1st FERRARI – Peter Collins and P. Hill**
2nd FERRARI – O. Gendebien and Von Trips

(All Subject to Official Confirmation)



Warco Cup Trial—continued

else collected more than six, while E2 saw few people get far off the mark; yet Alldred, Davis and Highwood all got past the tricky section and reached the top. E3 was in a dreadfully swampy state, and only Chandler, Alldred, Tyler, Davis and Highwood reached as far as the fourth marker.

The final three sections were again some distance away, in a quarry, where

some very steep-sided hummocks awaited attack. Hill F1 was scaled by 18 cars, but F2 fell only to Chandler, Highwood, Marshall, Newman and Kemp, no others getting farther than sub-section 4, with the exception of Bodenham, who reached 7. The last hill—a very steep one indeed, although short and with a brief run at the bottom, was scaled by 15 cars, to the great delight of the spectators, for it looked quite impossible!

CANDY FLOSS: Norman Overton's ultra-stark special needs a little skilful weight distribution from the passenger on one section.

So we all returned to the Angel Hotel, Peterborough, where an excellent hot meal was waiting to pass the time while the marks were added up. It had been an excellent event, with good hills supplied by Bill Wardle and fine performances by the usual expert cast. Particularly impressive was Alldred's car, which has a 1,000 c.c. J.A.P. twin motor in place of the usual 1,172 c.c. Ford and which chugs slowly up the steepest hills with no apparent effort. In direct contrast is Rob Davis's highly tuned Austin 7-powered car, which has a Maserati note to the exhaust!

There were a few incidents, the most spectacular being that of Pollard, who climbed one hill with the rear of his car on fire! Petrol had slopped from the tank and "shorted" the rear-mounted battery, starting a spectacular blaze of which the driver was quite unaware. Hazelwood had a chassis fracture and Bodenham a blown gasket, both of which were put right in time for them to finish the course.

STUART SEAGER.

CORRESPONDENCE

TV Driving Tests

WHAT a travesty of normal driving conditions we were unfortunate enough to witness at the Ken Wharton Memorial Driving Tests on TV last Saturday. It was a great pity that the Hagley Club were not able to find a smooth, metallised surface that didn't break up on which to hold the tests. Had they done so, viewers would have seen driving tests as they should be instead of watching an exhibition of sliding and slithering in the rubble. One could only feel sorry for the competitors trying to give of their best under such atrocious conditions.

Perhaps the organizers thought that they were to provide an autocross exhibition as well, for it certainly gave that appearance to viewers.

There are two further points which I feel should be cleared up, concerning penalties and timing. Throughout the tests it was impossible to arrive at any consistency in the number of seconds added as penalty for various infringements. Also, how was it that, in Test 3, the S.W. sports and saloon cars were at least as good as the Midlands and yet at the end of the test they had dropped about 10 secs. on the Midlands. Certainly John Buncombe was not that much slower than Tony Marsh with the specials. It all seemed very strange.

Finally, may I make a plea for viewers and, I suspect, competitors. If the tests are to be held next year, please let us have a firm hard surface so that the drivers can really perform. And what about letting the reserves loose on the last test?

A. C. JOHNSON.

BRISTOL.

Formula 1

JUST a few friendly digs at J.V.B. on the future of Formula 1. The best formula that there has ever been? Not so; apart from brake, chassis, and suspension advances, a milk and water version of G.P. racing. Superchargers axed, and now the petrol barons have forced prohibition upon it. Shades of Mercedes-Benz and Auto Union, what a travesty of the real thing; verily the death-watch beetle has got into the game when a private owner is able to win a *Grand Épreuve*.

And just what has our mutual friend, methanol, done to deserve this? Didn't I read in "Specials" something like this: "... alcohol fuels bought in quantity are quite cheap and I certainly think it is worth spending a few extra shillings on dope to save many pounds in engine repairs. Morons

have called this fuel liquid dynamite, which is exactly what it is not. If one thinks of it as a gentle stuff which preserves one's motor, one will have a true appreciation of its value."

This fuel regulation is contrary to the whole theory of G.P. racing, and is altogether a retrograde step for which there is neither reason nor excuse. All types of racing are good, provided they are carried out intelligently, and as we obtain all the knowledge we require about racing on petrol from sports and sports-racing car events, the application of this rule to Formula 1 stinks of the dead hand of big business, the same dead hand that has reduced works' entries in classic 500 c.c. motor-cycle racing to one German and three Italian machines.

If you take part in G.P. racing, you must be prepared for expense; how else can progress go on? So give me the scream and whine of the blown pre-war projectiles, the like of whose acceleration and maximum speed is not seen to-day; the assortment of smells of the various fuels, suggesting anything from over-ripe onions to Arab villages; the shattering bellow of the exhausts, alongside which our petrol-fed power plants sound like detuned delivery vans. Maybe they didn't go round some corners quite so quickly, but it was racing, real racing, with full scope for research.

Lastly, the "over-square" engine... "a higher power output may be developed on non-alcoholic fuel." No; greater power, and reliability, is always obtained with alcohol and petrol-alcohol blends in all types of I.C. engines using any C.R. from 5 to 1 upwards.

LONDON, S.E.7.

JOSEPH BAYLEY.

New 1,172 Club

THE obvious answer to the 750 M.C.'s peculiar attitude to motor racing with real cars is to form a completely new club. I therefore suggest that everyone interested in building sports-racing and single-seater specials with no technical limitations get together at the first available opportunity and fix something up. I shall be pleased to hear from anyone genuinely interested who has any useful suggestions on the subject or who could in any way assist in organizing such a club.

K. I. REES.

COCKFOSTERS, HERTS.

PEN FRIENDS: An enthusiast in Yugoslavia would like to correspond with a reader in this country. He is 20-year-old Grasic Jancz, Kranj, cesta na Golnik st. 7, Yugoslavia.

Reader J. Brean, 13 College Avenue, Crosby, Liverpool 23, would like to correspond with a fellow-enthusiast in Australia or U.S.A., aged 19-20.

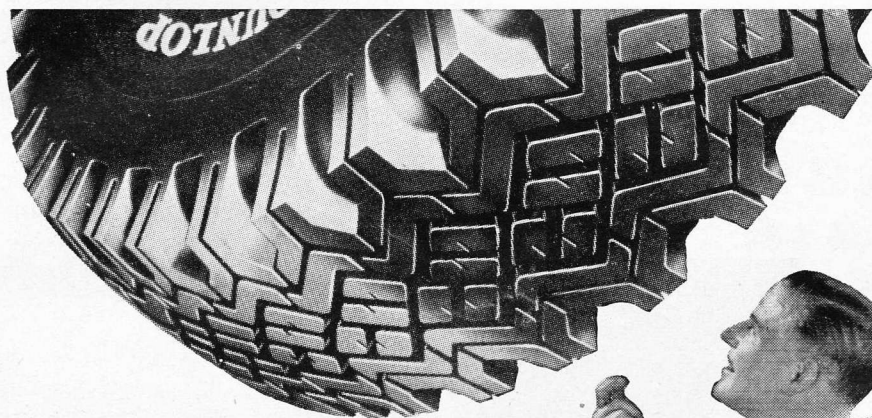
The Editor is not bound to be in agreement with opinions expressed by readers.



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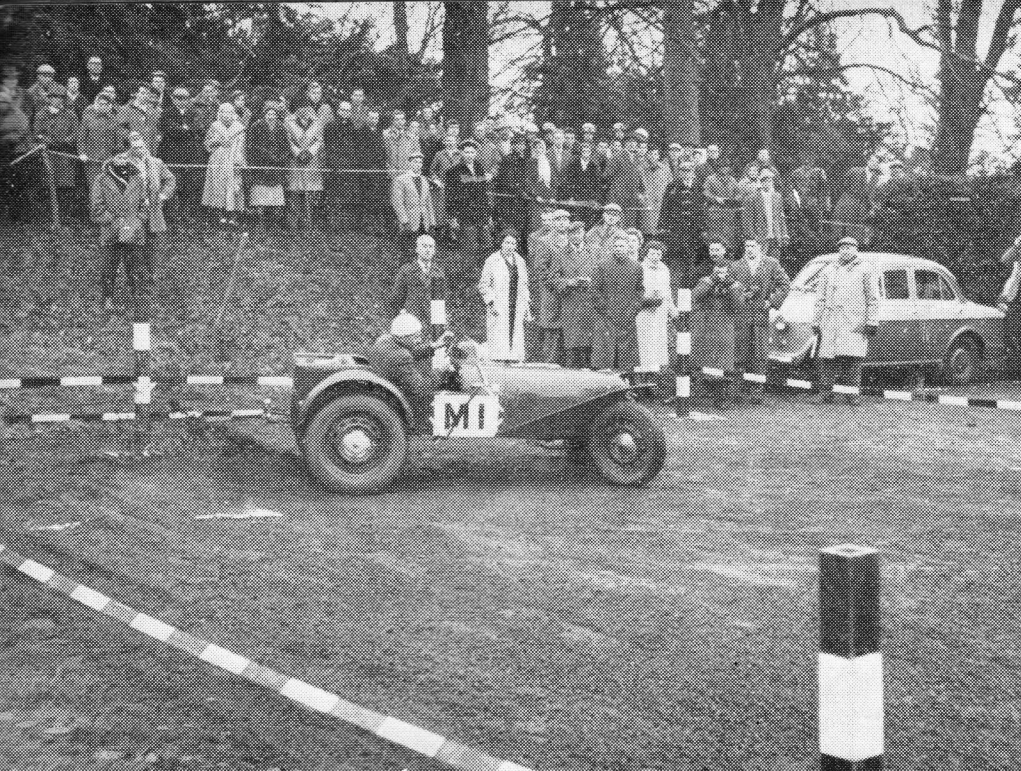
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Tubeless or with tube



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to last longer!*



Ken Wharton Memorial

*Inter-Regional Team Driving Tests Won by Midlands —
Best Individual Performance by Tony Marsh*

THE Hagley and District Light Car Club, to commemorate their close association with the late Ken Wharton, on Saturday, 25th January, promoted a series of regional team driving tests on the car park of the Chateau Impney Hotel at Droitwich.

Teams eligible represented Scotland, the North, the Midlands, the South-West, Wales and the South, each entry being allowed one special, one standard sports and one saloon car. In addition to the main trophy and souvenirs, awards were offered for best individual class times for which the reserve drivers could also compete.

The scene at Chateau Impney was a cross between a drill square and an outside B.B.C. television studio, three cameras covering every angle of the four tests. As each test finished, an army of enthusiastic volunteers under the strict orders of R.S.M. Lowe (You, you and you!) scuttled like beavers to move and re-erect barriers and drums at predetermined marked spots to reset the next test. This was done in a matter of seconds to the great applause of a vast crowd lining three sides of the square.

The whole affair was perfectly stage-managed, the announcing of times was loud and clear and at each stage information was available on a large score board as to the state of the poll after each class. Indeed the Hagley Club deserve the very highest praise not only for a very successful event, but for the obvious amount of thought, backroom work and for the great deal of practice required to achieve such split-second timing throughout!

TELEVISION equipment in the background can be seen with T. D. Warren (TR2) of the South-West team who gained the award for the best individual performance in the sports car section.

Results

Best Performance: The Midlands, 328.6 marks; 2, The South-West, 336.2; 3, The North, 359.2; 4, Scotland, 374.8; 5, The South, 378.0; 6, Wales, 417.6.

Individual Awards

Specials: 1, A. E. Marsh (Midlands), T.M.S.1; 2, J. D. Hollingworth (Midlands), T.M.S.2; 3, J. Buncombe (South-West), Dellow.

Sports Cars: 1, T. D. Warren (South-West), TR2; 2, H. L. Livingston (Midlands), TR2; 3, A. L. Yarranton (Midlands), Morgan.

Saloons: 1, J. H. Dorsett (Midlands), Anglia; 2, Dr. J. T. Spare (South-West), Standard; 3, A. C. Wharmough (North), Dauphine.

AUTOSPORT, JANUARY 31, 1958

GENTLE ART of turning in a confined space without using reverse gear is here demonstrated by Tony Marsh during the second of the series of tests, in which competitors were required to enter a "garage", turn round and come out—all in a forward direction.

Test 1 involved moving from a standing start, round two pylons and forward into garage 1, reversing some 50 yards into garage 2, then a straight dash of some hundred yards to finish in a box.

In the special class Tony Marsh (Midlands) in his T.M.S.1 was easily the fastest with a rousing 24.8 secs. Sports cars saw an amazing run by Ron Gouldbourn (North) in his TR2 with 19.6 secs., whilst the saloon class fell to Bernard Warr (North) in his Ford Anglia in 26 secs.

Test 2 formed easily the most exciting event of the day. This combined the following: from a standing start, round a pylon and into a square box some 40 by 20 feet perhaps, the entrance and exit being a car and a half in width; once in, the cars merely had to turn around and come out again with a flying dash to the box. Drivers with nerve, by entering very fast, could and did spin, thus saving some five or six seconds by avoiding one or more reverse. All the specials succeeded in the spin turn and again Marsh was fastest with 20 secs. Of the sports cars only two made perfect turns, T. D. Warren (South-West) in a TR2 with 20.2 secs. and H. L. Livingston (Midlands), TR2, in 21 secs. Try as they might, all but one of the saloons failed the turn in one, and only J. H. Dorsett (Midlands) in a Ford Anglia made it, to thunderous applause, in 22.4 secs.

Test 3 went from a standing start to a double scissors between drums, twice around a centre pylon to a box finish. In this, specials again went to Marsh with a run in 28.2 secs. Sports cars were more closely contested, T. D. Warren just gaining the day in 32 secs., whilst in the saloon class J. H. Dorsett again scored with 35.2 secs.

(Continued on page 160)



Monte Carlo Rally

Ferodo First



1st RENAULT Dauphine
(G. Monraisse & J. Feret)

2nd ALFA-ROMEO
(A. Gacon & L. Borsa)

3rd D.K.W. (L.V. Johansen & F. Kopperud)

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Club News

By MARTYN WATKINS

A GREAT many clubs and club-folk do a fair amount of talking about road safety, but beyond practising it (of course!) it is not often that one comes across a motor club that takes active steps towards spreading the gospel. Such a club, however, seems to be Sunbac: this club has prepared a very ambitious and exceedingly well-prepared booklet which bears the title *Advanced Driving* and is, in fact, interesting and instructive reading for novices and experienced drivers alike.

A foreword to the booklet, further details of which will, I am sure, be readily supplied by Sunbac's secretary, Mr. J. D. Woodhouse, of 106 Jockey Road, Sutton Coldfield, has been written by the surgeon-in-chief and clinical director of the Birmingham Accident Hospital. Dealt with elsewhere are systematic car control, the "six driving links", sitting and steering, double de-clutching, thinking and stopping distances, reading the road, positioning for maximum vision, intelligent braking, skidding, tyres, overtaking, parking and driving at night. For the non-motorist, but concerning the driver in so far as he can then understand the other man's point of view, is a final chapter on cycling and safety. Much of what the booklet has to say will be nothing new to the club motorist, but without hesitation do I recommend it to all of you: you can always learn something about anything!

* * *

GOOD news from one of the country's oldest and biggest motor clubs—the **London M.C.** After a rather unhappy and unfortunate time during the recent past, the club has announced that it is now once more in a constitutional position and as a result of a postal ballot officers and council members have been elected and the new council has already held its first meeting.

In addition, the **Anglia and Prefect O.C.** announces the opening of a Midlands section, the first of a series of proposed area centres. The first meeting has been provisionally fixed for 1st March and any interested potential members should contact Dr. K. E. Jolles at 462 High Street, West Bromwich, Staffs.

* * *

FIRST on the list this week is a rally for experts and novices of the **Eastern Counties M.C.** on 16th February. Secretary of the meeting is Peter Berner, 117 Thoroughfare, Woodbridge, Suffolk. . . . **Newry and D.M.C.** holds its annual dinner, dance and prize distribution on 1st February, and on 8th February has its Spring Trial. The former takes place at the Ballymascannon Hotel, near Dundalk; the latter is a closed event and starts at 2 p.m. in Bridge Street, Newry. Entries close on 5th February and Secretary of the meeting is Mrs. E. Atkinson, 17 Sandys Street, Newry. . . . **M.G.C.C.** Midland centre holds a closed event, the Welsh rally, on 12th-13th April. The event involves about 200 miles of road section, finishing at Tenby, with driving tests on Sunday morning. . . . Although all tickets have been sold for the **B.A.R.C.** midnight film matinee



WINNING Midlands team after the Hagley and D.L.C.C. Ken Wharton Memorial driving test meeting is (left to right): Tony Marsh, J. D. Hollingworth, J. F. Livingstone, Mr. Wharton, H. L. Yarranton, A. L. Yarranton and J. H. Dorset.

at the Curzon Cinema, Mayfair, London, W.1, on 31st January and 3rd, 5th and 7th February, the club has managed to secure the cinema for a further performance there on 21st February. Tickets are available at the same price—7s. 6d. from H. J. Morgan, 55 Park Lane, W.1. . . . **Birmingham Y.C.M.C.** has its fourth annual dinner and dance at the Black Horse Hotel, Northfield, on 1st March. . . . On 23rd February **Waterloo and D.M.C.** holds a closed rally, starting from

Coming Attractions

- 1st February.** North Devon M.C. Autocross, Home Farm, Fremington.
- 2nd February.** Hagley and District L.C.C. Clee Hill Trial, Stewpony Hotel, Kinver. Start, 10.30 a.m.
- 8th February.** Thames Estuary A.C. National "Cats' Eyes" Rally.

the Bay Horse, Formby, near Liverpool, at 10 a.m. For the same club there is a film show at headquarters—5 Church Road, Waterloo—on 11th February at 8 p.m. . . . **Anglia and Prefect O.C.** holds its "Aqarius Rally" on 15th February, starting at 5 p.m. at Croxley Green, Herts. The club's annual general meeting, combined with a film show, will be held at the Abbey Hotel, North Circular Road, Perivale, Middlesex, on 27th March. . . . **Mid-Thames C.C.** will be holding a closed-to-club rally of approximately 100 miles, starting from their headquarters—the Anglers Hotel, Teddington, at 10.30 a.m. on 2nd February. . . . **Oxford M.C.** holds its annual general meeting on 3rd February at the Temple Farm Country Club, Sandford, Oxford, at 7.30 p.m. . . . **Hants and Berks M.C.** holds its annual dinner and dance on 7th February at the White Hart, Sonning. . . . **Oxford M.C.** holds its "Candlelight Rally" on 7th February, starting at 7 p.m. from the Windrush Hotel, Witney. Guest of honour at the club's annual dinner at the Randolph Hotel on 14th February is to be Nancy Mitchell: the

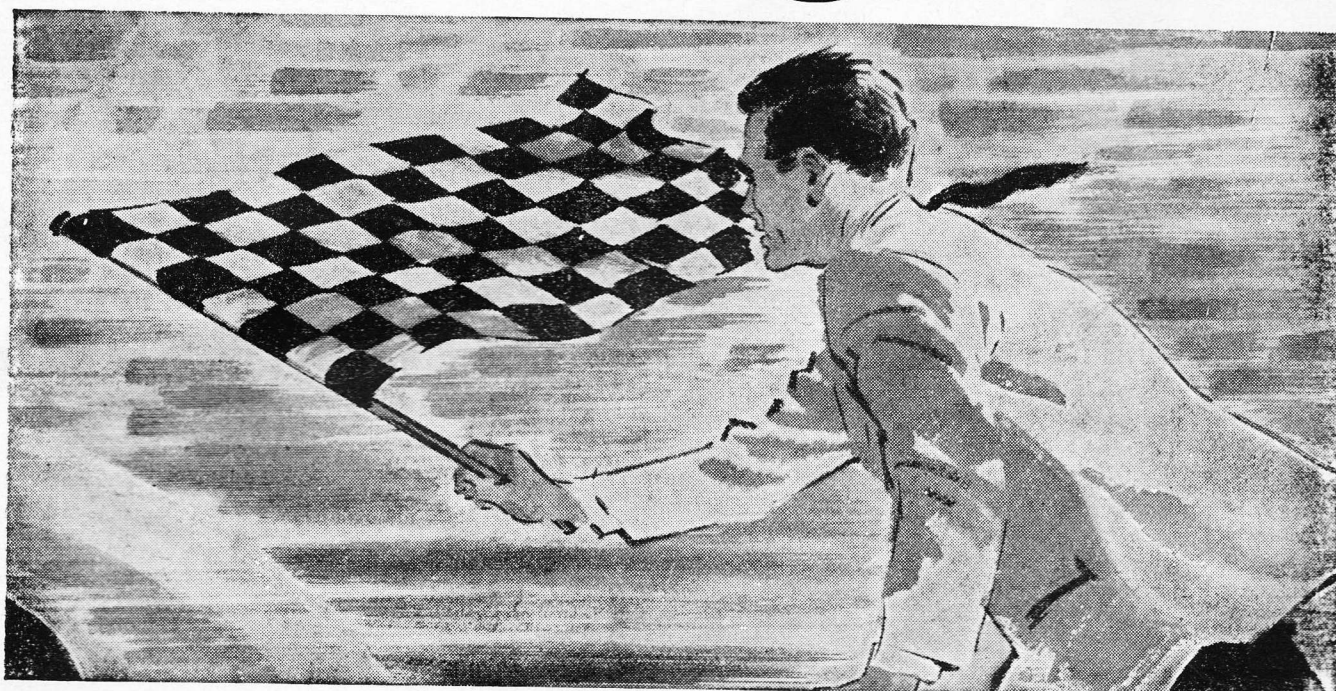
evening commences at 7.30 p.m. . . . Supplementary regs are available for the Moonfleet rally organized as a closed event by the **West Hants and Dorset C.C.** on 22nd-23rd February. Entries close on 12th February, and go to Major C. H. Gray, 92 Oswald Road, Moordown, Bournemouth. . . . New address of the general secretary of the **Bexley L.C.C.**, following the club's recent annual general meeting, is Mr. E. Hilliard, 174 Burnt Ash Hill, Lee, S.E.12. . . . **Morecambe C.C.** run the fourth in their series of "Maiden rallies" on 11th February: you may remember from what I've said about these events previously that they are designed for beginners and newcomers to the noble pastime. This one starts from Shaws Garage, Torrisholme, Morecambe, at 7.30 p.m. . . . Annual general meeting of the **Leicestershire C.C.** was held on 28th January. . . . Busy time for the **Yorkshire S.C.C.** in March: 2nd March sees the club's "White Rose" sporting trial, a closed event starting at Ringways, Whitehall Road, Leeds, at 10.30 a.m. On 16th March is the 4/44 Trial run by the same club and open to members of the B.A.R.C., Darlington and D.M.C., Hagley and D.L.C.C., Ilkley and D.M.C., Kentish Border C.C., Lanes and Cheshire C.C., London M.C., Mid-Cheshire C.C., North Midland M.C., Sheffield and Hallamshire M.C., Shenhall and D.C.C., and Sunbac. Entries close on 10th March (13th March for late entries) and go to R. J. Wilson, "Woodlands", Gildersome, near Leeds. Yorks, who can supply regs for the event, which counts for the R.A.C. Trials Championship and the B.T.R.D.A. gold star. . . . **B.A.R.C.** south-western centre holds its South-Western Rally on 15th 16th February, a restricted event starting from Winchester. Invited clubs are Esso (Fawley) M.C. and C.C., Gosport A.C., London M.C., M.G.C.C. (south-western centre), Oxford University M.D.C., Southsea M.C., Taunton M.C., Vickers Armstrongs, Ltd. (Weybridge) S. and A.C., West Hants and Dorset C.C.

(Continued on page 160)

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HORSE of a different colour! A trials special tackles one of the tests in the Hagley and D.L.C.C. meeting, in the hands of F. S. Wall; the car is, in fact, a Cannon, and presumably used to a different sort of thing!

Club News—continued

and Yeovil C.C. Entries close on 8th February and secretary of the event is W. R. Short, 5 Brownhill Road, Chandlers Ford (sounds like a well-known trials car, doesn't it?) Eastleigh, Hants. Note of doom in the regs: the event will not take place if less than 25 entries are received. . . . **Modified Minor Club** announces that its general meeting will be held on 8th February at the New Bridge House, 242 Westminster Bridge Road, London, S.E.1. The venue is opposite County Hall and the meeting starts at 7.30 p.m. . . . Annual dance and trophy presentation of **Newport C.C.** takes place at the Westgate Hotel, Newport, at 8 p.m. on 8th February. On 10th February, the club has a film show and its annual general meeting at 7.30 p.m. at the Tudor Rooms. . . . Following the club's recent annual general meeting, L. J. Chamberlain, Westfield Lodge, Westfield Road, Burnham-on-Sea, remains as secretary of the **Burnham-on-Sea M.C.** The club's Mendip standard car trial, postponed because of an outbreak of foot-and-mouth disease, has been given a revised date and is now scheduled to take place on 23rd February. . . . **Lanes and Cheshire C.C.** holds a series of driving tests at the L.C.C. Club car park, Old Trafford, on 9th February, with classes for open and closed cars. Entries close on 5th February and go to A. L. Gale, 178 Kingsway, Gatley, Cheshire.

LEICESTERSHIRE C.C.

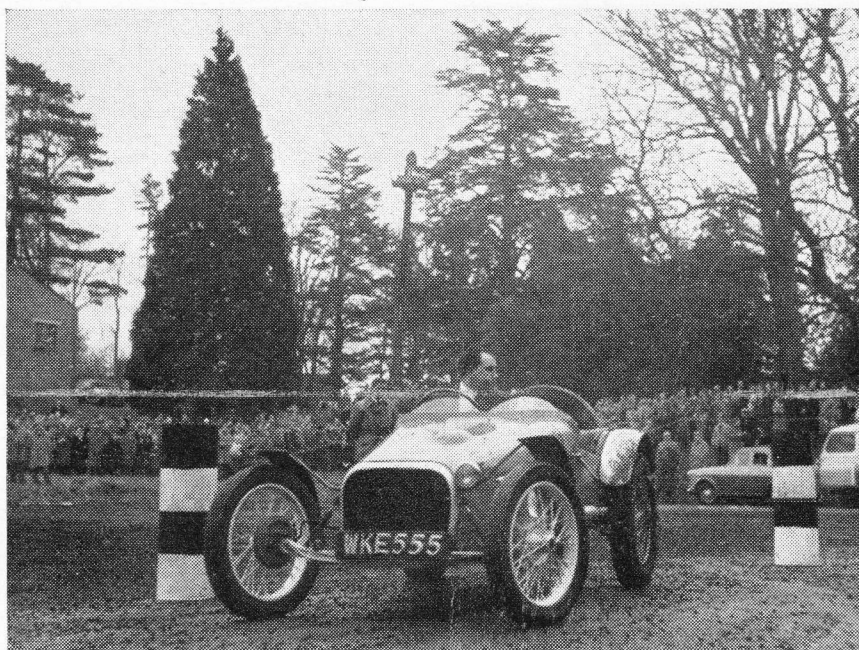
ALL types of cars were entered for the Leicestershire C.C.'s first semi-sporting trial of the year on Sunday, 19th January. The course was mostly in the Ashby Parva and Cosby area, and some 24 observed non-stop sections were included. These, owing to overnight frost, varied from an easy run over grass to the proverbial "slough of despond", and many competitors found themselves on the wrong end of the tow rope!

Provisional Results

Best Performance: C. Winder (Ford Popular).
First Class Awards: N. Leedham (Ford Popular); A. Payne (Ford Prefect); J. Thorne (M.G. TC).
Second Class Award: L. Newey (Ford Utility).

WIRRAL 100 M.C. DINE

A NEW venue, the Riverside Restaurant, Wallasey, was chosen by the Wirral



Hundred Motor Club for this year's annual dinner and dance, which was held on 24th January, when around 260 members and guests were present.

After the President, Major A. Lewis-Jones, M.C., had made the evening's only speech in which he welcomed the guests, headed by Mr. A. W. Micklewright, entertainments manager of Wallasey Corporation, the seven vice-presidents (whose shadows never grow less) and the Press (who were there in profusion!) the enormous array of silverware was presented by Mrs. A. Lewis-Jones, wife of the President.

SUNBEAM S.T.D. REGISTER SOCIAL

OVER 60 members and guests sat down to the Sunbeam S.T.D. Register dinner at the Bonnington Hotel, London, on 11th January. The 12/50 Alvis, Fiat and Humber Registers were represented and many members had come in appropriate cars, Liston Young in his Fiat 509 from Melton Mowbray, Dames-Longworth in a vintage Humber from Gloucestershire and the Rawlings brothers in their 14/45 Talbot tourer from Kenilworth.

Mrs. Winifred Boddy took the chair and she, Liston Young, Dr. Boella of Fiat, and the famous Talbot designer, Georges Roesch, addressed the assembly. Mrs. Carter presented George Liston

Young with the Inter-Register Team Trophy, which he received on behalf of the Fiat Register which won this friendly four-round contest last year. Mrs. Boddy was presented with a bouquet of carnations by S.T.D. Register members.

The evening concluded with model car racing on a Minimodels Scalextric circuit installed by the makers for the occasion. The winner was R. de Burgh Wilmot, the best lady being Miss Reynolds of the B.B.C.

Ken Wharton Memorial—continued

Test 4 went, from a standing start, forward into garage 1, reverse some 50 yards into garage 2, out and through a four-pylon "wobble-woggle", again to finish in a box.

This last event saw Marsh complete his fourth win of the day in the special class, time 28 secs. The sports class again fell to T. D. Warren who thus completed his hat-trick with a run in 29 secs. B. J. Warr in his Anglia held the Saloon Class with 31.2 secs.

The day was brought to a close with a televised presentation by the late Ken Wharton's father of the Ken Wharton Memorial Trophy to the captain of the winning Midlands team.

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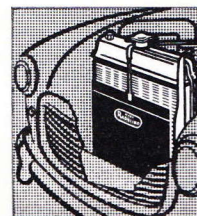
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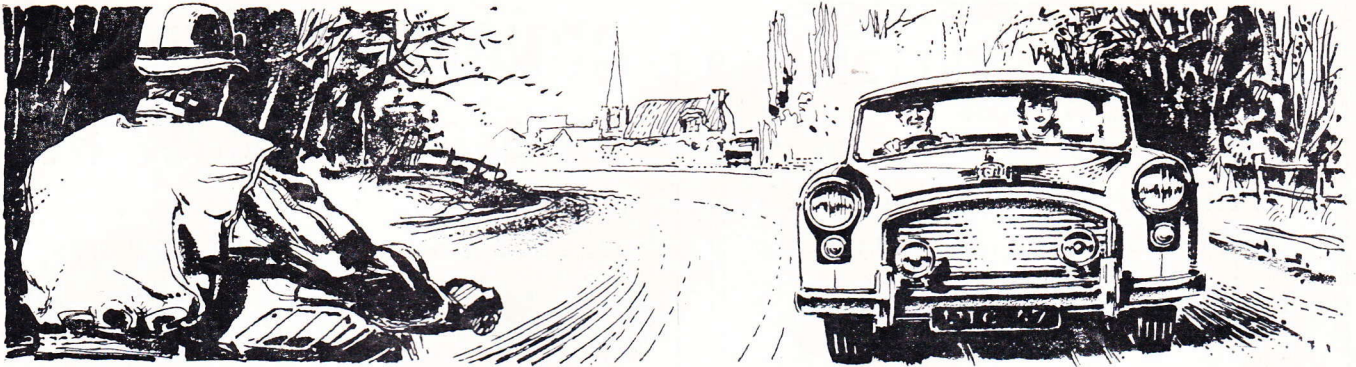
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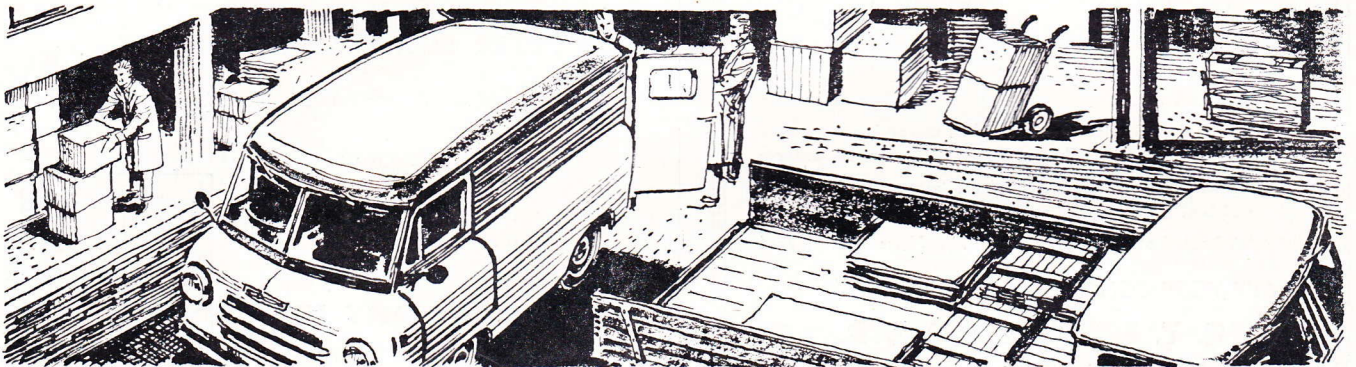
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