

AUTOSPORT

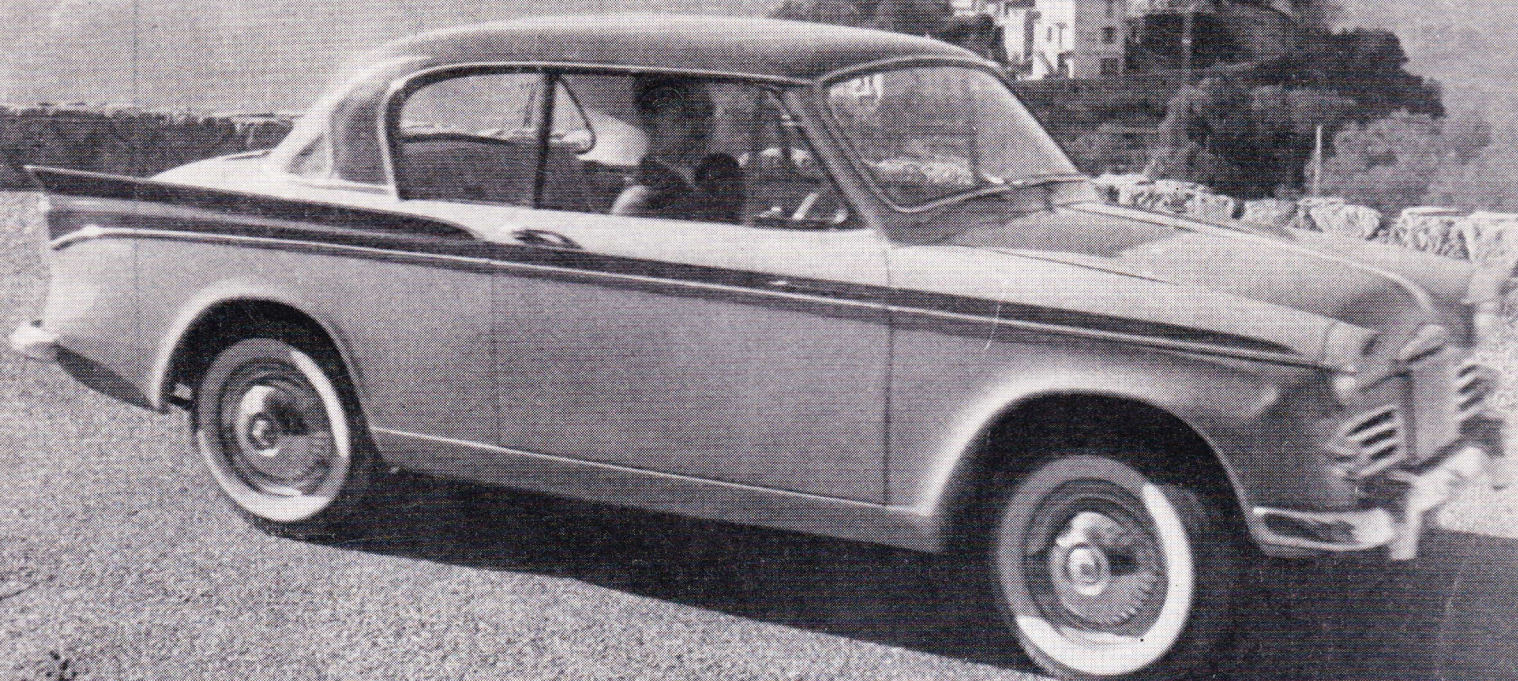
FEBRUARY 7, 1958

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EVERY FRIDAY
Vol. 16 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY

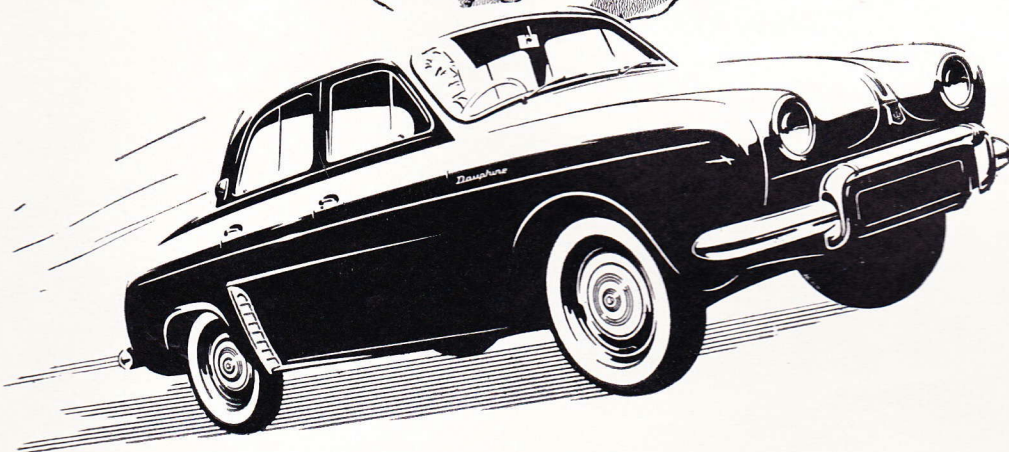
Registered at the G.P.O. as a Newspaper



IN THIS ISSUE

ARGENTINE 1000 kms. RACE : MONTE CARLO RALLY IN RETROSPECT
THE NEW SUNBEAM RAPIER : LISTER-JAGUAR WIN IN NEW ZEALAND

success... .. success!



First

against all comers in the Monte Carlo Rally

All congratulations to the successful team of Guy Monraisse and Jacques Feret who achieved the magnificent success of being outright winners of the Monte Carlo Rally in the smallest-engined car ever to win this major sporting event. Their sensational victory in the Renault Dauphine *against all comers* proves yet again that here is one of the finest cars of our time. For *real* performance, you can't beat the Dauphine.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 16 No. 6 February 7th, 1958

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EDITORIAL

THE C.S.I. DECISIONS AT MONACO

THE delegates to the C.S.I. meeting at Monte Carlo decided that, after all, the Argentinian races must count for the World Championships. Nevertheless, the whole affair has been unsavoury from start to finish, and the operations of a certain self-styled race promoter were, most properly, severely censured. The organizers themselves came in for a good deal of criticism, and as a result, future events will be notified a great deal earlier. Naturally the result will be pleasing to many people, particularly those who would have been most upset had Stirling Moss not been able to collect his full points for the admirable victory with the little Cooper-Climax. AUTOSPORT still feels that the G.P. of Argentina should not have counted for the Championship, in view of the failure to notify Vanwall and B.R.M. that the race was definitely on. However, the decision has now been made, and although we hold to our original view, it is satisfying that Moss has made such an inspiring start to his fight for the one thing that has yet eluded him, the Championship of the World. A more popular decision by the C.S.I. in every way was to inform the A.C.O. that they were quite out of order in demanding minimum ground clearance and turning circle dimensions for an International race run under Appendix C regulations. It is difficult to see why these absurd conditions were demanded at all; Le Mans has a near billiards table surface, and certainly no bend which could be described as a hairpin. It should be a lesson to all clubs that regulations affecting cars eligible for International events are drawn up by the C.S.I., and may not be added to or altered in any way.

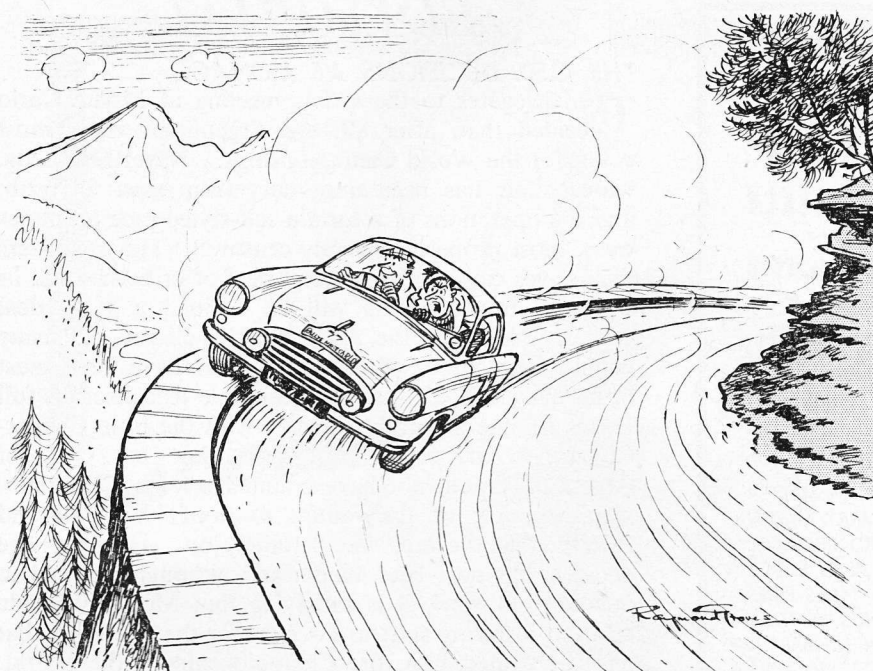
SECRET CHECKS

THE 1,000 kilometres classification test in the Monte Carlo Rally has produced an outburst of criticism regarding secret checks. What many people do not realize is that the French Minister of the Interior will not permit such tests to be held on public roads, without the organizers submitting some form of control to prevent excessive speeds. Whether or not the organizers are bound to apply these controls in the form of secret checks is debatable, but the fact remains that full permission was granted to utilize the route planned, provided that there would be a guarantee that speeds would be controlled, and that excessively high speeds would result in total exclusion. No competitor likes Gestapo methods applied to classification tests, but on the other hand it is far better to suffer secret checks, than to risk a complete ban on road events. AUTOSPORT's main criticism is that a full list of penalties incurred should be made available to all concerned; this would do a great deal to avoid the atmosphere of intrigue which surrounded the 1958 "Monte".

OUR COVER PICTURE

SPRIGHTLY NEWCOMER: Announced today is the new 1½-litre Sunbeam Rapier, seen being tested by the editor of AUTOSPORT, on a mountain road between Levens and Nice. Village in the background is the picturesque La Roquette.

(Photograph by George Phillips)



PIT and PADDOCK

TREVOR TAYLOR is having a new F3 Cooper built for the coming season, to Francis Beart's specification.

JIM RUSSELL will be associated with Robin Jackson in driving a Formula 3 Cooper-Norton on petrol this season.

WE hear that Jean Behra has bought a 3-litre Maserati and intends to race it in the G.P. of Cuba on 24th February.

THE Grand Prix of Casablanca on 17th October has been raised to the status of a *Grand Epreuve* and is now included in the World Championship series.

HONOURS for the greatest number of cars of any one make entered in the "Monte" went to Jaguars, represented by 30 entrants; none of them was sponsored in any way by the manufacturers.

MANY competitors in the Monte Carlo Rally were supplied with the new "Vacco" vacuum flasks, with screw-on polythene stoppers; "Karspex" anti-glare eyeshields; "Roadmaster" night-driving glasses; and Lucozade glucose drinks.

GEOFF RICHARDSON has just finished a successful conversion on the Connaught Alta engine, for running on petrol. Cylinder-head and valve gears have been considerably modified, and the compression ratio is now 10.9 to 1. Full power runs have been made at 7,000 r.p.m. and more than 30 more b.h.p. are now being obtained than with the original engine running on alcohol fuel.

PARADE at Monte Carlo of a test fleet of the new 1½-litre Sunbeam Rapiers which were made available to the Press after the Monte Carlo Rally. A test report on this promising new model appears in this issue.

FANGIO WINS BUENOS AIRES GRAND PRIX

RUN as two heats of 30 laps each, the Buenos Aires G.P. was won by the reigning World Champion, Juan Manuel Fangio, driving a Scuderia Giambertone Maserati.

The first heat was won by Mike Hawthorn in a works Ferrari. He led all the way. Rain fell for most of the distance and the drivers drove with care. Stirling Moss in the Cooper was involved in a crash at the start and so was unable to repeat his performance of a fortnight earlier. Peter Collins was also an early casualty. His Ferrari broke its transmission on the 10th lap. At the end of the 30 laps the order was Hawthorn (Ferrari), Fangio (Maserati), Musso (Ferrari), and Behra (Maserati).

After an interval of 30 minutes in which drivers had time to cool off, the cars that had managed to finish the first heat were lined up on the grid once again for another 30 laps. Poor Hawthorn had his transmission fail under him in the first few minutes, and Fangio went into the lead to hold it to the

"For goodness' sake stop stuffing those confounded tranquillizers!"

finish. Luigi Musso (Ferrari) now came into the picture and put up a spirited challenge to the World Champion. Behind these two Menditeguy and Behra (Maseratis) were having a fine scrap for third place. On lap 12 Horace Gould (Maserati) retired. Menditeguy managed to lose Behra and caught and passed Musso on the 26th lap. And so they finished, Fangio, Menditeguy, Musso and Behra. Further details will appear in a future edition.

Overall Results

1. J. M. Fangio (Maserati), 2 h. 38 m. 47.3 s.; 2. L. Musso (Ferrari), 2 h. 39 m. 56.7 s.; 3. C. Menditeguy (Maserati), 1 lap behind; 4. J. Behra/G. Scarlati (Maserati), 1 lap behind; 5. J. Bonnier (Maserati), 3 laps behind; 6. F. Gonzalez (Chevrolet), 3 laps behind; 7. R. Requejo (Chevrolet), 4 laps behind; 8. M. Galvin (Ford), 5 laps behind; 9. D. Gazet (Chevrolet), 6 laps behind; 10. A. Frontes Beyardo (Chevrolet), 9 laps behind; 11. H. Gould (Maserati), 20 laps behind.

THE FUEL COMPANIES AND METHANOL

Esso to Withdraw from Racing?

APPARENTLY the announcement in last week's issue of AUTOSPORT, to the effect that methanol would no longer be supplied by the fuel companies for racing, applied only to Esso. Also, according to Mr. R. Tanner, Competitions Manager of Esso, his company is seriously considering withdrawing from racing, despite the fact that Mr. Tanner is one of the strongest supporters of non-alcohol-fuels racing. In view of the tremendous publicity accorded to the company by such successes as Ecurie Ecosse and Lotus at Le Mans, Aston Martin victories, and many other important sports-car achievements, it is difficult to understand why Esso's Competitions Manager should make this statement to an AUTOSPORT representative. After all, racing successes do provide valuable publicity, and give something tangible to support announcements relating to products. The statement that methanol would no longer be supplied came as a severe shock to drivers of F3 and certain older racing cars. The Shell company assured AUTOSPORT that, so far as they were concerned, supplies would still be obtainable for legitimate racing use.



SPORTS NEWS

THAT ARGENTINE COOPER

IN order to settle the confusion that has arisen concerning the engine capacity of this car, it was actually 1,960 c.c. and not 2,200 c.c. as quoted in some reports,

THE MONTE-WINNING DAUPHINE

It should be made quite clear that the Monte Carlo Rally-winning Dauphine was not one of the Gordini machines. Entered by Guy Monraisse, it was one of Regie Renault's specially tuned versions, similar to those which have run in the Mille Miglia with such notable success. They were based on the "1063" 4CV models.

The engine is very specially prepared, using the standard cast-iron block with wet liners, but with the addition of a light-alloy cylinder head, with enlarged ports and valves. Light-alloy connecting rods are used, and the domed pistons give a compression ratio of 8.2 to 1. Sump capacity is increased to about double. A high-lift camshaft is employed.

Almost dwarfing the compact power-unit is a very large, twin-choke Solex carburetter; incidentally, both chokes feed all four cylinders—a most unusual arrangement. Separate exhaust pipes are grouped in the popular "bunch of bananas" lay-out.

The five-speed gearbox is known in France as the Pons-Redele and is of the

although the latter capacity was that given in the race programme.

A.C. INCREASES

A. C. CARS, LTD., announce an increase in the price of all their models as follows:—

A.C. Ace Sports car with A.C. engine: **Basic price:** £1,188 0s. 0d., **Purchase Tax:** £595 7s. 0d., **Total:** £1,783 7s. 0d. A.C. Ace Sports car with Bristol engine:

straightforward crash-type, no synchromesh whatsoever being employed. The gears are contained in the standard box, and all are direct. Several axle ratios are employed, but it was not possible to discover which one was fitted for the "Monte".

Power-output is approximately 52 b.h.p. at 6,000 r.p.m., and although it is naturally an engine built for sustained high r.p.m., it has far more power in the medium speed range than its 4CV "750" predecessor. The engine is delightfully smooth, all moving parts obviously having been balanced to perfection.

In preparing these cars, M. Françoise Landon, Competitions Manager of Regie Renault, evidently believed that the ultra-high performance of the "1063" was well worth the supposed handicap of Category 2 machines. Their exceptional handling on tricky mountain roads made it less likely that the drivers would have to exceed the rally speed limits in order to maintain the minimum set averages.

G. G.

Basic price: £1,443 0s. 0d., **Purchase Tax:** £722 17s. 0d., **Total:** £2,165 17s. 0d. Aceca Coupé with A.C. engine: **Basic price:** £1,446 0s. 0d., **Purchase Tax:** £724 7s. 0d., **Total:** £2,170 7s. 0d. Aceca Coupé with Bristol engine: **Basic price:** £1,700 0s. 0d., **Purchase Tax:** £851 7s. 0d., **Total:** £2,551 7s. 0d.

THE GINETTA SPORTS CAR

JUST going into production is the new Ginetta two-seater sports car, manufactured by Walkett Bros. of Suffolk. The car has been designed for the home constructor without access to equipment other than the usual handful of tools. It is a multi-tubular space frame using 1 in. o.d. x 16 and 18 S.W.G. steel tubes with 20 gauge aluminium body. Bulkhead, floor, body panels and propeller shaft tunnel are permanently fixed to the frame, thus making the complete chassis body frame unit extremely rigid without excess weight.

Approximate weight of body frame is 150 lb. and includes adjustable clutch and brake pedals with linkage, accelerator pedal, and mounting brackets for engine, steering, radiator, petrol tank and axles, etc., all of which are built in. Price is £156 ex works which includes bonnet cover, cowl and wings.

The car has been designed to accept Ford 8 h.p. and 10 h.p. vehicle components from 1938-1953 and including present-day Popular (100E engine can also be fitted), unique features being the retention of the standard radiator and petrol tank.

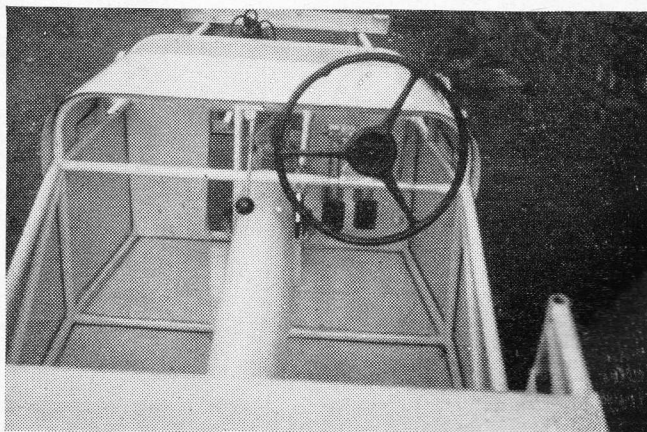
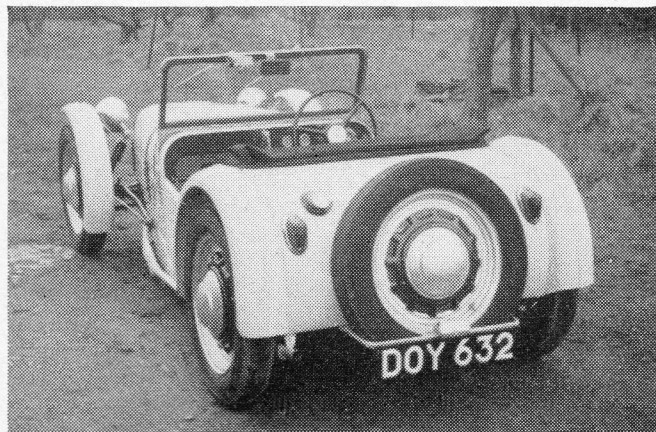
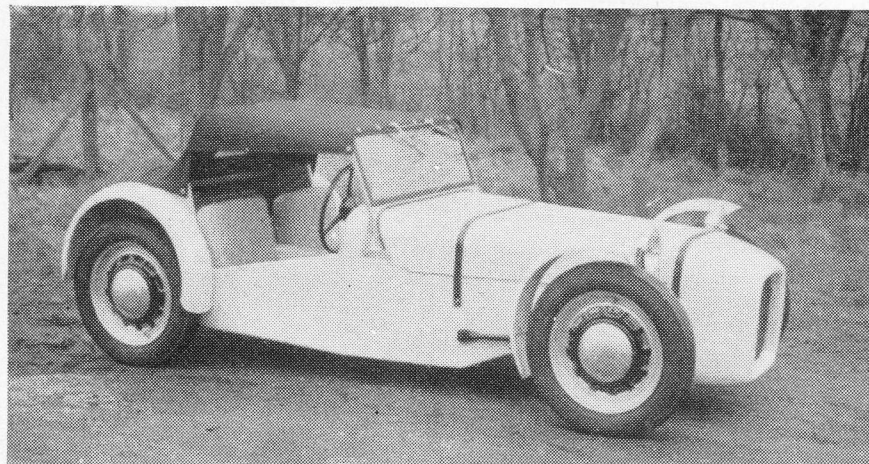
There are three modifications required—lengthening steering column, modifying radius arms and shortening propeller shaft—which the makers will undertake to do at a small charge.

I.F.S. on swing axle principle and other modifications are available if required, but basically the aim has been to provide, for the enthusiast with limited means, a fast, economical and practical sports car at low cost. The following completed car data may be useful:—

Wheelbase, 7 ft. 6 ins.; Track, front, 3 ft. 9 ins., rear, 3 ft. 9 ins.; Overall dimensions (excluding spare wheel), 10 ft. 6 ins.; Height to scuttle, 2 ft. 5 ins.; Overall width, 4 ft. 3½ ins.; Height to top of hood, 3 ft. 8 ins.; Weight, just over 8 cwt.

Further details may be had from the manufacturers, Walkett Bros., Agricultural and Constructional Engineers, Campsea Ashe, Woodbridge, Suffolk.

DO-IT-YOURSELF sports car—the Ginetta. The picture below shows the space-frame construction.





WINNING PAIR. Peter Collins (left) and Phil Hill (below), seen here in the winning 3-litre Ferrari.

Ferraris, and everybody near enough to a loudspeaker was rooting for the new favourite to press on. The proverbial absolute detachment of the public address system from the state of a race proved in this case very helpful in arousing drowsy spectators.

It was an easy win for the Ferrari team—those 2,953 c.c. machines are terribly fast and reliable—and the team drivers did a very good job themselves. We can assume it could easily have been a 1-2-3 finish for the works cars had not Musso given up on the very first lap with broken steering. Absence of the Maserati works team was conspicuous. However, Fangio went into a tussle with the Ferraris on the very early laps, at the wheel of the Godia-owned 3-litre Maserati, and was about to catch the leader, Collins, when he spun off the road and damaged his car badly against the wire fence posts.

Stirling Moss/Jean Behra won the up to 2,000 c.c. category, and Argentinian Roberto Mieres took turns with German Edgar Barth in a 1,498 c.c. Porsche to win the under 1,500 c.c. class, achieving fifth place overall. Of three big Maseratis (3 litres) only one finished the race, in seventh place, driven by Milan and Barros. The only Osca that could finish was driven by Kovacs/Grandio

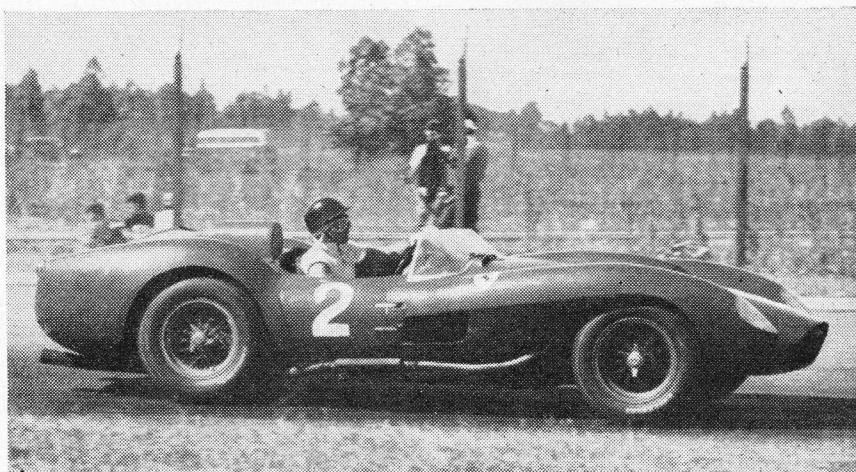
ROUND ONE TO FERRARI

Peter Collins/Phil Hill give Ferrari an early lead in the World Sports Car Championship

Story and pictures by
Dr. VICENTE ALVAREZ

Two spectators at the Argentine Grand Prix, namely Peter Collins (who did not intend to be a spectator) and U.S.A.'s top-ranking driver, Phil Hill, gave Ferrari the lead in the 1958 Sports Car Championship by winning the Buenos Aires 1,000 kilometres race after leading all the way. They drove a works 2,953 c.c. machine and averaged 98.475 m.p.h. In addition to that, Hill broke the lap record, covering the circuit in 3 mins. 25.9 secs., at an average of 102.957 m.p.h. In second position came a similar car, driven by Von Trips, Gendebien, Hawthorn and Musso, 3 mins. 12.6 secs. behind. Stirling Moss—teamed up with Jean Behra in a 1,581 c.c. Porsche—finished third, just nine seconds later. Only these three cars completed the 106 laps on the 5.888-mile "circuit routier"—the original course which combines the Autodrome's outer circuit with a section of the adjacent autobahn. A huge crowd witnessed the event; revenue was not, however, in proportion, since most people preferred to picnic on the roadside—along the autobahn—and watch the race *gratis*, rather than pay admission to the Autodrome grandstand. Enclosing this "circuit" is quite impossible. Therefore, staging the 1,000 kilometres race on this course (by far the best available in the town) will always be an uneconomical venture.

Of the 30 entries 28 cars started and only 11 were running at the finish. Mechanical trouble was rife and it hit some of the favourites, too. There were



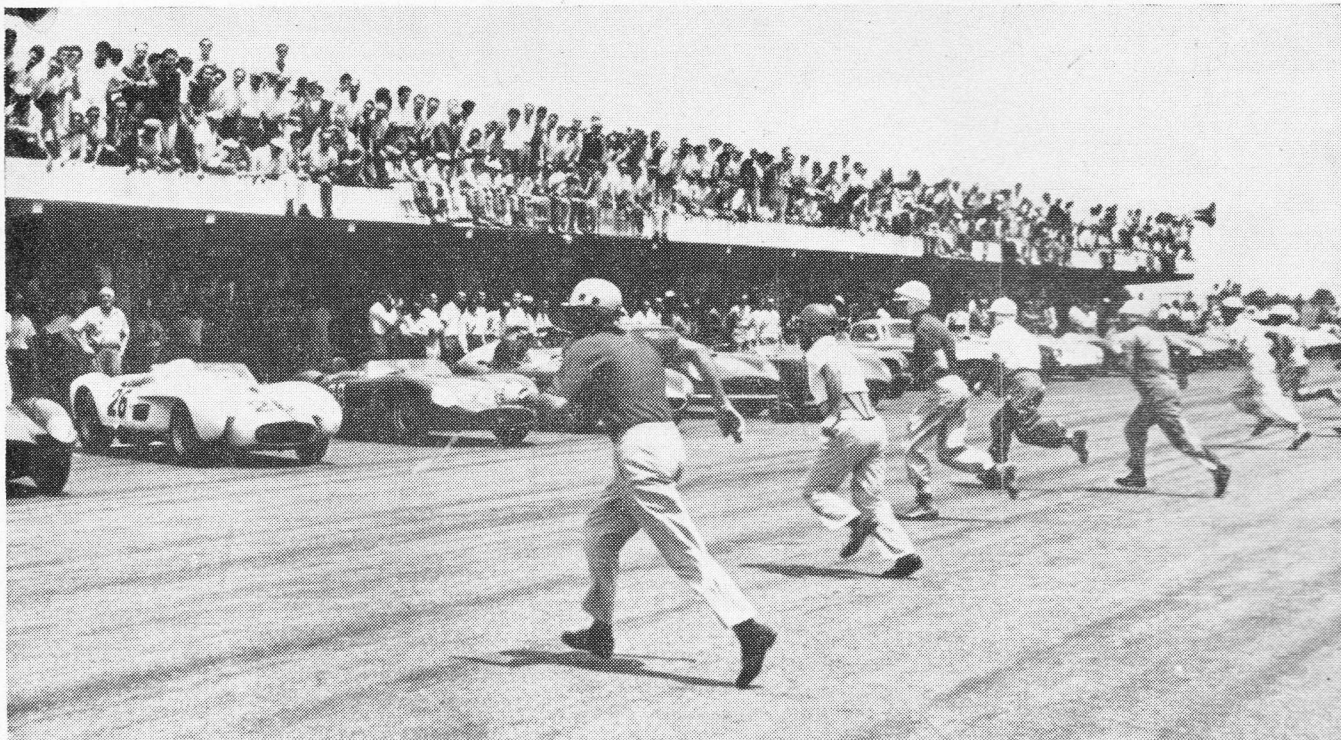
a few accidents also, and one of them proved fatal to a local driver, Jorge Magnasco, 25, who rolled over in his Maserati before the gate to the Autodrome.

The fact is well apparent that a 1,000 kilometres race is still too long a race for the local public. The retirement of their idol—Fangio—occurred much too early and they lost interest. A feeling of indifference towards the race became almost general; however, near the finish the crowd was stirred by the announcement—wrong, of course—that Stirling Moss had a chance to beat the leading

and came in ninth. The works Osca of De Tomaso/Haskell, went out with suspension trouble.

Pre-Race Activity

Preparation for the big event started on Thursday, 23rd January. There was the imaginable interest to see what the three-litres could do to topple Collins's lap record of 3 mins. 26.7 secs. (102.558 m.p.h.) set with a 4.9 Ferrari in 1956—the last time this course had been used. Fastest lap of the day was registered by Luigi Musso (3-litre Ferrari) with a lap



in 3 mins. 38.6 secs.; Von Trips and Gendebien tied in 3 mins. 40 secs. Spaniard Francisco Godia—co-driver to Fangio—took his own 3-litre Maserati out and made a nice 3 mins. 41.1 secs. lap. U.S.A.'s Masten Gregory—in a 2-litre Maserati—was timed 3 mins. 44.2 secs. for his fastest lap. Then came Wolfgang Seidel (3-litre Ferrari) and made 3 mins. 41 secs. The works Osca managed a lap of 3 mins. 46.9 secs., a good time, considering that De Tomaso intended just to get the feel of the course and left a good portion of the gas pedal travel unused. This little 1,500 c.c. beauty handles nicely and proved remarkably fast. A question was buzzing about this car—is it desmodromic?—and while Osca personnel (De Tomaso included) denied it, everybody else in rival camps claimed it was—definitely!

Fangio established the fastest lap on the second day of practise, returning 3 mins. 29.1 secs., an indication that Collins's old lap record was not safe any more; Musso took his Ferrari around in 3 mins. 30 secs. and then Godia took over from Fangio, to make a lap in 3 mins. 32.3 secs. Moss and Behra tried out their 3-litre Maserati, but engine trouble set in and this car had to be withdrawn. However, it was soon announced they would drive one of the Porsches, and they took Von Hanstein's out to get in some practice. Quite a few changes took place on Friday—some drivers were assigned to cars other than those they were originally to drive, and some others were forced to drop out, which created some confusion.

The ultimate entry list was issued on Saturday the 25th—qualifying day—and Moss/Behra were announced to drive the "big" Porsche. Phil Hill had made fastest lap in practice with a time of

THE FLAG has dropped and drivers scuttle to their cars at the start of the 1,000 kms. of Buenos Aires.

3 mins. 27.5 secs.; Fangio was next with 3 mins. 28.2 secs, beating Musso by just three-tenths of a second. Seidel was fourth on the 3-litre Ferrari with 3 mins. 31.6 secs., then Collins in 3 mins. 32 secs. And again Moss gave his Argentine fans some material for speculation, by taking the 1,581 c.c. Porsche around in 3 mins. 34 secs—sixth fastest of the day—beating a number of bigger machines.

Race Day

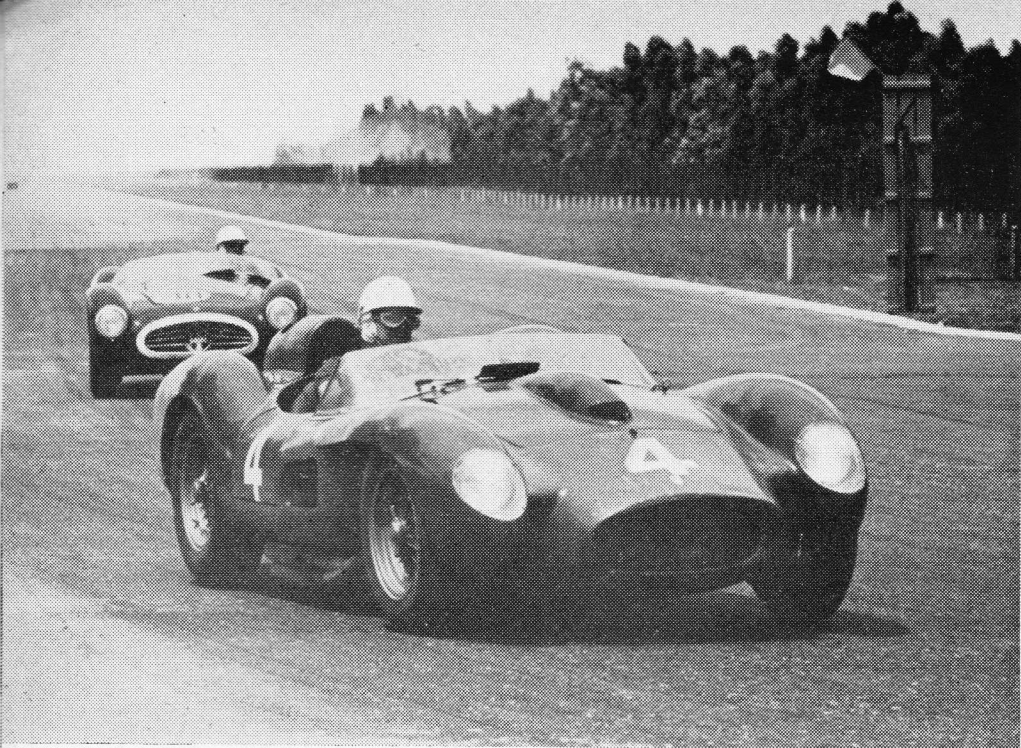
A few minutes after 1 p.m. cars were pushed to their starting berths in front of the pits for the Le Mans start. After a flag parade, the national anthem was played and the pits became a beehive of activity with last-minute adjustments.

Cars were left alone at 1.20 and drivers lined up on the opposite side of the road. The start took place without any trouble—after a five minutes delay—and four Ferraris were first away—Collins, Von Trips, Lara Barberis and Von Neumann, in that order. Fangio lagged somewhat but managed to join the leading pack on the very first lap. Going into the first turn, Collins was leading Von Trips by a few lengths; Luigi Musso was leading the second batch but never made the first turn, falling out with broken steering after colliding with Trintignant—his team mate—as a result of some dicey manoeuvring, a chain reaction apparently originated by a bewildered course marshal, as several drivers reported later. Collins was leading but already on the third lap Fangio was in second place—obviously trying to get to the front. He had very quickly made up for his poor start, but it could also be seen that he



PETER COLLINS flashes by and a Ferrari mechanic shows him the race position. At this moment there are only 10 laps to go.

GERMAN DRIVER, ITALIAN CAR. Graf von Trips (left) who finished second in Ferrari No. 4. He has just passed Julio Guimarey (2-litre Maserati).

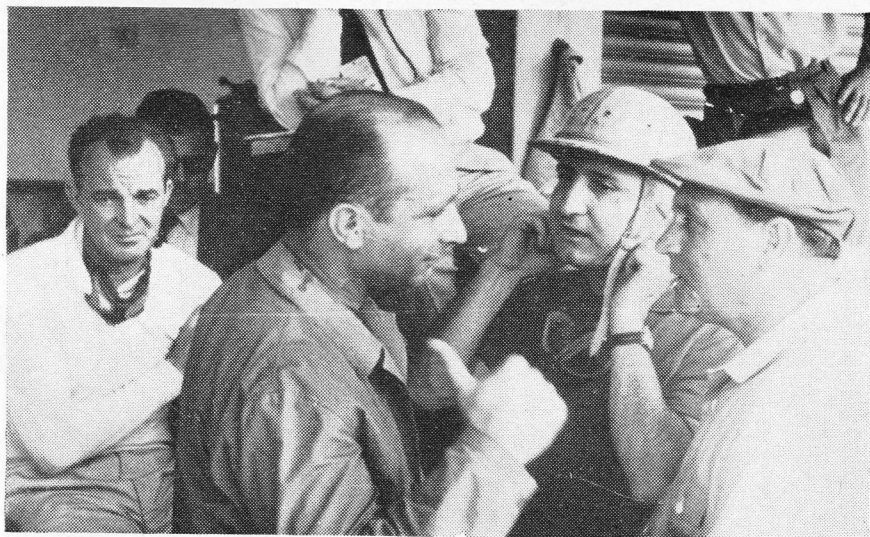
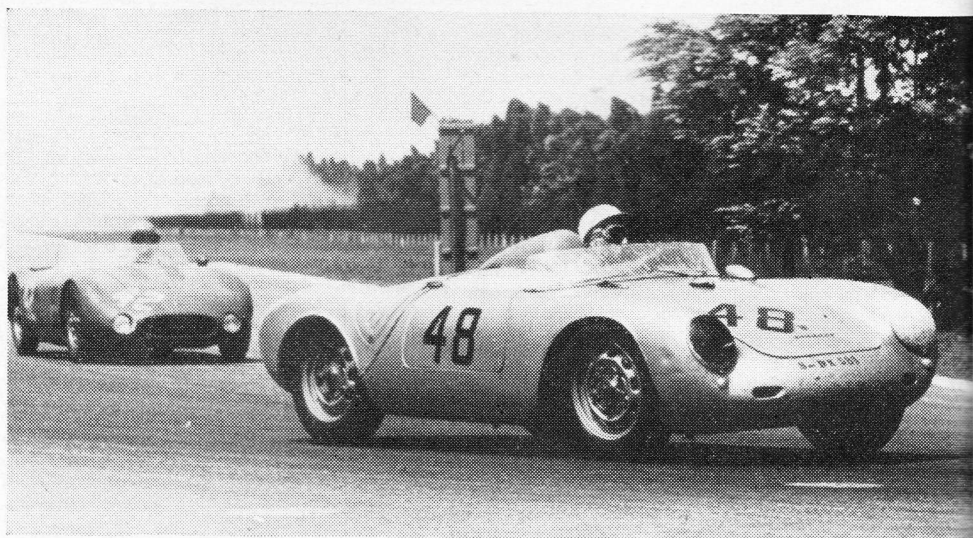


was taking too many chances; he set a record—3 mins. 29.1 secs.—on the first lap, only to spin off the road on the fourth. Coming out of the “Big Curve” he made a furious attempt to take Collins, running some 100 yards ahead; on third gear, too, without lifting his foot, at a point where he invariably would cut out and shift down to second. The Maserati came out of the turn like a flash, but Fangio was unable to keep it on the road—he spun into the grassy outfield to stop against the outer fence, the front end of the car being badly smashed as a result.

Restarting the car, Fangio drove to his pit where he stopped for over five minutes, to have a new offside rear wheel installed and his steering checked while hurried repairs were made to the dented and ripped front of the body.

At the end of the first five laps, positions were: Collins, Von Trips, Von Neumann, Moss and Drogo. Collins had five seconds on Von Trips and his average was 97.323 m.p.h. Two laps later, Von Neumann was forced out with a broken bearing in the differential of his Ferrari and Moss took over third place. On the ninth lap, Jorge Magnasco—in a 3-litre Maserati—hit the outside kerb at the entrance of the Autodrome coming

IT'S THAT MAN AGAIN. Stirling Moss (below) giant-killing once more is seen here in the 1,500 c.c. Porsche he shared with Behra, having just passed Bonomi (1,500 c.c. Osca). Moss finished third overall and first in his class.



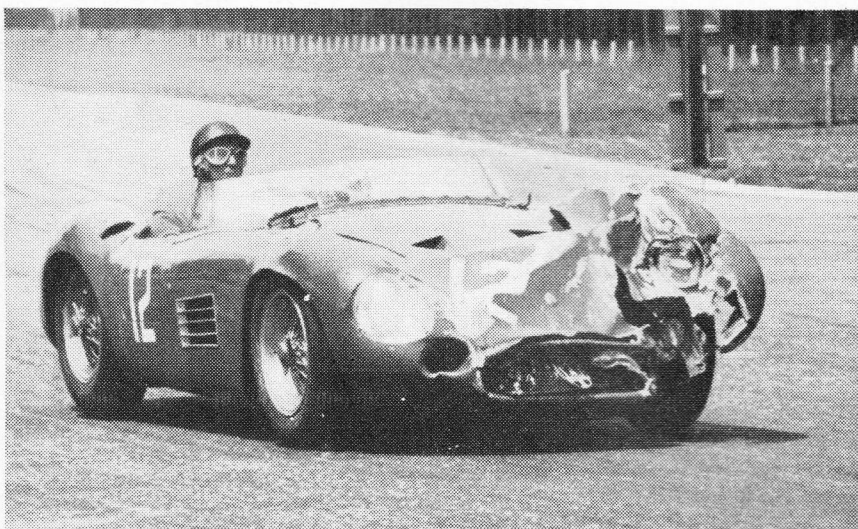
the Maserati was noticeably impaired as the ragged body sheet was rubbing the left front tyre—burnt rubber could be smelled as he veered and braked. Besides, the motor started overheating, so he stalled for good on the 24th lap. From the 30th lap on, cars were stopping for replenishments and co-pilots took over: Collins was replaced by Hill, Von Trips by Gendebien and Moss by Behra. Great activity at the pits; Gerini gave up with carburation trouble in his 2-litre Maserati—the twin car driven by Bonnier and Masten Gregory was out, too, owing to poor brakes. Gendebien put the Ferrari back in second place as he got by Behra on the 45th lap. Far behind, Sergio Gonzalez was in fourth place, having relieved Piero Drogo at the wheel

WORLD CHAMPION Juan Manuel Fangio gives some pointers to Godia while Bertocchi listens too. Harry Shell (left) apparently doesn't think much of his chances!

of his Ferrari. The race was getting somewhat monotonous; positions at the end of the 60th lap were: Hill/Collins, Gendebien/Von Trips, Behra/Moss, Gonzalez/Drogo and Barth/Mieres, the latter on a 1,500 c.c. Porsche—and no changes took place from here to the finish. Hill broke the lap record on the 68th lap, with a time of 3 mins. 27.2 secs.; then he stopped to be relieved by Collins; Gendebien gave up his car to Musso, and Behra turned the Porsche over to Moss.

From fifth place down the order was: Munaron/Peduzzi (2-litre Ferrari), Barros/Milan (3-litre Maserati), Piccard/Trintignant (3-litre Ferrari), Bonomi/Piotti (1,500 c.c. Osca) and Grandio/Kovacs (1,500 c.c. Osca).

Maria Teresa de Filippis left the race when the Osca developed ignition trouble on the 71st lap. Bonomi pulled in to his pit very slowly with his Osca overheating badly. Piotti took the wheel after a long



STRUGGLING ON: Juan Manuel Fangio (above) keeps going despite the condition of his Maserati. The damage occurred when he spun off.

JOHN VON NEUMAN (left) from the U.S.A. was holding fourth spot when he was forced to retire with a broken pinion bearing in the rear end.



stop only to pull in after covering one lap, and decided to quit. Twenty laps to go and the race had ceased to interest the spectators; fine as the driving exhibition put up by the leading group was, hopes for any excitement had been already given up. However, some changes of drivers woke up the crowd on the final laps: Hawthorn had been relieving Gendebien and gave him back the car on the 91st lap; Gendebien covered five laps and then was relieved by Musso, and this permitted Moss to sneak into second place; Collins stopped to be replaced by Hill, and while the Ferrari was still at its pit, Moss drove by, followed by Von Trips, who had taken the car from Musso. It gave the impression Moss had passed Collins/Hill and had

★
SCOREBOARD, ARGENTINE STYLE (right). It reads: Car No. 2 (Hill), 3 mins. 25.9 secs. This was the time for Hill's record - breaking 94th lap.



Trips for second—but he had to pass Hill first and Hill was naturally unco-operative.

Results

1, Peter Collins/Phil Hill (2,953 c.c. Ferrari), 6 h. 19 m. 55.4 s., 106 laps; 2, Von Trips/Gendebien (2,953 c.c. Ferrari), 6 h. 23 m. 8 s., 106 laps; 3, Stirling Moss/Jean Behra (1,581 c.c. Porsche), 6 h. 23 m. 17.8 s., 106 laps; 4, Piero Drogo/S. Gonzalez (3,000 c.c. Ferrari), 102 laps; 5, Roberto Mieres/E. Barth (1,498 c.c. Porsche), 99 laps; 6, A. M. Peduzzi/G. Munaron (2,000 c.c. Ferrari), 98 laps; 7, A. Barros/Luis Milan (3,000 c.c. Maserati), 98 laps; 8, Trintignant/Piccard (2,953 c.c. Ferrari), 97 laps; 9, E. Kovacs/R. Grandio (1,500 c.c. Osca), 95 laps; 10, H. Wiese/J. Juhan (1,498 c.c. Porsche), 94 laps; 11, J. Guimarey/C. Guimarey (2,000 c.c. Maserati), 80 laps.

Class Winners (up to 3,000 c.c.): Collins/Hill; up to 2,000 c.c.: Moss/Behra; up to 1,500 c.c.: Mieres/Barth. **Lap Record:** Phil Hill (94th lap), 3 m. 25.9 s. Average: 102.957 m.p.h.

FROM VENEZUELA came Piero Drogo (at the wheel) and Sergio Gonzalez with this 3-litre Ferrari. They finished fourth.

EXOTIC surroundings in the hills above Nice for the new model—in a striking, yet tasteful, two-tone colour treatment.

It was a brilliant idea of the Rootes Group to introduce the new 1.5-litre Rapier to the British Press at Monte Carlo, at the conclusion of the rally. Several of these very handsome vehicles, including a convertible, were assembled on the quayside, the plot being for those invited to take them round a specially chosen mountain circuit. This was of about 45 miles, the route running from Monaco up to La Turbie, La Trinite, Saint André, Levens and then on to the main Nice road where Mr. Brian Rootes presided over a lunch party at the famed "La Rotisserie de la Belle Route".

Most people went with a passenger, but I elected to try "my" car alone, having ideas of seeing what it would do given a specific average speed to maintain as far as Levens. The vehicle provided for me was the non-overdrive model, with the standard (4.55 to 1) axle ratio. It was superbly finished in silver grey, and was complete with heater and radio.



MOUNTAINS TEST

OF THE NEW 1½-litre

Sunbeam Rapier

Enlarged engine, revised styling and floor gear change for Rootes' "sports" model

by GREGOR GRANT

Right from the start, the handling was most impressive. With 73 b.h.p. under the bonnet, the acceleration is remarkably good. Perhaps second gear ratio is a trifle on the low side for mountain dicing, but the torque characteristics of the engine make third a useful ratio except in the tightest and steepest of hairpins. The gear-change is positive and very rapid, so much so, in fact, that one never attempts to try to beat the synchromesh. With a suspicion of understeer, the Rapier certainly inspires confidence on those tricky little turns with which the Alpes Maritimes abound. There were always the odd patches of ice around, but even with normal road tyres, adhesion was well above average.

One of the most delightful features of this new Sunbeam is its entire lack of fuss; the engine is as smooth as silk right throughout its range, and being a competitions-bred machine, encourages one

to use the performance. A pointer to its possibilities as a rally car, even in perfectly standard form, is that if my imaginary rally minimum average had been 60 k.p.h. to Levens, I would have had 4½ minutes in hand. This is far more impressive than it may appear to the layman, for that Monaco-Levens route is as tortuous as any that could be devised. I see the hands of Norman Garrad and Peter Harper in the selection of this course, and I must congratulate them on finding a circuit which contained every possible variety of road condition.

In changing over from steering column

to floor-mounted gear lever, Rootes have given the Rapier the feel of a true high-performance car. Even the best "fiddling-sticks" appear to have such a degree of lost motion that there is invariably the feeling that finding the right gear at the right time might be more by luck than judgment. That short, stubby lever is the proper finishing touch to a vehicle of the quality possessed by the Sunbeam. I am sure that prospective purchasers in U.S.A. will appreciate the sporting character of the machine, as well as its fine interior appointments and roominess. Visibility is excellent, which is not always



FRONTAL aspect of the new version of the Rapier makes the car stand out from the rest and possess an air of individuality.



TAIL-FIN influence is carried out on the car with a restrained hand, keeping the model "fashionable" without going to an extreme.

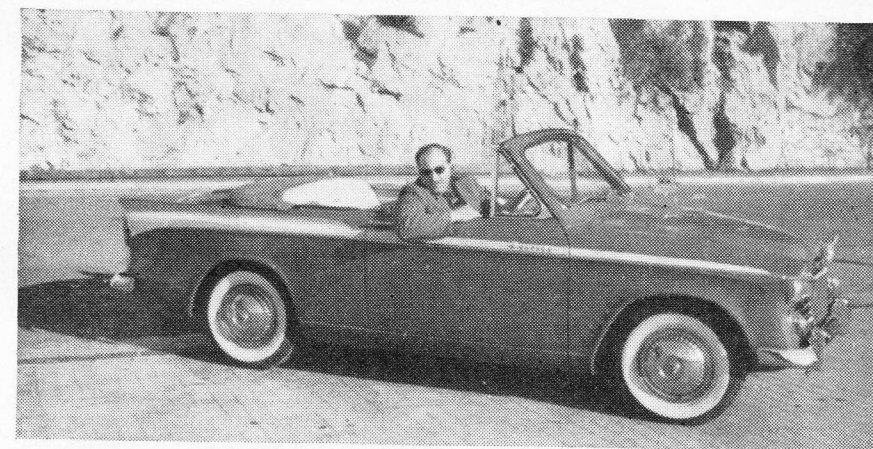


so with British small capacity cars, and the designers must be congratulated on producing a frontal aspect which makes the car stand out from the dozens of weirdly shaped grilles which seem to be the fashion these days. The stylists might have been tempted to go all-Detroit with this car, but the restraint shown, even in the design of the miniature tail-fins, has produced a compact vehicle which must make an aesthetic appeal. There must, of course, be one or two criticisms. My personal view is that there is a trifle too much seen of the rear-underside. No doubt this will, in time, be altered; after all, with the performance of this car, the majority of road users will have plenty of opportunity to study the rear view!

Fortunately, I was able to make several runs on the very fast R202 road into Nice, and took several readings by stopwatch between kilometre stones. I should put maximum speed as 93 m.p.h., which is the mean average of several runs in either direction. Top gear acceleration figures are as follows:—

M.p.h.	Seconds
10-30 ...	10.5
20-40 ...	11
30-50 ...	12
40-60 ...	13
50-70 ...	16

Through the gears, without using



racings changes, the following figures are obtainable:—

M.p.h.	Seconds
0-30 ...	5.5
0-40 ...	9
0-50 ...	13.5
0-60 ...	18.75

I understand that these figures can be bettered by the overdrive car with its lower (4.78 to 1) axle ratio. Anyway, they give a fairly accurate picture of the car's performance, which, with a kerb weight of 2,390 lbs., is exceptionally good

for a normal production 1,494 c.c. saloon.

For competition work, slightly harder damper settings might be advisable. The car has no tendency to "rock-an'-roll", but nevertheless, there is a feeling of undue softness in the springing which might be allayed by stiffening up the suspension a shade. For everyday use, the springing is just right, and would appear to possess the maximum efficiency for wishbones i.f.s. and semi-elliptic rear, to which British manufacturers so tenaciously cling.

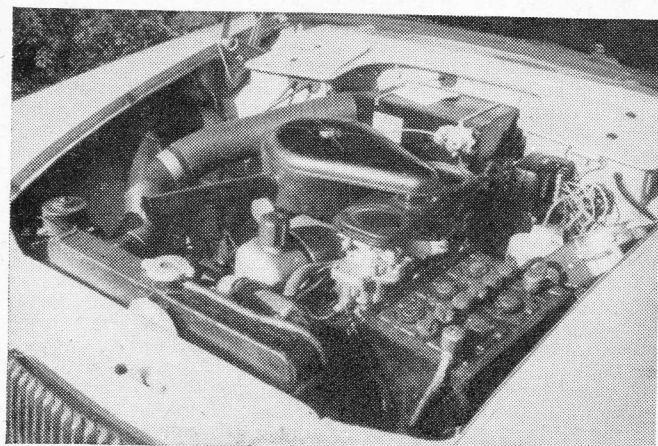
As regards mechanical details, the

FUNCTIONAL yet pleasing, the interior of the latest Sunbeam is compactly arranged to provide comfortable seating for four. The switch to a floor-mounted gear-change will be welcomed.

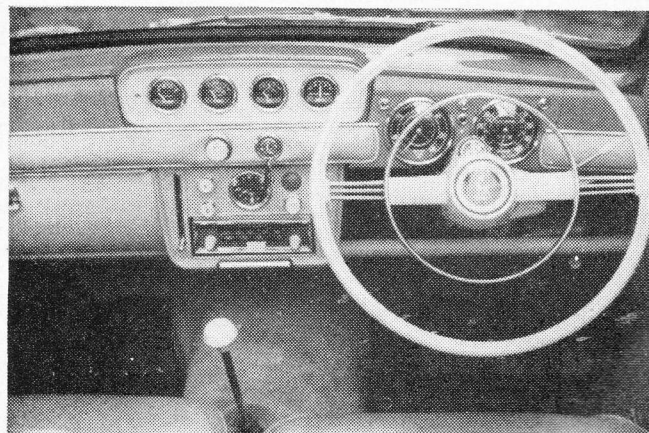
PEOPLE who hanker after pleasant open-air motoring will find their wants satisfied by the convertible model—first open Sunbeam since the "Alpine". Sampling one (below) is Ivor Bueb.

79 x 76.2 mm. engine has been developed from the smaller unit, the increase in size and modifications to porting and so on producing the excellent power output of 73 b.h.p. at 5,200 r.p.m. Double valve-springs are used, and the engine goes well over its "red" range before valve-crash sets in. An 8.5 to 1 compression ratio is utilized, and the unit is, of course, of perfectly straightforward design with push-rod operated overhead valves. The crankshaft is carried on three

(Continued on page 180)



ENGINE compartment is tight-packed but there is ample room for owner-driver maintenance, the battery being especially conveniently sited.



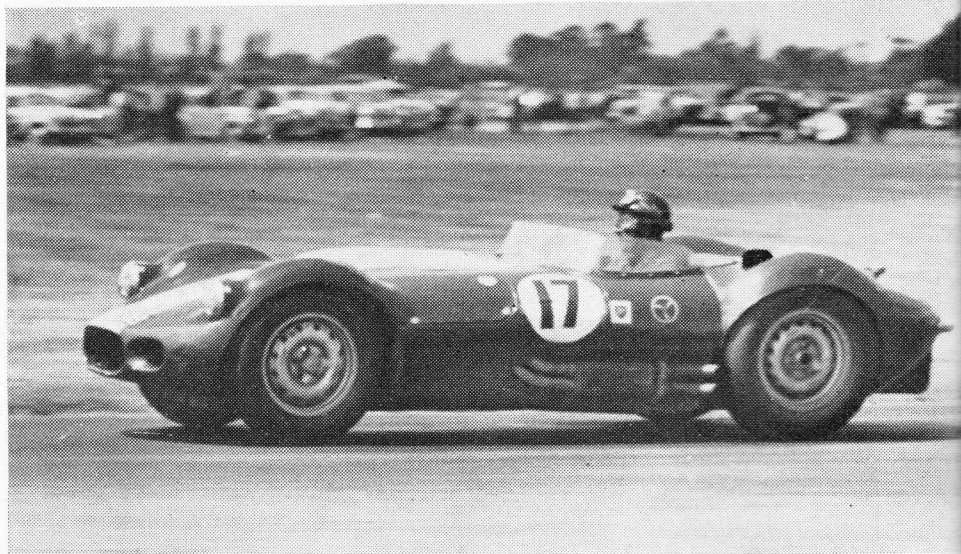
COCKPIT layout remains the same with the exception of the gear-lever, now mounted on the floor. The overdrive switch is column-mounted.

STILL WINNING—Archie Scott-Brown seen at speed in the 3.8-litre Lister-Jaguar in which he won the New Zealand Lady Wigram Trophy race at a record average speed.

THE fourth International Lady Wigram Trophy race, held at Christchurch on 25th January, resulted in a resounding victory for Archie Scott-Brown with the Lister-Jaguar. He set up a new race record of 107 mins. 27.4 secs. for the 150 miles—an average speed of 83.93 m.p.h.—and slashed the lap record, established in 1956 by Peter Whitehead with a Ferrari, by 5.2 secs. to bring it down to 1 min. 23.8 secs.—an average of 90.8 m.p.h.

Apart from one lap, when he spun on an oil patch, Scott-Brown led all the way. In the later stages of the race when he had the measure of the field he was able to ease up.

Ross Jensen, the Auckland driver who finished second to Jack Brabham in the



Lister-Jaguar Win in New Zealand

Race and Lap Records for Archie Scott-Brown in a Resounding Victory

By PETER GREENSLADE

N.Z. Grand Prix a fortnight earlier, took the same position at Wigram, once again driving the ex-Moss 250F Maserati. He was the only other driver to complete the 71 laps and finished 51.1 secs. behind Scott-Brown.

Stuart Lewis-Evans battled on for third place in the ailing "dart" Connaught completing 69 laps in 108 mins. 11.7 secs., and in fourth place was Pat Hoare, the Christchurch driver, with a 3-litre Ferrari, who completed 68 laps in 108 mins. 31.8 secs.

Next in line were M. Mayo (1,500 c.c. Cooper-Climax) with 67 laps, the Australian Arnold Glass (Super Squalo Ferrari), Frank Cantwell (Tojeiro-Jaguar) and the Englishman Dick Gibson (1,750 c.c. Cooper-Climax) with 66 laps each.

Eighteen of the 26 starters were still running when the winner was flagged off.

It was a bad day for the works Coopers. Jack Brabham, with the 2.2-litre car, worked desperately all week to repair the gearbox he damaged at the Levin Motor Racing Club's meeting the previous week. He started from the sixth row on the grid and worked up to second place about 13 secs. behind Scott-Brown after 29 laps, only to retire when the gearbox packed up once more.

The young Auckland driver, Bruce McLaren, who had the 1,750 c.c. car, was comfortably in third place after 59 laps when the gearbox of his car packed up also.

Brabham was picked to win the race beforehand but even if his Cooper had kept going it is doubtful if he could have taken Scott-Brown who was right out on his own and thoroughly enjoying himself on the fast, open Wigram circuit. He delighted the big crowd with his precision driving and spectacular four-wheel drifting. Everyone agreed they had never seen anything like it at Wigram before. The Lister-Jaguar never missed a beat and was running just as sweetly when it was over as it had at the start.

At the first practice session Scott-Brown, running on soft plugs, put in a lap in 1 min. 26 secs.—88.58 m.p.h. That

gave everyone something to think hard about. They thought even harder when he explosively stated that he was dropping 1,000 revs in top on the back straight.

Neither Brabham nor Lewis-Evans put in an appearance at the first session. Brabham was still working on the gearbox of his car, and Lewis-Evans had not reached Christchurch.

The New Zealanders went fairly quietly and generally no one was very happy. This was because a drain running across the circuit at the entrance to the fast left-hand curve, that does not really end until the main straight, was causing cars to bottom and was giving suspensions a pounding. The upshot of it all was that the sponsors of the race, the Christchurch Motor Racing Club, acting on the advice of Scott-Brown and other drivers, put in a chicane at that point and eliminated the bump without in any way making the circuit slower if lap times can be taken as a true indication.

The following evening everyone was out in full force with the exception of Brabham. Scott-Brown pulled out all the stops and went round in 1 min. 25.6 secs. to earn pole position on the starting grid. Next was the unspectacular Lewis-Evans with 1 min. 26.7 secs. Then came Jensen with 1 min. 27.2 secs. and then McLaren 1 sec. slower.

Roycroft with the ex-Rosier 4½-litre Ferrari managed 1 min. 28.8 secs., and next to him were Frank Cantwell (Tojeiro-Jaguar) with 1 min. 30.6 secs., and Hoare with 1 min. 31.2 secs.

The biggest surprise at the session was that Frank Shuter who had practised in the 8CLT Maserati turned out in his old 8CM for the final session and used it in the race because he considered it faster!

Everyone went off home to be wondering about Brabham. They got their answer on race morning when the trophy drivers were given a chance to put in a few more laps. With the exception of Brabham, no one tried very hard. But

he went out and put in two slow laps then one in 1 min. 28 secs. and he let it go at that. Nevertheless he was too late to qualify and when they lined up he was back in the sixth row.

The line up was:

Front row: Scott-Brown (Lister-Jaguar), Lewis-Evans (Connaught), Jensen (250F Maserati), McLaren (1,750 c.c. Cooper-Climax).

Second row: Roycroft (4½-litre Ferrari), Cantwell (Tojeiro-Jaguar), Hoare (3-litre Ferrari).

Third row: Mayo (1,500 c.c. Cooper-Climax), Gibson (1,750 c.c. Cooper-Climax), Glass (Ferrari Super Squalo), Quirk (250F Maserati).

Fourth row: Mardon (R.A. Vanguard), Shuter (8CM Maserati), Sprague (4CLT Maserati).

Fifth row: McCutcheon (Normac Spl.), Harris (Monza Ferrari), McKellar (1,100 c.c. Cooper-Climax), Pierce (Austin-Healey).

Sixth row: Darrell (Ace III), Brabham (2.2-litre Cooper), Blackburn (1,172 c.c. Mistral).

Seventh row: Mansell (Alfa Romeo P3), Watson (Lycoming Spl.), Neil (1,500 c.c. Cooper-Climax), Freeman (Lago-Talbot).

Eighth row: Wood (Staride).

Down came the flag. Jensen, Lewis-Evans and Scott-Brown went off in that order with Roycroft next, but Scott-Brown led the way through the hangar bend 300 yards away. Gibson was left sitting on the mark. As the flag dropped so did his goggles and he spent a moment or two adjusting them.

The first time round Scott-Brown led McLaren, Jensen and Roycroft, who were wheel to wheel, Brabham, Neil, Hoare, Glass, Shuter, Mayo and Freeman. Gibson was third from last having already got by the Mistral and Darrell's Ace III.

Scott-Brown completed the next lap in 1 min. 28 secs.—86.56 m.p.h.—and had McLaren and Jensen close behind him with 100 yards to Roycroft. Then came Brabham, who had passed Lewis-Evans, who had opened up a 200-yard gap on Cantwell. The latter had come up fast and had 100 yards on Hoare who was closely followed by Glass and a bunch of cars.

With four laps completed Scott-Brown lapped Blackburn in the Mistral and Jensen came into second place with McLaren, Brabham, Roycroft, Lewis-Evans, Cantwell, Hoare, Glass and Pierce in the Austin-Healey next in line. Then came Shuter, Quirk and Freeman. Sprague showed up next and went into a mighty spin coming out of the esses leading into the pit straight. Everyone held their breath, but he was well clear

of a big bunch of cars and recovered without embarrassing anyone.

Scott-Brown completed his sixth lap in 1 min. 30 secs. and Jensen was evidently a bit slower too because McLaren and Brabham began to move up on them. But it was when the leaders came round at the end of the eighth lap that there was the big surprise. Jensen was in front of Scott-Brown. He had slipped by when the Lister-Jaguar gyrated on an oil patch in the esses. Brabham must have struck bother too because Roycroft had moved up to be fourth. But next time round they were back in regular station again—Scott-Brown, Jensen, McLaren, Brabham, Roycroft, Lewis-Evans. Brabham took McLaren in the next lap, and Scott-Brown got the "hurry up" sign from his pit.

He hurried to the extent of setting a new lap record of 1 min. 23.8 secs., opening up a gap on the field, and the order was still the same.

Two laps later Gibson pulled in to change his goggles and lost most of the ground he had made up. Then with 15 laps gone Brabham made his bid. He had slipped by McLaren earlier and he kept on going to take Jensen, opening up a gap of 13 secs. on McLaren in a matter of two laps. Nevertheless it was only after 19 laps had been completed that he managed to scrape by and he was then 14 secs. behind Scott-Brown.

At that juncture Roycroft, who was running fifth behind McLaren, stopped at his pit to check a vibration that had developed in the rear of the Ferrari. He was in again a lap later and it was found that a final drive universal joint was in the process of giving up an unequal struggle. From then on Roycroft motored slowly to pick up lap bonus money.

So they continued to circulate with Scott-Brown in front cheerily acknowledging his pit signals about 13 secs. ahead of Brabham, who had 12 secs. on Jensen, who was followed by McLaren and then there was a lap back to Lewis-Evans who was shepherding along a sick-sounding but nevertheless fairly quick Connaught. Hoare and Mayo with Glass led the rest of the bunch.

It was at the conclusion of Scott-Brown's 29th lap that things happened. Brabham, who appeared to be closing the gap to the Lister-Jaguar a little, came round and brought the Cooper to a screeching stop at his pit. He was off again in a flash but not before Jensen and McLaren had got within striking distance. Next time round the Lister-Jaguar was followed by Jensen and McLaren. Then came Brabham who coasted into his pit to remain there for the rest of the day. The Cooper gearbox was out of action.

From that stage onward Scott-Brown went away from the field and at half distance he had about 22 secs. on Jensen having completed a lap at 84.6 m.p.h. Then came McLaren quite a distance back. He was followed by Lewis-Evans, Mayo, Hoare, Glass, Cantwell, Sprague and Quirk.

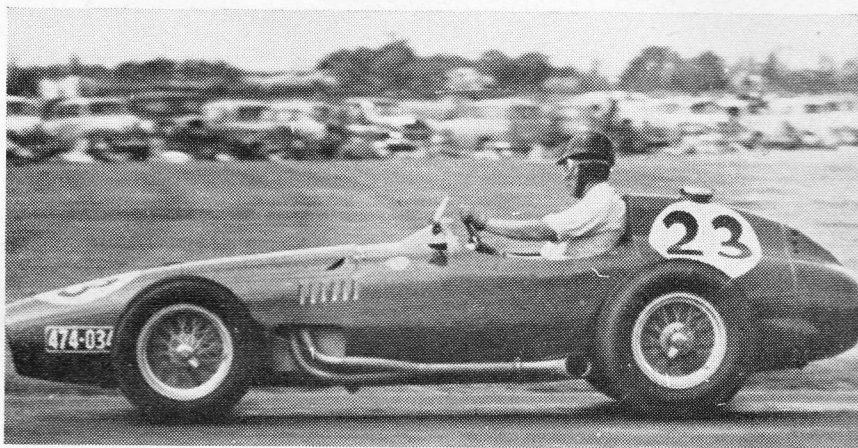
Sprague soon afterwards turned on another fireworks display. Coming out of the esses, he spun and the 4CLT Maserati mounted the straw bales, going backwards, and bucked high in the air. It seemed inevitable that it was going over. But down it came on all four wheels and Sprague unconcernedly went on his way only to retire a couple of

laps later with a disintegrated gearbox.

Scott-Brown celebrated the completion of his 52nd lap by lapping the third place man, McLaren. He now had a lead of more than 50 secs. on Jensen and was slowing down, lapping in 1 min. 32 secs., the same time as McLaren. Lewis-Evans was still plugging along in the Connaught, just keeping in front of Mayo and Hoare by sheer driving skill.

Then four laps later McLaren failed to put in an appearance. The gearbox of his Cooper had also failed. So the position was that Scott-Brown was comfortably out in front of Jensen, who had a lap on Lewis-Evans. Then came Mayo in the 1,500 c.c. Cooper, Hoare, Glass and Cantwell, with Gibson not far behind. He had been quietly working his way up through the field and not wasting any time about it.

It looked as though the race was as



good as over. Then at the end of 63 laps Mayo pulled into his pit to check the oil level of the Cooper. It cost him his fourth place. Hoare slipped by and Mayo had no chance of making up the lost ground, and he had to be content with fifth place.

Scott-Brown was given a tremendous reception and he was obviously a very happy little man as he was driven round the course sitting on the back of Arthur Kennard's Corvette-Healey.

He had given a remarkable demonstration and won the admiration and affection of the crowd. At the prize-giving in the evening he expressed the hope that he would be invited to come back again and on the face of it, it would be most surprising if an invitation did not come his way.

Jensen, who is now well on the way to winning the road racing gold star of the Association of New Zealand Car Clubs for the second time, frankly admitted that he had no chance at all of getting within striking distance of the Lister-Jaguar and Scott-Brown.

The greatest disappointment was that Lewis-Evans, who impressed everyone with his driving, did not have a car on the day more in keeping with his ability. It was by sheer skill alone that he managed to keep in front of the other place-getters.

Christchurch's Pat Hoare who has not had much luck in recent years drove a good race for fourth with the new Ferrari which is very much detuned at present.

Mayo's fifth place was a notable one. He is usually seen at the wheel of a Ford 10-engined Buckler and only got the drive in the Cooper-Climax because

its owner, Ron Frost, injured his arm when he overturned it a week earlier at the Levin meeting.

Glass was outclassed on the day. His ex-Parnell Super Squalo was not the car it was when it won the 1957 N.Z. Grand Prix.

After the race Brabham returned immediately to Australia having sold the Cooper to the Auckland Merv Neil who late last year won the Southland Sports Car Club's Teretonga Park championship with another ex-Brabham car—the 1,500 c.c. sports Cooper-Climax.

* * *

THE 50-mile sports car race that was a prelude to the trophy race resulted in a last-minute win for Ken Harris of Auckland with the Ferrari Monza model in which Ken Wharton met his death at Ardmore in 1957.

Cantwell looked as though he had the

FINE race for fourth place was driven by Christchurch's Pat Hoare in his new 3-litre Ferrari. The car was running detuned and Hoare will not develop the engine until he is more familiar with the machine.

race in his pocket with the Tojeiro-Jaguar when he lapped Harris and had only one lap left to travel. However he picked up a nail at the hangar bend and a tyre quickly deflated throwing him into a spin at the next bend. Harris just kept on going to win.

Cantwell had led from the start and Harris had held second place most of the way. Merv Neil in his ex-Brabham Cooper-Climax came home second, more than a minute behind Harris. G. Pierce, of Taumaranui, with a very fast disbraked Austin-Healey was third and Mayo with his little Buckler was fourth ahead of a bevy of Austin-Healeys and XK 120 Jaguars as well as Kennard's Corvette-Healey, which did not seem to have its usual sting.

Harris's time for the 50 miles was 39 mins. 42.9 secs.

Ray Archibald had an easy win in the 25-mile saloon car race in a beautifully prepared deep red 3.4 Jaguar fitted with wire wheels. His time was 21 mins. 57.2 secs. In second place was another 3.4 Jaguar driven by Gavin Quirk. Quirk struck trouble coming out of the esses and indulged in a spin that looked as though it might develop into something more. But he got going again. J. M. Hayes, of Auckland, in a very fast Zephyr was third and then came a local driver, H. J. Heasley, in fourth place with a very fast Consul.



THE "MONTE"— IN RETROSPECT

By GREGOR GRANT

THE 1958 Rallye Automobile Monte-Carlo will certainly provide the basis for countless arguments for some time to come. Now that competitors and officials have had time to consider, it is evident that there were several anomalies. For example, it seems rather hard on the crews who struggled through to the Principality unpenalized, only to find that their gallant efforts were completely nullified by the methods of timing used in the 1,000 kilometres classification test. Thus, in one short section between secret controls, it was possible to lose well over a thousand marks for exceeding the speed limit set by the organizers. On paper it looked impossible to keep to the set average speed with a fully modified or grand touring machine, realizing that these machines were not permitted so high a speed as the standard Category 1 vehicles.

How certain Category 2 cars managed to pass the secret controls without incurring heavy penalties will always remain one of the mysteries of the Monte Carlo Rally, unless the organizers see fit, in the near future, to publish a com-

plete time-table showing precisely where penalties were incurred. The majority of competitors were asking why it was necessary to include these secret checks at all, in view of the poor weather conditions. The answer to that is the refusal of the French Ministry of the Interior to permit any motor competitions on public roads which depend entirely on speed for a result. Yet a certain famous French regional club, which organizes probably the best of all sporting rallies, maintains that although the police request the inclusion of speed checks there is no compulsion for the club to make use of them when calculating results. I well recall a police-timed section during the rally in question, during which several of the best-known rally drivers were caught exceeding the rally speed maximum over the distance. Not a single one was penalized by the organizers, who insisted that it was their right to include or not to include these infringements. The attitude was that in no case were speeds so excessively high as to be dangerous—and the police themselves agreed!



★
DO - OR - DIE
DANES: Nelle-
mann and Skarring
(Ford Zephyr),
who managed to
win their class
despite doing the
entire classifica-
tion test with some
mechanical disar-
rangement which
resulted in their
having no brakes
whatsoever.

★



ROYAL OCCASION: (Above) Prince Rainier and Princess Grace of Monaco with the winners of the 1958 Monte Carlo Rally, Guy Monraisse and Jacques Feret.

(Above, left) The victors with the little "1063" Dauphine, probably the smallest car ever to win the classic winter event.

Anyway, there must have been some reason for a concern so large as Regie Renault to have decided to enter fully-modified vehicles, even after it should have been patent that a minus 8 per cent. speed penalty, in order to make up time in comparison with Category 1 cars, was a fairly heavy handicap. I should say that the victory of Guy Monraisse and Jacques Feret, in their superbly prepared Renault Dauphine, was the result of a complete knowledge of the classification test circuit, and some remarkably shrewd work in guessing where the secret controls were likely to be situated. The win shows the value of reconnaissance, and the French pair are said to have covered the terrain a great many times.

Now, reverting to the actual road section, it was quite absurd that the lives of many crews should have been endangered by deliberate misdirection near Vizille. If the organizers had indicated, in some way, that the route was altered so that Vizille was not to be approached directly from the main road, navigators would have been forewarned and would have known exactly where the deviation was to occur. Instead, a gendarme was posted on the main road, and forced competitors to turn left without warning; a few kilometres farther on, two more gendarmes indicated that the road to the left of a small hamlet was blocked, and that it was necessary to carry straight on. This route was more or less a cart track, and even such experienced rallymen as Gatso and Becquart were caught out, and did a considerable extra mileage towards a place called Uriage in order to regain the main road. The descent to the main road was incredibly hazardous, and many cars crashed after

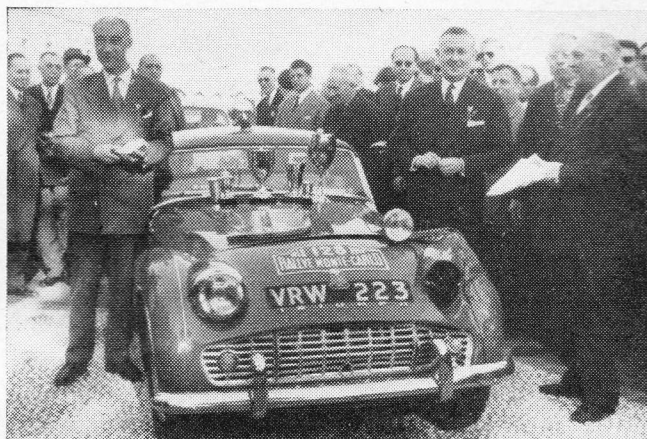
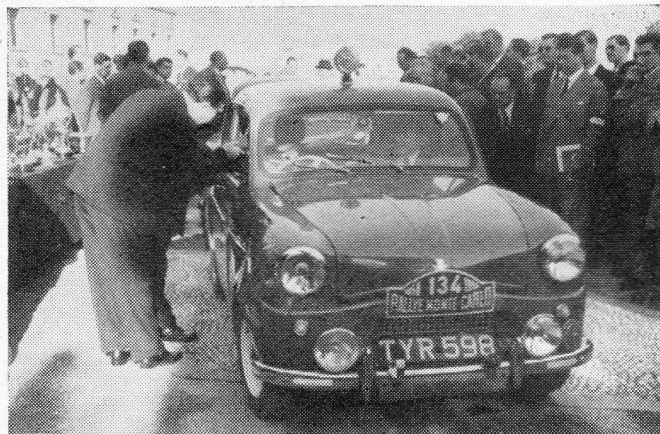
slithering down ice-covered slopes, not knowing precisely where they were going. The general opinion of all competitors who experienced this curious deviation is that the A.C. of Monaco is in honour bound to make a full investigation as to why this happened, and publish a detailed statement.

A further statement is required from the R.A.C. as to why the Lord Warden was delayed. The time factor also needs clearing up, for I remember distinctly pointing out to other competitors that the elapsed time allowed for the crossing

COUPES DES DAMES: (Right) *Mmes. Blanchoud and Wagner with their Alfa Romeo.*

"AUTOSPORT" TROPHY (below, left) went to Cyril Corbishley/Phil Simister and their Standard Ten—best privately owned performance from Great Britain.

BEST G.T. (below, right) was the Triumph TR3 driven by Gatso and Becquart, sole survivors from The Hague.



was extremely optimistic, and that if the ferry set sail just after the last competitor clocked in, within his one hour time allowance, it would mean that all the early numbers would be well past their time on arrival at Boulogne. In fact, the ferry sailed well before its estimated hour of departure, but was still late at Boulogne. Even after cars were disembarked, there was considerable delay before the gates were opened to start the maddest race to the check point that has ever been experienced in an International rally. As it so happened, in making up time under the worst possible weather conditions, the early numbers were heavily penalized through no fault of their own. According to the regulations, time lost at the start must be made up as soon as possible, in order that the car will arrive at Monte Carlo at its scheduled hour—no allowance being made for the delay at the finish. In the case of the M.G. Magnette driven by Chris Brasher and me, 42 minutes had to be made up, which meant hours and hours of hard driving, with no rest at all. Under the weather conditions which prevailed, making up time was incredibly difficult, and many crews discovered that it could take as long as 50-60 kilometres to make up just one minute.

In the circumstances I have nothing but praise for Cyril Corbishley and Phil Simister, who were second in line in the Glasgow contingent, managed to get smartly off the ferry, and during the entire run to Monte Carlo, dropped only

one minute. It is said that Corbishley drove the entire way from Glasgow; if this is so, it must be considered as one of the epic feats of endurance, ranking with that of the late Johnny Claes in the Liège-Rome-Liège. In the past, Corbishley has put up some quite remarkable performances in rallies, and I well recall the nightmare drive he and Doc Hardman had in a Lanchester, when they drove for more than half the distance without a windscreen. At Digne, they had to be lifted out of the car as they were frozen stiff—but still they carried on to the finish!

Tyres played a most important part

in this rally, and personally I found the latest type Dunlop Weathermasters admirable. Surely the ordinary motoring public must owe quite a lot to the "Monte" for the development of tyres designed for safe winter driving? Not so long ago it was possible to obtain winter-tyres only from the U.S.A. or the Continent, but in recent years the development of these invaluable components by British manufacturers has been considerable. Not so many electrical faults were experienced in the 1958 event as has been the case in the past. It is now revealed that the "black-out" experienced by Raymond Baxter and Jackie Reece on

★
BEST FROM GLASGOW were Johnny Wallwork and John Beaumont and their modified Standard Ten, runners-up in their class to the outright winners, and 13th in general classification.

★





deep snow and set up an almost impenetrable curtain. Internal de-misting is by no means solved, and it may be necessary to experiment with hot-air ducts for side and rear windows as well as the windscreen. With so many cars being exported to North America and Canada, the question of rapid de-misting and de-frosting is one that should receive immediate attention. Unfortunately, the

MANŒUVRING TEST: (Left) The Swedish driver Wessblad, who put up second-best time in this test with his Porsche Carrera. (Below) Eric Brinkman and his 3.4-litre Jaguar on the quayside over-do the rolling business after successfully negotiating the pylons.



their Aston Martin was caused by a slipping fan belt, the current consumption rapidly exhausting the battery owing to the intermittent driving of the dynamo.

Actually, one of the successes of the Rally was the swivelling roof-light developed by Lucas's competitions department. Having a full 360 degrees traverse, its uses were many, including signpost spotting before and after, warning of overtaking, indication of approach to controls, blizzard penetration, and, last but not least, reversing. I also award full marks to the Toledo-Woodhead grips, which, although they are now somewhere between Gournay and Beauvais, got the Magette out of difficult positions with consummate ease, after two camions had caused a hold-up in deep snow. The excessive oil consumption of the Magette was discovered to be due to a loose filter union nut,

extremely difficult to detect when one is pressing on all the time. Some thought, and it would have been obvious that there was a leak somewhere, but several attempts to find out where the oil was going met with no success.

Many lessons were learned in this event. For example, number plates and so on must be mounted as high as possible, otherwise they act as scoops for

addition of electrically operated heaters imposes a tremendous strain on that already overworked component, the battery; one feels, therefore, that more use could be made of engine heat, now that temperatures can be as readily controlled by that admirable component, the Mory Radblind. I do not think that a single rally car suffered from boiling caused by freezing up of the radiator base. On the run down from Stranraer, we saw dozens of non-competing cars, and heavy lorries, which suffered from this trouble.

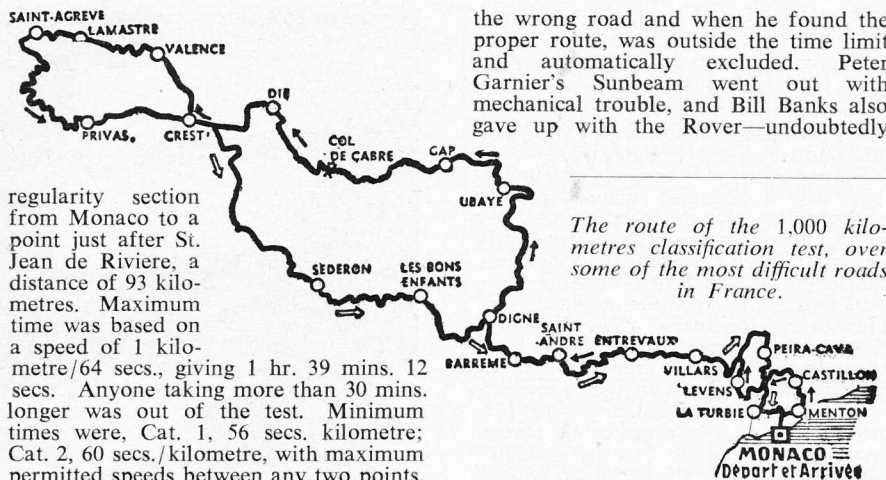
RUNNERS-UP: (Below, right) Gacon and Borsa from Lyons, with their Alfa Romeo Giulietta "Berline". They were second in general classification, and won their class.

LONE ROVER (below, left) driven by Bill Banks and Gerry Dunham was the only car eligible for the Concours de Confort et Sécurité. They won the R.A.C. Trophy.

THE CLASSIFICATION TEST

ON arrival at Monaco, crews of the classified cars were handed the route instructions for the very difficult 1,000 kilometres final test. This was split up into nine stages, starting with a total





regularity section from Monaco to a point just after St. Jean de Riviere, a distance of 93 kilometres. Maximum time was based on a speed of 1 kilometre/64 secs., giving 1 hr. 39 mins. 12 secs. Anyone taking more than 30 mins. longer was out of the test. Minimum times were, Cat. 1, 56 secs. kilometre; Cat. 2, 60 secs./kilometre, with maximum permitted speeds between any two points, 8 per cent. slower for Category 2 cars.

Section 2 was of 155 kiloms. duration, with 11 mins. maximum over the minimum time of 2 hrs. 14 mins. 20 secs. Section 3 (47 kiloms.) had a 15 mins. time limit, section 4 (197 kiloms.), 10 mins., section 5 (65 kiloms.), 20 mins., section 6 (90 kiloms.), 15 mins., section 7 (343 kiloms.), 10 mins., section 8 (46.5 kiloms.), 20 mins., and the final section (41 kiloms.), a mere 5 mins.

Of the 59 cars eligible to take the test, the A.C. Bristols of Tom Clarke and John Sunley remained in the *parc fermé*, the entrants having decided not to do the *épreuve*, which they were fully entitled to do.

The scenes at the start were incredible, being completely Grand Prix in character. So soon as the signal was given, cars were accelerated like mad along the waterfront stretch; the smell of burning rubber hung over the still night air, and there were phenomenal avoidances in all directions. The 1956 winner, Ronnie Adams apparently had plenty of foresight; he had noticed a portion of the retaining fence was missing, and he quickly shot out on to the inner part of

the wrong road and when he found the proper route, was outside the time limit and automatically excluded. Peter Garnier's Sunbeam went out with mechanical trouble, and Bill Banks also gave up with the Rover—undoubtedly

more surprising that there were so few breakdowns from mechanical trouble.

Nellemann and Skarring went like mad up hills, but had to descend cautiously owing to the brakes having disappeared on their Zephyr.

Occasionally one heard reports of competitors at controls via Radio Michelin. Most frequent mentions were Gacon's Alfa Romeo, the Standards of Wallwork and Corbishley, Monraisse's Renault and Stasse's Borgward.

As stage followed stage, cars fell further behind on their schedule, and there were many desperate drives to get into controls within the limit. Invariably fast sections had cleverly hidden secret controls, and many crews, confident that they were doing better than most, were caught out in exceeding the limit.

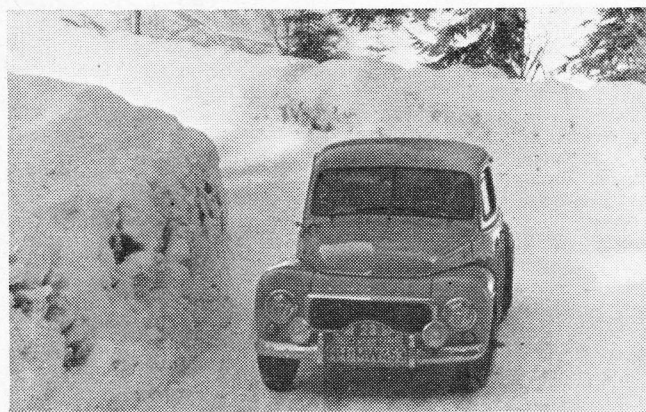
Half-melted snow made some corners



GESTAPO: (Above) An official with his Longines apparatus working the secret check at Turini as the Canis Beizers Jaguar passes through.

★

FOURTH MEN: (Left) The Germans, Löffler and Johansson in their Volvo, near Turini during the classification test.



the road, probably saving valuable minutes.

That first section was absolutely impossible to cover in the time permitted, and the best performer was possibly more than 6 mins. overdue. Edward Harrison's magnificent effort came to an end, when his gearbox packed up, and he had to return to Monaco with only bottom gear operative.

Ronnie Adams, convinced that he knew the route, told his navigator Ernie McMillen to have a sleep. Alas, he took

deciding not to risk bashing the car when, so far as he was concerned, there was nothing to lose and everything to gain.

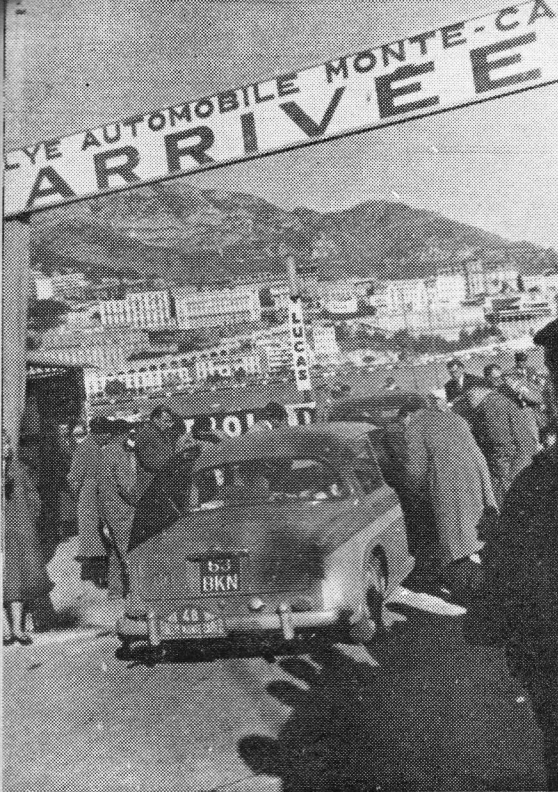
There were no less than 12 secret controls during the *épreuve*, and many competitors lost marks for exceeding the speed limits set by the organizers. It was a terrible strain on the two-men crews, already fatigued almost to the point of exhaustion by the drive down from their starting points. Cars took a tremendous beating, and it was all the

exceedingly slippery, and drivers had continually to be on the alert for these patches. At first, it was calculated that the first arrival back at Monte Carlo would be about 1.30 p.m., some 16½ hours of continuous motoring. However, the difficulty of maintaining the set speeds caused well over an hour to elapse before the first competitor was signalled as approaching La Turbie.

Excited crowds craned their necks. A gendarme's whistle blew, and Peter Harper/Peter Elbra came in with their maroon Sunbeam, looking absolutely exhausted but happy. There wasn't a scratch on their vehicle. This was at 2.48 p.m., and next arrival was the Dauphine of Monraisse/Feret—a few seconds behind. Then followed Stasse and Frere in their Borgward.

Luigi Villorosi, who had been going well with his Lancia, abandoned in the mountains and was reputed to have taken a train back to Milan. Gordon Stratton was another retirement, breaking a wheel after hitting a rock with his Austin.

It was many hours before times were sorted out and a provisional list issued. Gatsonides's Triumph was eventually given sixth instead of fifth place owing to some miscalculation of road penalty marks. This was most important to Harper, as his Sunbeam thus became the best-placed British car.



JOURNEY'S END (left) for the Alan Frazer/Ronnie Holmes Singer Gazelle, unfortunately just too late for final classification.

swept mountain road through Laffrey, La Mure and over the Col Bayard.

Harper stated that he could not understand why he incurred so many penalty marks during the classification test. In the first place, although the Rapier clearly was in Category 1 (standard touring cars), the route card indicated that his times were those of a car in the modified class. This caused confusion right from the start, and all through the arduous 1,000 kilometres grind, the crew were never quite certain what speeds they were permitted to do, a most important requirement owing to the presence of several secret checks, and the fact that modified cars were not permitted to average such high speeds as the unmodified vehicles between any two points.

Harper also had several things to say concerning the presence of traffic signals on the Mentone road, which changed only at three-minute intervals. He felt that these lights caused unnecessary delay, and that the organizers could quite well have asked the police to man this point. They did, in point of fact place gendarmes there, but only to ensure that competitors obeyed the signals.

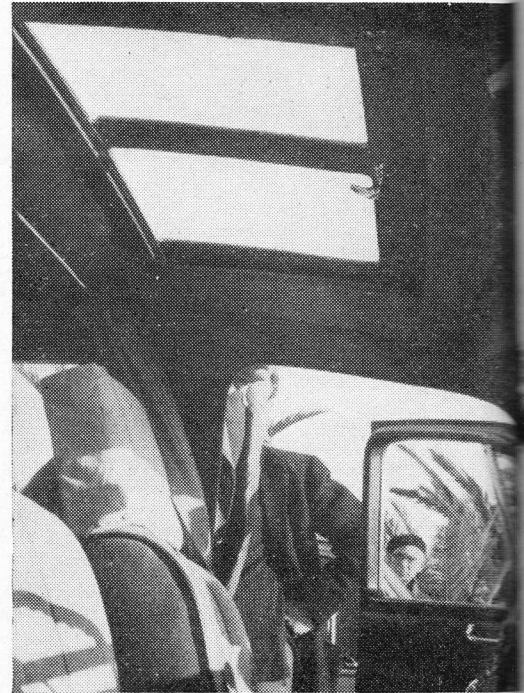
Again, at one particular control, the time stamp was superimposed over the figures shown for the previous control, making both quite illegible. Thus Harper and Elbra had no positive evidence of the times achieved. As it so happened, many other competitors had the same experience. Nevertheless, the whole thing tended to bewilder the crews, and it was necessary to ask the organizers for an explanation of why this had occurred.

SISTERON—and the José Behra/Nathan Citroën, which was outside the time limit.

THE LONE STAR ROVER

ONE of the most remarkable things ever to occur in the "Monte" was Bill Banks and his Rover 105S. According to the regulations, only cars which complete the road section are eligible for the Concours de Safety and Comfort, which, of course, carries with it the much sought-after Grand Prix d'Honneur, and the R.A.C. Challenge Trophy.

Banks and his crew brought the Rover through, and were the only competitors



AMONG the many luxury fittings in Bill Banks's Concours de Confort-winning Rover was this Perspex "sky-light". The panel can be opened in sunshine roof fashion and may be covered by a metal shutter—retracted in our picture.

eligible to take part in the competition. One or two other cars turned up for inspection, but they were completely ignored by the officials, as the Rover had the sole right to be there.

Anyway, this magnificently equipped vehicle with its wonderful (although slightly colourful) finish would have been a serious contender for the premier award, even if every car had been eligible.

NOTES

CECIL VARD'S Simca collided with a "civilian" Simca after Mauriac. His wrecked car was towed to a garage by Lofty England's Jaguar following the same route. . . . George Jopp's Jaguar had a split petrol tank at Vichy. . . . Brian McCaldin and Wilbert Todd had to give up when the latter became violently ill—they were unpenalized up to this unfortunate occurrence. . . . Ian MacKenzie was at St. Claude to watch later numbers clock in. He was visibly shaken after



PETER HARPER'S GREAT EFFORT

ON arrival at Monte Carlo, Sunbeam hopes were high as a result of the fine performance of Peter Harper, Peter Elbra and Reg Phillips in bringing their car unpenalized from Oslo. The vehicle itself never gave a moment's anxiety, a tribute to the careful preparation of the Rootes mechanics under team manager Norman Garrad. Like the majority of crews, they were misdirected near Vizille by the "cloak-and-dagger" gendarmes, and it was touch and go whether or not they would reach Gap unpenalized. They did so with 4 mins. in hand, and the crew have nothing but admiration for Harper's brilliant driving on the blizzard-

★
TV TYPES: (Right) John Cotter and Cyril Page (Humber) of I.T.A., during the mad scramble at the Montreuil control.



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Starting Point	Entries	Non-starters	Abandoned and Excluded	Arrivals	Non-penalized	Penalized	1,000 Kilometres Test		Finally Classified
							Started	Arrived	
Athens	12	2	1	9	5	4	7	3	9
Glasgow	92	7	76	9	0	9	9	3	9
The Hague	17	5	11	1	0	1	1	1	1
Lisbon	45	8	23	14	1	13	14	9	14
Munich	28	3	24	1	0	1	1	0	1
Oslo	46	6	19	21	3	18	21	10	21
Paris	91	6	84	1	0	1	1	0	1
Rome	11	2	6	3	0	3	2	1	3
TOTAL	342	39	244	59	9	50	56	27	59

Analysis of the 1958 "Monte" shows a remarkably low percentage of classified cars.

his spectacular crash over a precipice in Ron Faulkner's Jaguar. . . . Ronnie Adams has figured in the awards list of the "Monte" for four successive rallies. . . . Ciné photographer Danny Carter delivered a hearty kick in the pants to George Phillips when they met taking pictures at a control—however, it wasn't Phil after all, it was a complete stranger! . . . Jackie Reece issued many competitors with a sticker for their rear windows reading "Help Stamp out Sports Cars". . . . One of the successes of the rally was the tenacity with which

Sprinkel's "Speedwell" plastic numbers adhered to the many British cars so fitted. . . . Les Leston abandoned when his Riley One-Point-Five cracked its sump after hitting a snow-covered rock near Mauriac. . . . Gerry Burgess managed to repair a very battered Zephyr but was outside the time limit on arrival. . . . Johnny Wallwork did a rapid repair job at Blois, which entailed removing both front wings and repainting, total elapsed time—30 minutes! . . . Peter Harper has been in the first 10 places in the last four Monte Carlo Rallies!

John Gott Surveys the— FINEST "MONTE" YET

CLAUDE STOREZ, the Champion of France, who before the XXVII^{me} Rallye Monte Carlo was reported as saying that it was not a serious event, may now perhaps be a little regretful at not having taken part in the toughest classic rally run in his driving career.

The erstwhile "Simple Promenade to the Sun" became in 1958 a real path of disaster. There were 59 finishers out of 303 starters, a finishing ratio of 19.4 per cent. (which only Liège-Rome-Liège, 1952, with 22.3 per cent., can match); the reigning Rally Champions, Nancy Mitchell and Ruprecht Hopfen, the 1956 Champion, Walter Schock, the much-lauded French Lady Champion, Annie Soisbault, past "Monte" winners, Sidney Allard, Louis Chiron, Per Malling, Ivor Bueb, the Hero of Le Mans, veterans like Tommy Wisdom and Mike Couper, with more than 10 Montes behind them, not even in the finishing list; the cream of Europe's rally drivers ruefully tooling their battered cars and shattered feelings down to Monte hours behind schedule—the Monte has come into its own at last.

How and why? It should not be forgotten that the signs of a renaissance were there in 1956, when, disregarding the acceleration/braking test, only 35 crews out of 308 starters succeeded in reaching the Principality without penalty in very reasonable weather conditions.

In 1958 the average speed jumped up by almost 5 m.p.h. to 60 k.p.h./37½ m.p.h. and the maximum permitted lateness was cut from two hours to one. These factors, coupled with extremely severe weather on some routes, are the main reasons why only 59 crews out of 303 starters will be able to claim the

coveted 1958 bar to their lapel badges, and only nine will be able to boast that they were "Clean".

The easiest run was enjoyed by the starters from Athens of terrible reputation and the hardest-hit were those from Paris, The Hague and Munich, where only three out of 122 survived.

For the statistically minded, crews carrying numbers 1 to 115 and starting from Athens, Oslo and Rome, in that order, had the easiest rides.

As so many "works" teams mounted their main forces on Paris, there may be recriminations in high places, but, weather hazards apart, Paris had much to commend it as a starting point and weather is a factor which no one can foresee with accuracy three months ahead. Indeed, this Monte proved that no one can forecast its devastations less than 24 hours ahead. The stage which decimated the Paris, Hague and Munich starters was that through the Jura; less than 24 hours later the Oslo and Rome starters covered the same stage without any weather troubles.

The most that can fairly be said is that it may be wiser to spread "works" entries over more starting points, but even then there is no guarantee that all will get through for, as is only to be expected in an event finishing in the "Kingdom of Chance", luck plays a big part in the "Monte".

Organization

In so superbly tough an event it is perhaps hard to complain of this, but it must be honestly admitted that administration was far from brilliant and well below the standard of Liège-Rome-Liège, the "Alpine" or the "Tulip".

The "Boulogne G.P." involving the Glasgow starters was solely due to unimaginative organization on the *Lord Warden* and much heartbreak was caused on the Paris, Hague and Munich routes by control officials quite wrongly telling crews that the hour's permissible delay had been extended to two hours. As a result many pressed on to incur unnecessary damage to their cars, fortunately without personal injury, only to be told by more correctly briefed officials that their efforts had been in vain.

Then there was the incident of the misdirection by the gendarmes near Vizille, but here it must be remembered that several crews who were so misdirected still managed to reach Monte Carlo without penalty.

Finally came what can only be regarded as the complete shambles at the start of the Mountain Circuit, which should not have been tolerated at a minor British club event.

Cars dashed madly about in all directions and as the crowds of spectators were quite uncontrolled it is fortunate no one was hurt; little attempt was made to adhere to the published starting order or starting times and one crew was allowed to leave without its Printogines time card.

L'affaire Harper

This card business was the start of the unfortunate *affaire* Harper, which reacted most unfairly upon Peter after his grand drive to be one of the nine unpenalized crews (and the only Britishers). As a result the British daily Press and radio representatives, who failed to appreciate that the obsolete Rapier (now replaced by a much improved model) could only win on a circuit where power/weight ratio was the key to success if his opponents on cars with a better p/w ratio committed fooleries, built him up publicly into the probable winner.

The two Peters, Harper and Elbra, although in a Cat. 1 car, were given a Cat. 2 timing card. Quite properly, on realizing this after the start they worked to the Cat. 1 schedule.

Their protest was not, as so many people thought and said, that they had not been placed first in the rally, but merely a politely worded letter pointing out the timing card mistake and suggesting that they might have been timed as Cat. 2. This resulted in a recheck and they were moved up from sixth to fifth when it was found that Gatso's penalty points had been wrongly added up.

A slight deviation off route—a fate which also befell Ronnie Adams—was the main reason why they finished over 1,000 points behind the winners.

Their fifth place, and best British performance, on an outdated car, was a magnificent performance of which both they and Norman Garrad can well be proud, and none of them would like to be associated with any suggestion of the sort so popular with American boxing managers that "We wuz robbed".

Category 1 v. Category 2 on the Mountain Circuit

The penalty points on arrival at Monte Carlo had little bearing on the final results, as the eventual winners, Monraisse/Feret (Renault Dauphine), were a minute late on the road, due to delay at the Chambéry level crossings,

but this loss of 10 points was infinitesimal compared with their final lead over Gacon/Borsa (Alfa Romeo Giulietta) of 724.9 points.

The 1,077 km. mountain circuit was split up into nine sectors, of which the three toughest, those over the *cols* behind Monte Carlo and in the *Massif* west of Valence, were total regularity, timed to a second. On these the safety band between maximum and minimum speeds was wider for the Category 1 cars, but in fact the siting of the secret checks was such that a premium was put on power and handiness.

Under these conditions it is perhaps not surprising that Category 2 cars came off best, 41 Category 1 cars qualified for the mountain circuit, of which 18 finished; 18 Category 2 cars similarly qualified, of which 10 finished, four in the first 10 places, including the winners and the runners-up.

The best placed large car was the Ford Zephyr of Nelleman/Skarring in 10th place.

One of the British hopes on the mountain circuit was the three A.C.s, which finished three out of four starting cars, but none got round the mountain.

The actual operation of the secret checks was very fair. A Printogines clock had an endless stationery roll attached to it on which were printed the times, to seconds. As each car passed its number was written against its time of passage. This was a permanent record and saved any transcription errors.

The Heroes

All honour must be paid to Monraisse/Feret on their first "works" drive, earned by their previous excellent performances (first and second in class) on private 4CV Renaults, for which make Monraisse is an agent at Aurillac.

Their showing on the circuit was high perfect. Feret drove the car and Monraisse operated maps and watches; neither made any mistake at all.

Alex Gacon showed a welcome return to form after his terrible crash at Monza in the 1956 Alpine, but that has cured his former partner, Arcan, of rallying, and he was accompanied by Leon Borsa.

Apart from these grand drives, quite outstanding performances were put up by Grimm and Schuler, who brought their tiny 600 Fiat through from Oslo into the 59 finishers, and by the survivors from The Hague, Gatsonides/Becquart (TR3), and Paris, Edward Harrison/Dick Habershon/Jim Furze (Ford Zephyr).

Gatso/Becquart, both previous win-

ners, must be about the best Monte crew there is, and they certainly had to produce all their virtuosity to get their badly battered TR3 through, whilst on the mountain circuit they pulled up from 58th to sixth—a truly incredible show.

To Edward Harrison, however, should go the glory of the 1958 Monte. His handling of that big Ford under the shocking conditions was a wonderful effort and possibly the best piece of driving in the whole rally, for he alone was able to beat the Paris route. It was hard lines indeed that the car could not complete the circuit.

The Heroines

Fourteen ladies' crews, amongst them all the top conductrices, started; two alone finished, Mado Blanchoud/Renee Wagner (Alfa Giulietta), from Lisbon, and the wonderful veteran, Greta Molander, partnered by Helga Lundberg in a Saab, from Oslo.

Both, of course, are previous winners of the Coupe des Dames; Greta in 1937, and, with Lundberg, in 1952, and Mme. Blanchoud last year.

The latter's record is indeed impressive, for in two consecutive years she has taken places in her class against men.

Greta's effort was a plucky one for she was dogged with mechanical trouble, but despite this finished the road section with less penalty points than the Alfa driver, who got lost quite close to her own home.

Realizing that the sickish Saab could not hold the Alfa on the circuit, Greta wisely did not attempt it.

Six of the feminine crews, including the hot favourites, Nancy Mitchell/Joan Johns (Magnetite) and Annie Soisbault/Tish Ozanne (TR3), started from Paris, but the weather beat them all. Mary Handley Page/Lola Grounds/Doreen Reece (Rapier) actually got the farthest before the clock beat them.

Another bright British hope was extinguished when Anne Hall's co-driver inverted the "works" Zephyr near Vichy, fortunately without injury, when the car was only 19 mins. late.

All in all it was not the British ladies' day.

The British Effort

Because a French car won, there seems to be an impression in some quarters that British cars did not do well.

This is far from the truth.

Four places in the first 10 in General Classification went to two Rapiers, a TR3 and a Ford Zephyr.

All scoring places in the over 2,000

c.c. Touring Class and the 1,600-2,000 c.c. Grand Touring Class were filled by British cars, Ford, Jaguar, Austin A105, Triumph TR3 and Rapier respectively, and excellent second places were scored by Rapier and Standard Tens, modified and standard.

Bill Banks took over from Mike Couper and his Rover 105S won the premier *Concours de Confort* prize.

Finally, to finish the 1958 Monte required a fine machine; of the 59 finishers, 23 were British, 17 French, eight Italian, seven German and three Swedish.

After all British cars have won three times in the past four years, and 1958 may be taken as a British *reculer pour mieux sauter* in 1959.

THE AWARDS

Coupe de S.A.S. Le Prince Souverain: Monraisse/Feret (Renault).

Coupe de l'Automobile Club de Monaco: Nelleman/Skarring (Ford).

Coupe de la Riviera: Loffler/Johansson (Volvo).

Coupe de Monte Carlo: Spjuht/Anzil (Alfa Romeo).

Coupe du Country Club: Vold Johansen/Kopperud (DKW).

Coupe de la Commission Sportive de l'I.S.C.: Viiloresi/Basadonna (Lancia).

Coupe du Mont Agel: Gatsonides/Becquart (Triumph).

Coupe de la Condamine: Gacon/Borsa (Alfa Romeo).

Coupe du Beach: Monraisse/Feret (Renault).

Coupe des Dames: Mmes. Blanchoud/Wagner (Alfa Romeo).

Challenge de la Ville de Monaco: Monraisse/Feret (Renault).

Coupe de la Commission Sportive de l'Automobile Club de Monaco: Gatsonides/Becquart (Triumph).

Challenge de l'Automobile Club de Portugal: Monraisse/Feret (Renault).

The Royal Automobile Club Challenge Trophy and Souvenir Award: Banks (Rover).

Challenge de l'Automobile Club de Suisse: Ziezler/Cots (Sunbeam).

Challenge Automobile & Touring Club de Grèce: Stasse/Frere/Bianchi (Borgward).

Coupe du Royal Scottish Automobile Club: Wallwork/Beaumont (Standard).

Challenge Antony Noghes: Mrs. Greta Molander/H. Lundberg (Saab).

Challenge Charles Faroux: Volvo Team (Loffler, Ingier, Grondal).

Challenge Comte Alexandre Andrassy: Stasse/Frere/Bianchi (Borgward).

Stuart Trophy: Harper/Elbra/Philips (Sunbeam).

Challenge British Trials Drivers' Association: Wallwork/Beaumont (Standard).

The Late Public School Motor Challenge Trophy: Sunley/Pigott (A.C.).

Challenge Viking: Vold Johansen/Kopperud (DKW).

Challenge l'Equipe: Alfa Romeo Team (Gacon, Spjuht, Maurin).

Challenge de l'Action Automobile: DKW Team (Vold Johansen, Samsing, Thrana).

Challenge Officiel de la Couture: Mmes. Blanchoud/Wagner (Alfa Romeo).

Challenge Aftenposten: Vold Johansen/Kopperud (DKW).

Challenge Hotchkiss: Automobiles Renault.

Challenge "Le Nord" Assurance: Automobiles Alfa Romeo.

Coupe de Norvège: Vold Johansen/Kopperud (DKW).

Coupe Ethnos: Lycourys / Nomicos / Manolides (Opel).

Challenge "E.L.P.A.": Stasse / Frere / Bianchi (Borgward).

Coupe "Acropole": Stasse/Frere/Bianchi (Borgward).

Autosport Trophy: Corbisley/Simister (Standard).

Challenge de l'Automobile Club du Grand Duché du Luxembourg: Gatsonides / Becquart (Triumph).

Challenge de l'Automobile Club Von Deutschland E.V.: Walter/"Ipse"/Glockler (BMW).

Coupe Ecurie Monaco: Viiloresi/Basadonna (Lancia).

Coupe Automobile Club de Nice et Cote d'Azur: Marriage/Grosgeat (Peugeot).

Challenge de la Commission Sportive du Koninklijke Nederlandsche Automobil Club: Gatsonides/Becquart (Triumph).

Coupe du Koninklijke Nederlandsche Automobil Club: Gatsonides/Becquart (Triumph).

Prix Vacuum Oil (Pty.), Ltd.: Monraisse/Feret (Renault).

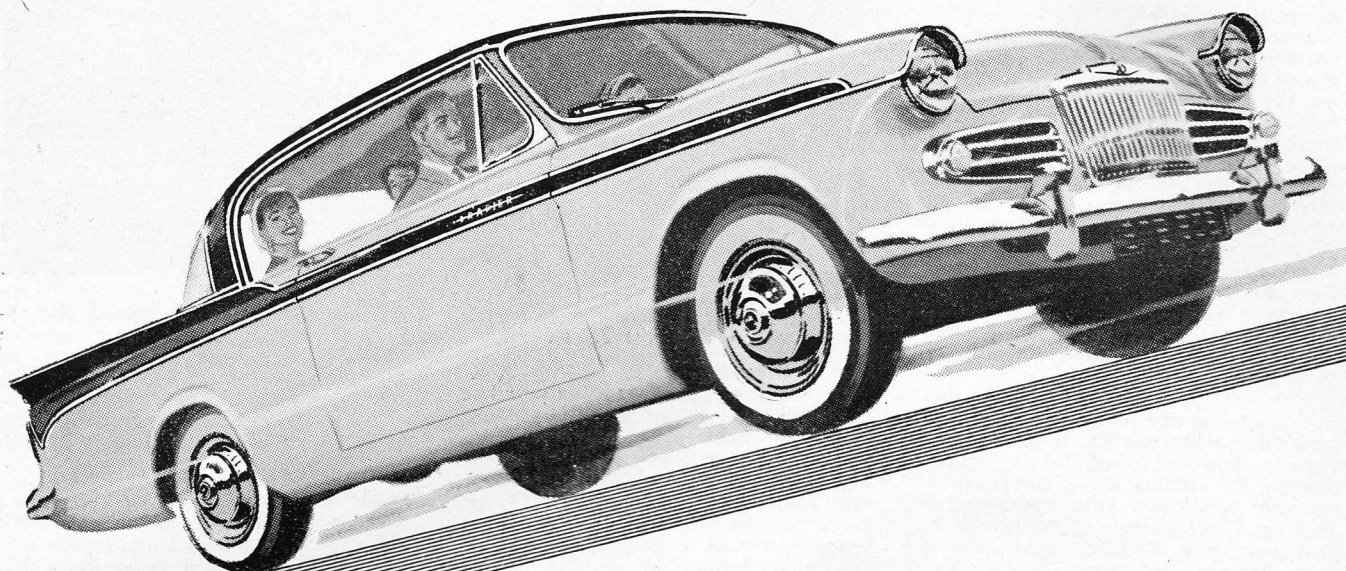
Challenge "Redex": Monraisse/Feret (Renault).

Coupe Fraisse Demey: Civin/Subel/Halbisch (Volkswagen).



★
WHEEL CHANGE was required after the King/Sproton Ford Zephyr had clouted a kerb in the early stages of that fearful Wednesday night in France.
★

the **NEW** 1½ litre **SUNBEAM RAPIER**



... SETS A NEW STANDARD
IN PERFORMANCE — SAFETY — ELEGANCE



NEW power-plus 'Rallymaster' engine to give you sparkling performance allied to surprising economy and steadfast reliability. Now 1½ litres (1494 c.c.) ... twin carburettors ... larger valves ... compression ratio increased to 8.5 ... higher torque. All new features ... but tried, tested and proved in the toughest competitions.

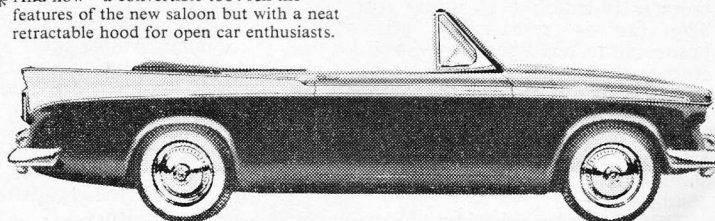
NEW Gear Change A short sports centre gear lever to give a direct, quicker, cleaner change to match the new engine's great performance.

NEW Safety features to give you the safest ride you ever had. New 10" brakes with 15% better performance ... higher rated coil springs and shock absorbers ... entirely new positive featherlight steering ... all contribute to a new experience in road holding.

NEW looks to thrill the eye ... new comfort to shorten the miles. Re-designed exterior set off by elegant fins embodying tail lamp cluster. Re-styled interior — luxurious foam rubber seating for tireless driving. Wide choice of new contemporary two-tone colour schemes.

Price: Saloon £695 (plus P.T. £348.17.0) Convertible £735 (plus P.T. £368.17.0)
Whitewall tyres, overdrive on 3rd & 4th gears available as extras.

* And now — a convertible too! All the features of the new saloon but with a neat retractable hood for open car enthusiasts.



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SPORTS CAR DRIVER of the year: Carroll Shelby (left), who was U.S. sports car driver of 1956, looks on as Sidney James presents the 1957 trophy to Walt Hansgen. On the right is Paul O'Shea, who held the title in 1955.

AMERICAN ANGLE

By RUTH SANDS BENTLEY

New York City, 22nd January

At a special press gathering Monday afternoon in the Reception Centre of the Time and Life Building, Managing Editor Sidney L. James presented *Sports Illustrated's* annual U.S. Sports-Car-Driver-of-the-Year Award to Walt Hansgen of Bernardsville, New Jersey. Watching the presentation were 1955 winner Paul O'Shea and 1956 winner Carroll Shelby. The latter flew in on a 4 p.m. plane from Dallas, Texas, attended the cocktail party, and departed for the Lone Star State a few hours later. Jaguar driver Walt Hansgen, blushing, received the heavy silver tray with few and modest words. Helping to host the party were Ken Rudeen, whose excellent racing reports in *Sports Illustrated* are keeping American enthusiasts up to the minute, and John Norwood, the magazine's racing member (Lister-Bristol).

Many of the guests at the enjoyable party had that day returned from Cleveland, Ohio, where the Sports Car Club of America had just concluded its annual meeting by electing Ed Walsh its new national president. Other officers for 1958 are Charlie Hughes, executive vice-president; Jack McAfee, vice-president; Bert Wheeler, treasurer; and Charlie Donley, secretary. Walsh and Hughes are known not only in sports car racing but in professional racing circles too, both having sponsored Indianapolis racing cars.

Among the guests were Dave Allen, recently resigned as public relations director for the Sports Car Club of America to take over a similar position for the American branch of Standard Triumph; Art Rosien, who has resigned as regional executive of the New York Region, S.C.C.A., to supplant Allen in Westport, Connecticut, and also to edit *Sports Car*, as did Allen; Henryk Szamota, new regional executive for New York; Bob Said, who divulged that he and Paul O'Shea would be driving for Temple Buell in Havana and in the Grand Prix



of San Salvador. Said will drive Buell's Testa Rossa, O'Shea the 3.5 Ferrari.

Rich from Racing

UNITED STATES AUTO CLUB last year had a banner year at the pay window, drivers of that organization dividing \$1,091,098 in prize money from its 131 sanctioned events. Biggest winner was Sam Hanks who totalled \$113,055, the major portion of which came from his 500-mile win at Indianapolis; National Champion Jimmy Bryan was second richest, taking home \$82,598. Then, heading a long list, came Jim Rathman, \$55,366; Pat O'Connor, \$37,854; Andy Linden, \$33,553; Johnny Thompson, \$31,897; George Amick, \$27,042; and Jud Larson \$25,635. And that's bringing home a lot of bacon!

Sam Hanks has announced his retirement from racing and will not be back for the 42nd running of Indianapolis on 30th May. But all of last year's starting line-up—excepting Sam Hanks and Andy Linden—are expected to return. Linden was injured in a California midget race two months ago.

The two first cars to enter this year are D-A Lubricant Specials owned by Racing Associates of Indianapolis. Johnny Thompson will drive one of them; the

other driver has not been named. Thompson is the lad who last year at Langhorne Speedway set a new world's record of 100.194 m.p.h. for a 100-mile championship event on a one-mile dirt track.

The entry fee at Indianapolis is again set at \$500 a car, with midnight of 15th April as the deadline.

Traffic Trimmer

MAYOR ROBERT WAGNER of New York City, who moves about in his 19½-foot limousine, has suggested that American manufacturers alleviate traffic by turning out smaller cars. As chairman of the Metropolitan Regional Conference—a group of top elected officials of New York, New Jersey and Connecticut—the mayor recommended shorter and narrower cars, saying that parking space has shrunk 15 per cent in the last ten years.

This writer concurs wholeheartedly with his honour the mayor. A few years ago we proved to our garage keeper that three Jaguar XK 140s took up no more space than two American cars. The garage man measured and agreed. Because the garage charged \$45 per car per month for parking—or \$90 for two cars—he made us a special price of \$30 for the Jaguar.

Sunbeam Rapier—continued
main-bearings, and "T" slot LO-EX alloy tin-plated pistons are fitted.

Twin Zenith 36 WIP2 d/d carburettors are fed by an A.C. mechanical pump from a 10-gallon (45½ litres) rear tank. The car is remarkably economical, according to test figures produced by the Rootes development section of 44 m.p.g. at a steady 30 m.p.h., to 28 m.p.g. at 60 m.p.h., with consequent improvement on the overdrive model. One could safely say, therefore, that over 30 m.p.g. should be obtained under average road conditions.

This Rapier emphasizes the value of competition work in creating new models. It is no secret that the power-unit is a direct descendant of that which went so rapidly in the 1956 Mille Miglia. Other improvements have been the result of

knowledgeable participation in international rallies, notably in steering, suspension, brakes and location of the various controls.

At a basic price of £695, the Rapier will obviously command a ready sale. The convertible, at £735 basic will appeal to many people who still hanker after open-air motoring, with closed-car comfort when required. In the sunny climes of Southern California and Florida, the convertible must find a niche in a market for a compact high-performance machine of modern appearance, and having behind it the first-class after-sales organization of the Rootes Group.

Specification

Engine: Four cylinders, o.h.v. (push-rod). 79.0 x 76.2 mm., 1,494 c.c. (3.11 ins. x 3.00 ins., 91.2 cu. ins.), 73 b.h.p. at 5,200 r.p.m., 8.5 to 1 compression ratio. Twin Zenith 36 WIP2 car-

burettors. Lucas ignition. Pump-assisted centrifugal cooling.

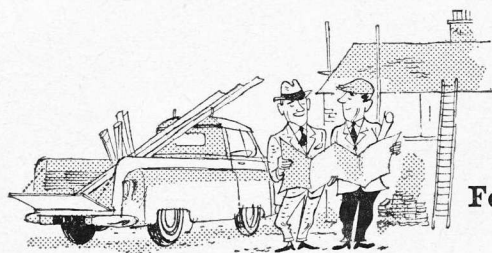
Transmission: Four-speed gearbox, non-overdrive, 14.5, 11.3, 6.8 and 4.55 to 1. Reverse, 18.4 to 1. Overdrive, 15.2, 11.8, 7.1 (5.4) and 4.8 (3.612) to 1. Reverse 19.3 to 1. O/d. on 3rd and 4th gears, synchromesh on 2, 3 and 4. Borg and Beck single-plate clutch. Hardy-Spicer open propeller shaft. Hypoid bevel rear axle.

Suspension: Independent (front), helical springs and wishbones. Armstrong telescopic dampers, transverse torsion and anti-roll bar. (Rear) semi-elliptic, Girling or Woodhead-Monroe dampers.

Dimensions, etc.: Wheelbase, 8 ft. 0 ins. Track (front), 4 ft. 1 in.; (rear) 4 ft. 0½ in. Overall length, 13 ft. 6½ ins.; width, 5 ft. 0½ in.; height, 4 ft. 10 ins. (convertible, 4 ft. 9½ ins.). Ground clearance, 5.75 ins. Turning circle, 34 ft. 3 ins. Weight (dry) 2,280 lb. Convertible, 2,276 lb. 10-gallon rear petrol tank.

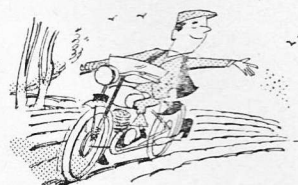
General: Lockheed hydraulic brakes (2LS at front), 10 ins. drums (front), 9 ins. (rear). Brake lining area, 146.5 sq. ins. (945 sq. cms.). 5.60 x 15 tyres. Burman "F" type circulating ball unit steering.

Price: Saloon, £695 (+ £348 17s. P.T.), £1,043 17s. Convertible, £735 (+ £368 17s. P.T.), £1,103 17s.



For builders' vans with rolls of plans

and sons of toil with horny hands,



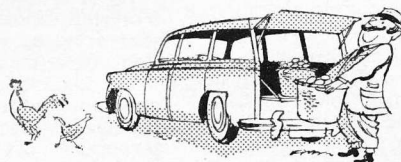
For busy shoppers' bubble-cars



careering here and there.

For models run by charmers

or by chicken-feeding farmers,



Diverse drivers, all and one declare—

"Esso for Extra"

—fuel beyond compare!





PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 41—ALAN STROSS

MEMBER of a well-known Yorkshire motoring family, Alan Stross is typical of the clubman *par excellence*; in other words, competitive sport on four wheels is the beginning and the end: he just has no other hobby!

Alan, in his career which started in the 'fifties, has tried his hand at rallies, driving tests, sprints and hill-climbs, and for 1958 is forsaking all in favour of the circuits. Teaming up with Jimmy Blumer, the intention is to run a very hot Ace-Bristol, a Fiat Spyder and a Cooper/Lotus-Climax (and very quietly, for next winter, a trials car).

Starting in 1950, Alan and his wife Kathie used for the first two years a Triumph roadster. They tried all the local rallies but their only success was "half a spoon" in a B.A.R.C. treasure hunt. Nothing dismayed, they changed over to an M.G. TD and in '52 took places in such events as the M.M.E.C. Pwllheli Rally, the Scarborough, the Yorks "Miglia", the West Hartlepool and the Goathland.

In 1953, a 2½-litre Riley was added to the M.G., these two accounting for some eight trophies. For '54, an Austin-Healey replaced the TD, taking a class fourth in the Alpine and winning the Cannes driving test in that event. The Riley, not to be outdone, finished the Monte, won its class in the Yorkshire, and took the King William Trophy in the Bolton-le-Moors Rally. In '55 a Fiat 1100 TV took the Riley's place, this little car being most successful, for over the next two years it swept the board in its class in practically every event entered.

For 1957, Alan gave up rallies and decided, in his own words, "to start at the bottom and learn racing", the cars being a Fiat Spyder and an Ace-Bristol.

Alan Stross, born in 1920, is a "Wools and Wastes" Merchant, and in the war



RALLYING ABROAD: Checking in at a control during the 1954 Alpine Rally. Alan drove an Austin-Healey with Harry Mason.

years he served with the R.A.F. as a F/Lt. (Radar). His favourite car is the Ace-Bristol and favourite events include the Alpine and the Yorkshire "Miglia".

He is a very staunch supporter of the Yorkshire Sports Car Club and for last year acted as secretary for the Association of Northern Car Clubs.

His suggestion for the improvement of our sport rather naturally comes under the heading of rallies and is "To hold a maximum of 50 rallies each year throughout the whole of the United Kingdom, with the main clubs amalgamating to effect this, the organization to be only in the hands of certain well-established bodies approved by the R.A.C."

Alan Stross's own ambition is two-fold, "To earn the right to wear a B.R.D.C. tie, and to see a clean sweep in International events, both races and rallies, by British drivers in British cars."

The incident question brought the following: Funniest—In a Yorkshire "Miglia" when on packed snow, round-

ing a bend, he met, "bottom to face", the rear ends of a flock of sheep. He could not stop, so finally rammed the hindmost. The entire flock stuck out their front legs, sat on the floor and skidded *en masse* on their fur rear ends, finally bringing car and sheep to a gentle stop! Most disappointing—a puncture 40 miles from the end of the Alpine in '54, and a jack that would not work. Only two cars in the same class were ahead. Result—fourth instead of a more satisfactory placing.

FRANCIS PENN.

BRISTOL AEROPLANE COMPANY M.C.

January Rally, 24th January

1, G. E. Batu (1172 Ford), Navigators: G. Sheppard/B. Doble; 2, P. F. Collins (Morris), Navigators: W. Salter/B. A. Williams; 3, A. P. H. Vincent (1172 Ford), Navigator: I. Creer.

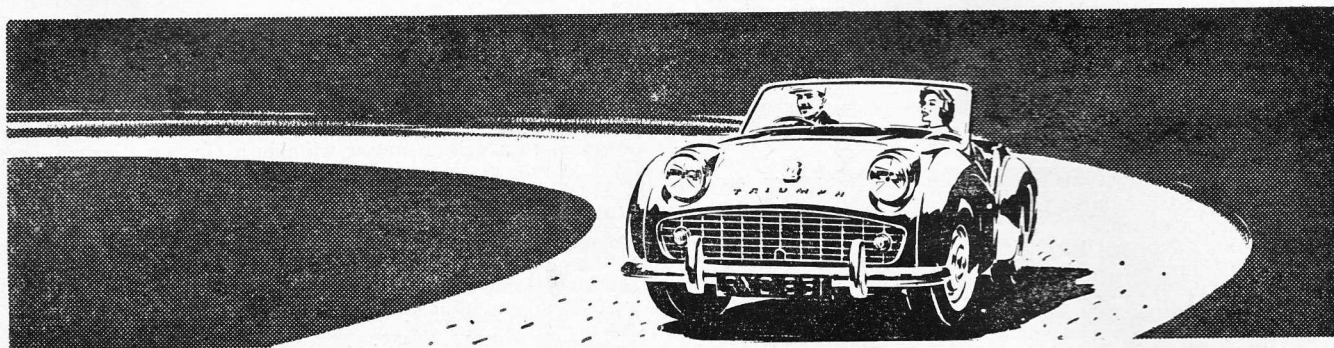
EAST SURREY M.C.

Photographic Rally, 26th January

1, J. A. T. Ball (A30), Navigator: W. A. B. Vallis; 2, G. H. Procter (Consul), Navigator: J. E. G. Miller; 3, Miss McColloch (Hillman Minx), Navigator: C. Costello. Novice Award: R. D. May (Morris Oxford), Navigator: G. I. Coc.

★
*PRESENT DAY
TRANSPORT: Alan
is seen here beside
his favourite car, his
Ace-Bristol.*
★





Thrill to inspired motoring!

Take this exciting sports car on to the open road and feel the swift, surging power and punch of its 2 litre engine—then you'll know what inspired motoring really is! Yet so manoeuvrable in city traffic, so quick off the mark, so reassuring the smooth efficiency of the Girling Disc Brakes, and with its 26/32 m.p.g. fuel consumption, what amazing economy. A detachable hard top and an occasional seat for extra accommodation are available as optional extras.

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Your Standard and Triumph car is backed by a 12 months guarantee and the world wide Stanpart spares service.

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CORRESPONDENCE

Future of Formula 1

MR. BOLSTER'S recent article contains several rather provocative and debatable ideas which I feel are worthy of some further discussion.

He suggests a future *Grand Prix* formula might limit engine size to two litres. "... in the interest of reduced cost ..." and so that "the cars ... can be constructed and raced for a not impossibly large sum of money." Such statements seem rather startling in the view of the often expressed opinion from various authoritative quarters that the expense and cost of developing a first-class *Grand Prix* car depends little upon its size, and that a 1-litre machine capable of winning *Grande Épreuves* would prove just as expensive in the long run as would a 5-litre car. If Mr. Bolster does not accept this commonly held belief, it would be interesting to learn from him where he believes radical reductions in cost can be achieved by reducing engine size.

Moreover, the idea further suggested by Mr. Bolster that there is something to be gained from having *Grand Prix* engines approximate in size to those of the "average" European touring car—i.e., about 2 litres—seems equally questionable. Surely the essence of a *Grand Prix* car design should be that it taxes the engineer's imagination and science to the utmost, the free, uninhibited approach to the problems involved allowing the designer to try new and unconventional ideas in his quest for greater speed, reliability and stability. By tying down the *Grand Prix* car's engine size to that of its "production counterparts" such originality of approach is limited, and nothing of real benefit is gained. Anything of real value that is to be learned from motor racing should be equally valid for all cars, irrespective of size.

What, in fact, would be the result of a 2-litre limit for the next Formula 1 starting in 1960? Simply that we should probably see no more than scaled-down versions of the present cars. The Formula 2 Cooper, Lotus and Ferrari are indicative of what we might expect—interesting cars in themselves, but lacking any really fresh, new thinking on the subject of racing car design. No doubt a 1960 F1 Lotus could prove an exception to this generalization. In short, such a formula would only perpetuate the stagnation in *Grand Prix* car design that has prevailed for the last seven or eight years. Other than the type 196 Mercedes-Benz, has there been any car that has shown some true originality of thought in its design, or incorporated new ideas which really have been of direct use to the production car designer? Even the Vanwall can hardly be called unconventional in principle, although it no doubt has furthered the development of fuel injection and disc brakes; but its only truly new idea has been to explore the problems of aerodynamics with "open wheeled" bodywork. Mercedes-Benz alone have showed that it is possible to design a racing car in a way and manner that had not been tried before.

This stagnation in design can only be remedied by a formula which will stimulate engineers to some fresh thinking. A "free formula" regulating perhaps only maximum weight—say, 12 cwt. dry—and possibly imposing a minimum fuel consumption, so as to further foster high-performance engines of high thermal efficiency. In this way the designer would be free to try anything from a diesel two-stroke to a gas turbine, of any size, in his attempt to build a more efficient—and thereby superior—racing car than his rivals. If the racing car of today is really to be the touring car of the future, then engineers must be encouraged to revise their ideas, and think again. For at present a car such as the DS19 Citroën can make some *Grand Prix* cars look like the touring car of the last century!

MUSWELL HILL, N.10.

PETER MITCHELL.

I AM afraid that Dr. Bayley has not really read my article. After all, I made it perfectly clear why you can either have the present form of G.P. racing, or none at all. I have no wish to be reminded of the extremely boring racing just before the war, when a totalitarian State misused our sport for propaganda preparatory to *blitzkrieg*.

Dr. Bayley quotes an old book I wrote in favour of alcohol fuel. Of course I favour alcohol fuel for amateur racing, which I emphasized in the article under discussion; it is literally indispensable to the poor man with a cast iron engine. Consistency is not a virtue, and as I learn I often have to change my opinions, but in this matter I have always been consistent.

It would be interesting to know whether Dr. Bayley can quote any modern authority for his allegation that "dope" will produce greater power and reliability in any engine with a compression ratio over 5 to 1. Perhaps it is significant that the first *Grand Prix* run on petrol has produced a lap record and not a single engine failure. Finally, I cannot see any objection to a private owner winning a *Grande Épreuve*, and I would rather see my old friend Rob Walker do it with his £2,350 British Cooper than the *Führer* with his two teams of astronomically expensive freaks.

HORSHAM, SUSSEX.

JOHN V. BOLSTER.

Thanks

MAY my wife and I, through the medium of your paper, thank all the Glasgow contingent in the Monte Carlo Rally, who stopped, offering help to us when our Singer Gazelle overturned some 23 kms. from Boulogne (luckily without any injury to either of us). This was especially appreciated, as none of them had any time to spare on this very tight control.

F. VIVIAN.

NORWICH, NORFOLK.

Post-Vintage Neglected?

I AM not in the habit of writing letters to the motoring press but am in the habit of enjoying reading your excellent publication.

I feel very strongly that it is time I voiced an opinion which must be that of many other motoring enthusiasts like myself. I speak as the enthusiastic owner of a post-vintage sports car constructed between the years 1931 and 1940. It would appear that the organizers of sporting events have almost completely forgotten about the owners of cars built in this period. Some of the makes affected are Alfa Romeo, Alvis, Aston Martin, A.C., Frazer-Nash/BMW, Frazer-Nash, H.R.G., Lagonda, Lancia, Lea-Francis, Mercedes-Benz, M.G., Raiton, Riley, S.S. Jaguar, Singer, Talbot, Triumph and Wolseley.

It is, of course, appreciated that several of the makes listed are catered for in closed competitions organized by the applicable "one make" car clubs, but the events to which I am referring are those of an "open" nature organized for all types and makes of cars.

This last season I considered participating in a little competition motoring, and one event in which I was interested was the Brighton Speed Trials. Upon receiving a copy of the regulations I found to my surprise that there did not exist a class applicable to my vehicle in which I could compete with even the slightest hope of not being hopelessly outclassed. To cite an example of this, I attended the event as a spectator and talked with the owner of a very fine example of a 2-litre Speed Model Aston Martin who was down to run with an A.C.-Bristol Ace. I leave your readers to draw their own conclusions as to their feelings had their position been that of the Aston Martin's owner.

In the Brighton programme the Bentley Drivers' Club had a class all to themselves, which is very nice if one happens to own one of those very fine sports cars. But, is this not just a little selfish? It does strike me as being so because the owner of a Vintage Bentley was in the happy position of being able to run in both the applicable class for Vintage Sports Cars and also in the special class for Bentley cars.

Now, I am sure that those illustrious gentlemen of the Bentley Drivers' Club could do a very noble deed as far as the event in question is concerned by offering to the organizing committee of the Brighton Speed Trials their special class in the programme for post-Vintage Sports Cars. The Vintage Bentleys could then run in the Vintage classes and the Rolls-Bentleys in the appropriate section of the post-Vintage class. Surely it must be agreed by all true followers of the sport that this would be a fine gesture in the true enthusiast tradition.

Here the Brighton Speed Trials have been cited as one example of an event where the post-vintage sports car is not catered for, but the same circumstances arise in the case of many other events "open to all makes".

So, gentlemen, how about it, let us give all the enthusiasts a chance to "have a go" and rectify the "case of the forgotten post-Vintage enthusiast".

THORNTON HEATH, SURREY.

JOHN W. LANE.

[N.B. The Vintage Sports Car Club does run many events open to "Post-Vintage Thoroughbred" cars.—ED.]

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

1172 Formula

ALTHOUGH not wishing AUTOSPORT's correspondence columns to be monopolized by the opinions of would-be revisers of the 1172 Formula, may I hasten to add a postscript to Mr. K. I. Rees's suggestion?

The adamant 750/1172 formulæ policy of the 750 M.C.'s Board of Directors is commendable, in that their refusal to permit extensive digressions from the *purpose* of the club's racing formulæ has protected the interests of those for whom the formulæ were devised.

Over the past five years, I have listened to established club competitors trying their darndest to amend the formulæ to suit themselves, simply on the grounds that they have reached the limit of development permissible within the appropriate formula. As each annual hue and cry subsides, I have been extremely pleased that these selfish advocates have been firmly sat upon and that by so doing those of us in the throes of building a formula car have not been forced to revise our plans. It would be particularly disheartening for any "nearing completion" special-builder to learn of a change in formula which would make it impossible for his car to compete with equal chance of success.

The 750/1172 formulæ are thus governed by their purpose—the opportunity for the impecunious to compete on equal terms—and as such they should remain unaltered, otherwise a repetition of the "farical five-hundred" will result. But there appears little foresight in the 750 M.C.'s condemnation of what could be, in effect, a third formula with similar restrictions as those laid down for 750 and 1172 sports-racing cars. Such a formula could be divided into two classes—Class 1 for 750 single-seaters, and Class 2 for 1172 single-seaters. Furthermore, there are many 750 and 1172 enthusiasts who, by necessity, run everyday bread-and-butter cars but who cannot afford to build, tax and insure a formula car, with its road-use essentials, in addition. Such people would be thus catered for, particularly since their business cars could be utilized as towing vehicles, and exponents of the existing formulæ could strip their cars to enter any event promoted for single-seaters.

I fully support any venture to devise a suitable single-seater formula and I am sure that the Central Committee of the Special Builders' Car Club would welcome the opportunity of expanding club activities. In order to discuss the subject further, I suggest that those of your readers who would support such a formula attend the next S.B.C.C. meeting which is to be held on 3rd March at the Mason's Arms, 38 Maddox Street, London, W.1, commencing at 7.30 p.m. Maddox Street is between Regent Street and Bond Street, and the nearest Underground Station is Oxford Circus. Should interested readers wish to comment upon the proposal but not be able to attend, then please drop me a line to that effect.

DONALD A. SNOAD,

*Hon. General Secretary, S.B.C.C. and
Editor of "Special Builder".*

GODALMING, SURREY.

Rallying on the Wane?

I NOTE from Martyn Watkins's column that some people think that rallying as such is on the way out. Jolly good show, I say!

I rather like night driving to get to my destination, and it's very annoying to get "cut up", blinded by undipped headlights, sworn at and almost wrecked by people coming round bends, on the limit, on the wrong side of the road. This hasn't happened once or twice—I can record five different variations of this theme alone in Wales, two in the Buxton area, two in Hereford, once in Warwick and once in Worcs.

Believe me, it's not only villagers that are grumbling about these madmen dashing about in M.G.s, TRs, Anglias, etc., in the middle of the night. Good ones there are I admit, but it only needs one bad 'un to undo all the work of a 100 good 'uns.

A point too: I got mixed up in a rally in 1956 at Dinas Mawddwy. The reek of alcohol! I wouldn't say certain members were drunk, but it would have been a near thing. Rallies? Bah!

You also mention a noise marshal with a TR. Well, what about it? The bloke could have done the same as I did, and bought another Burgess as an extra silencer, and fitted it. Everyone isn't quite the same—I don't like disturbing my neighbours at 2, 3 or 4 o'clock in the morning when I'm coming and going. You couldn't hear more than a whisper from my TR and I could really use it to open up without people looking round.

R. CLARK.

BIRMINGHAM.

Don't muffle it! fit a

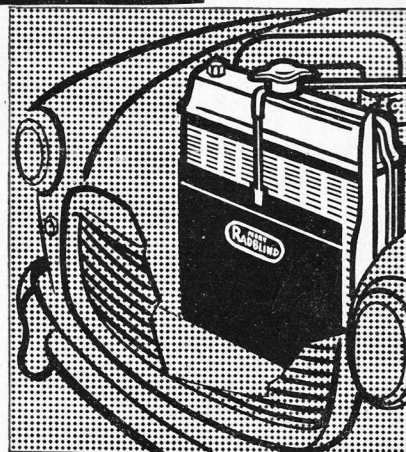


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MAKE AND
MODEL OF CAR.....

NAME.....

ADDRESS

A.S.5

Club News

By MARTYN WATKINS

IT is a sort of personality parade that we have for you this week. To begin with, it is funny how news from the clubs varies in its presentation from a hasty note scrawled on the back of an envelope (yes, we've had that one and you could almost taste the bread-crumbs) to one I have in front of me from the Advertising Motor Club, neatly presented (as you might expect) in approved press release fashion complete with reference number and the appropriate "not-more-than-ten-words-to-a-line" layout.

This, incidentally, tells rather amusingly of the fact that Trevor Harris, the Club's new chairman, has started off his term of office by winning the Club's first 1958 rally!

Second on the list comes an imposing document on rather cute yellow paper from the Lancashire A.C. announcing the retirement of the club treasurer, Mr. W. W. Gregson. He has an excellent reason for withdrawing too: he has reached the ripe old age of 76, although I suspect that he is by no means an old man in anything but years! He joined the club in 1927, was elected to the committee the following year, became chairman in 1933 for the first time, was president for the first time in 1935 and became treasurer in 1951. He retired from business life in 1947, was chairman for five years of the first Blackburn Accident Prevention Council and, just because he wasn't busy enough, was for about five years President of the Blackburn Literary Club and was made a life member for services rendered. A presentation is to be made to him at the club's annual general meeting on 10th February, and nothing seems to have been better deserved.

LESS happy is a note from the Rapier Register, recording the death of Tim Ashcroft on 20th January. He was the designer of the Lagonda Rapier in the early '30s and was the active president of the Register. It is felt by the Register that some of his many friends may not have heard of his death, and we announce it accordingly with great regret.

TOP of the bill this week is the R.S.A.C. Scottish rally, an international event lasting from 26th-30th May—Whitsun week, to be exact. Supplementary regs are already available and entries close on 28th April. More news of this event is given on our Sports News page 163. . . . On a different theme, **Burnham-on-Sea M.C.** holds its fifth February frolic at the clubroom, Royal Clarence Hotel, Burnham-on-Sea, on 26th February. . . . The **Navigators' Club** holds a social evening on 19th February at the East Herts County Club, Hall Lane, Watford Way, N.W.4, at which Miss Pat Ozanne, T. M. Blockley and I. T. Mackenzie will talk about the Monte Carlo rally. The evening begins at 7.30 p.m. . . . **Leicestershire C.C.** has held its annual general meeting: secretary is again J. M. Taylor, of 33 York Road, Leicester. . . . Kind words from **Nottingham S.C.C.**—they have recently acquired a clubroom at the



NOT the way we do it over here! The car on television is one of those that had a vague connection with the Round-Australia Mobilgas Rally and, apparently, a strong connection with a lot of other organizations, too!

Grosvenor Hotel, Mansfield Road, Nottingham, and have extended an invitation to members of all and any motoring clubs who may be passing through the town to look in and have one. The clubroom is open every evening from 6 p.m. until 10 p.m. . . . **Hagley and D.L.C.C.** holds its annual general meeting on 12th February, starting at 7.30 p.m., at the club headquarters at the Lyttelton Arms Hotel, Hagley. For the same club there is the annual dinner and dance at which the prizes and pots will be handed out at the Raven Hotel, Droitwich, on 28th February. To warm you up for that, by the way, there is a closed evening rally on 26th February, entries closing on 20th and going to G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . **Cemian M.C.** is holding its Coronation rally on 19th-20th April this year.

Coming Attractions

February 8th-9th. *Thames Estuary A.C. National "Cat's Eyes" Rally.*

February 9th. *Lancs and Cheshire C.C. Driving Tests, L.C.C. Club Car Park, Old Trafford, Manchester.*

February 16th. *North Midland M.C. Kitching Trophy Trial, Yorkshire Bridge Inn, near Bamford. Start, 10.30 a.m.*

Secretary of the event is Bruce Frost, of 1 The Quadrant, Bridge Street, Guildford, and regs will shortly be available. . . . **Windsor C.C.** is holding its annual winter touring rally on 16th February, leaving Taplow at 10.30 a.m. and finishing at Marlow for tea. It is a closed event and entries close on 13th February, secretary of the meeting being G. Connelly, 98 St. Martin's Lane, London, W.C.2. . . . **Bugatti O.C.** has its social week-end in the Midlands this year, date and place being Coventry on 8th-9th March. On the first day there is the annual dinner and dance, the *concours d'élégance*, not held last year because of Nasserism but revived again, and the prize-giving lunch following the next day. In charge of arrangements is J. B. Emmott, Ye Olde School House, Bor-

rowell Lane, Kenilworth, Warwickshire. . . . **Newquay M.C.** is organizing the Cornwall rally on 23rd February, this year's event being closed and observed. The route of 150 miles will be covered in daylight, starting at Newquay at 9 a.m. with the road section being followed by driving tests. . . . **Mid-Cheshire M.C.** holds a restricted rally on 23rd February, starting at Sale, Cheshire. Invited clubs are B.A.R.C., M.G.C.C., R.A.F.A.M.C., B.R.S.C.C., Warrington and D.M.C., Chester M.C. and Stafford and D.M.C. Entries go to A. S. Atkinson, 12 Crewe Road, Shavington, Crewe, Cheshire, and close on 12th February. . . . **Haslemere M.C.** has a film show at St. Christopher's Hall, Haslemere, on 11th February at 7.30 p.m. At the annual general meeting Mr. R. A. Swain, of Chippings, Brook Road, Wormley, Surrey, was elected secretary and R. A. Little, "Les Cotils", Holdfast Lane, Haslemere, competition secretary. . . . **Loughborough College M.C.** holds its day rally on 2nd March and not, it seems, on the date given in the R.A.C. calendar of 16th February. Starting at 10.30 a.m. in the College Grounds, the 250 miles route will include driving tests and a sprint or regularity test on a circuit. Entries close on 22nd February, and regs are available from G. E. Maskell, 496 Braunstone Lane, Leicester. . . . **Bolton-le-Moors C.C.** Bolton Rally—the one with an A35 as first prize—takes place on 22nd-23rd February. Entry list is full, by the way, and there are 10 reserve crews hoping for a chance to have a go! What is more, the R.A.C. at Manchester have been swamped with spectator requests. . . . The Yorkshire rally, organized by the **Yorkshire S.C.C.** as a qualifying event for the B.T.R.D.A. silver star competition, takes place on 14th-15th February. At the beginning of the week, when entries closed, there were 95 entries. . . . **Newport C.C.** annual general meeting will not, after all, be held on 10th February at the Tudor Rooms but has now been changed to 17th February and the venue for the meeting and film show has been altered to the King's Head Hotel. . . . **Birmingham Y.C.M.C.**

More Club News on page 192

Where Do We Train Them?

Is a New Single-seater Racing Class the
Answer to the Training of New Drivers?

ALTHOUGH my stated opinion that Formula 3 racing is at least becoming moribund if it is not already dead seems to have met with some mixed feelings on the part of those who read it, nevertheless it does seem to be agreed that beyond the already-established exponents entries from new blood are not forthcoming in large numbers.

This is, of course, largely due to the cost of preparing and building the car, an expensive matter unless the driver is prepared to leave the starting grid with a built-in handicap and, naturally, few people are keen on that idea.

Racing with 500 c.c. engines tuned to give speeds high enough to provide real experience of high-speed motoring was a splendid scheme and at the inception of the half-litre class the point and value of this form of racing was amply demonstrated. Unfortunately, however, prices began to go up and now a full season with a well-prepared and tuned car can cost you quite a lot of money.

As a training ground, however, there can hardly be anything better.

If you don't believe that just cast your eye down the list of the big-time racing folk who have started—in many cases quite recently, too—in F3 racing. The name that instantly comes to mind, of course, is Stuart Lewis-Evans, who last year had a most successful season with Vanwall and was also on Ferrari's books. Take Ivor Bueb, twice winner at Le Mans and, at one time, a more than worthy member of the Connaught Formula 1 works team.

Nevertheless, I stick to my point that the Formula is waning in popularity and we find ourselves in this position: where do tomorrow's drivers go to school? There is, of course, Formula 2. In view of the speeds attained by these 1½-litre cars and their general similarity to the bigger cars there is much to recommend them. Yet here again we run into that ugly word cost. I know that any kind of motor racing is expensive but that is a comparative term: F2 is cheaper than F1 or so we are told—I am personally not entirely convinced—but more costly than F3, and even that is too much money for many would-be racing drivers.

No, we must face it: we want a cheap form of racing that will yet be fast enough and good enough to form a worthwhile nursery for the chaps who will soon be carrying on where today's big names leave off. An obvious and immediate answer is a cost or price limit. This, however, is not in the least bit satisfactory. To impose such limits can do little but reduce all the cars to a common level rather than letting them rip. One club has already held race meetings for 250 c.c. single-seater racing cars with just such a maximum cost limit but apart from providing the competitors with great fun I doubt if this will provide an answer to what we are looking for. I must point out that I have nothing but praise for these people: I feel, however, that these machines are not the solution for the one very good reason that they are not fast enough and for another that, with a cost limit, it is unlikely that they will ever be—at least, not for a very considerable time. Further, a good power-to-weight ratio is a difficult thing to achieve under such circumstances and even the weight of the driver becomes a very critical factor.

Now we arrive at a sort of blank space that touches on, or very nearly so, the recent controversy that still rages over Mr. Frank Tiedeman's proposals for a single-seater 1172 car. Here we might possibly be getting somewhere near it. Already exponents of the 1,172 c.c. Ford engine within the current 1172 Formula are showing what can be done with this unit and a suitable power/weight ratio: with single-seater lightweight bodywork it seems more than possible that the car would have a considerable potential from the training viewpoint, both from the angle of performance and the equally important aspect of similarity to the machines the bright pupils will one day drive.

Even more important, we have here an opportunity for some truly international competition. Although the continent was never interested in F3 to the extent that it caught on over here, and remembering that F2 seems to be less popular over there than was at first hoped, it seems certain that the European idea of small

car racing favours something of 1,100 c.c. with a monoposto body and four cylinders in the engine. In France this is a very taking idea, while Italy has already gone some of the way with its "junior" racing class, using single-seaters with 1,100 c.c. power units.

Over here, of course, we do not have to rely on the Ford engine in competition with the Osca and Stanguellini units: the Coventry-Climax is an obvious choice and if the high price comes as an objection, it must be borne in mind that it is still cheaper than a 500 c.c. alternative—and although we are looking for a cheap form of racing, we are looking for a nursery as well. In any case, think of the money you save on insurance and tax alone!

A racing car of this category offers, too, the advantage of single purpose. Your 1172 sports special or even your road-equipped sports car must be maintained with a dual objective: to ride to work in, to get you to the meeting and to race there, while more important is the fact that unless you can run a tender car it has to get you home after your race so that you don't blow it up even if you can afford it financially.

Another saving in cost—which you can usefully put towards the higher cost of the Climax engine—is in the elimination of road equipment.

We do have one other alternative as a nursery school: that is the existing sports and sports-racing car events which are at present run with considerable success and popularity. Here, however, is the greatest snag to this—that the difference between racing a two-seater and a monoposto vehicle is the world. Here, again, we run into the difficulty of breakage; the majority of sports car people race their only means of transport and more than once have I heard a plea broadcast over the p.a. for someone willing to give a competitor a lift home.

At risk of repetition, I say again that what we need is a cheap form of single-seater racing and one that will give the boys a chance for some international competition. The answer would appear to lie in the form of Mr. Tiedeman's suggestion for a single-seater racing class based on the current 1172 Formula.

And here's a breath of hope: at least one club is interested in forming such a class. If formed it would have the dual advantage of combining good racing with good experience and—something we cannot afford to ignore—good spectator value.

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Club News—continued

Welford-on-Avon section is running a *Coupe des Cotswolds* rally on 16th February, starting from the Bell Inn, Welford-on-Avon, at 10 a.m. and it is a closed event with a road section of about 120 miles. Entries close on 13th February, secretary being Miss Jean Rimell. Idono, Welford-on-Avon, Stratford-on-Avon, Warwicks. . . . Wolverhampton and South Staffs C.C. *Express and Star* night navigation rally is being run on 8th-9th March, a restricted event open to anyone whose club secretary has accepted the invitation in writing. Entries close on 25th February, and go to K. J. Whitehead, The Old House, Hopstone, Claverley, Wolverhampton. . . . **Pembrokeshire M.C.** shield for the best performance as driver and navigator in rallies organized by the club at 31st October, 1957, has been awarded to J. F. Thomas. . . . A closed evening rally is being run by the **North Staffs M.C.** on 12th February, entries closing on 8th February and going to S. Turner, South View, Barlaston, Staffs. . . . South-eastern centre of the **M.G.C.C.** holds a closed signpost rally on 23rd February, and a "practice run" driving test meeting, for which there will be no awards, at Heston on 23rd March. The April rally, run in two sections for novices and experts, is to be run on 12th-13th April. . . . **Sussex C. and M.C.C.** holds a "Valentine" rally on 15th-16th February, a closed event over 120 miles for which entries close on 13th February and go to L. V. Crutenden, 283 Dyke Road, Hove 4. . . . An event of the same name takes place on 16th February under the auspices of the **Stafford and D.C.C.** for the West Mid-

land group of car clubs: the event starts at Peakridge. . . . General and competition secretary of the **Liverpool M.C.** remains as P. Ledger Thomas, "Upper Charlton", 50 St. Anthony's Road, Blundellsands, Liverpool, 23, following the club's annual general meeting. Next event for the club is its annual dinner and dance on 28th February, followed by a closed rally on 2nd March. Details for the latter come from Ian Hall, 63 Kremlin Drive, Liverpool, 13. . . . **Sunbac** holds a ladies' social evening at the Boot Hotel, Lapworth, on 13th February at 8 p.m. . . . Regulations are available for the **Falcon M.C.** March Hare Trial—an event intended to be suitable for all types of car whether special or standard. Invited clubs are Bedford M.C., Cambridge 50, Cemian, Chiltern, East Anglian, Harrow, Haslemere, London, M.G., M.C.C., North London Enthusiasts, Stroud and District, Seven-Fifty and Thames Estuary. Details are available from Miss G. Warren, Jesmond Dene, Sish Lane, Stevenage. . . . **A.C.O.C.** holds its annual dinner-dance at the

Cumberland Hotel, Marble Arch, W.1, on 7th March. . . . **South-eastern section** of the **Alvis O.C.** holds a film show at the Duke of York, Brentford, on 18th February. On 8th March is the annual social at the Mecca Restaurant, 20 Albert Embankment, London, from 7.30 p.m. Annual general meeting of the **Scottish section** takes place at the George Hotel, Edinburgh, on 1st March—dinner and dance follows.

MIDLANDS M.E.C. "BRIDGE PARTY"

THIS event, closed to club, was a navigational exercise lasting 3½ hours, and 18 competitors took part on Sunday, 19th January. It was a bitterly cold day, but as luck would have it no snow fell within the route. Two incidents worthy of note occurred, one competitor falling into a sewer, and this rather put his nose out of joint! In the second case, an Austin-Healey's hardtop was torn off its securing lugs by the force of two heads applied smartly and together as the car was taking off from a hump-back bridge.

Results

Best Performance: S. T. Farmiloe (A90); 2, R. Braham (Minor Traveller); 3, A. W. Clift (Austin-Healey).

EARL HOWE IS ADVERTISING MOTOR CLUB'S PRESIDENT

THE Rt. Hon. Earl Howe, C.B.E., V.R.D., has accepted the presidency of the Advertising Motor Club. One of the best known names in motor sport, Earl Howe is president of the British Racing Drivers' Club and Chairman of the R.A.C. competitions committee.

Classified Advertisements—continued**NEW CARS FOR SALE—continued****M.G.**

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Recent Results**STOCKPORT M.C.****Fiveways Rally, 26th January**

1, A. S. Reid/D. Bell (Sunbeam), 530 marks lost; 2, R. Fidler/J. G. Hopwood (Buckler), 955 marks lost; 3, P. Hilditch/F. Norris (TR2), 1,100 marks lost. **Novice Award:** R. Barker/A. Dinsdale (Morris).

PEMBROKESHIRE M.C.**P.R. Howell's Rally, 26th January**

1, G. Jenkins/B. G. Phyllys (Vanguard), 125 marks lost; 2, Lt.-Cdr./Mrs. W. G. Calvert (A40), 235 marks lost; **Third and First Novice:** Col. and Mrs. Sheffield (Consul), 275 marks lost; **Second Novice:** D. Lindley/J. Jones (A35), 330 marks lost.

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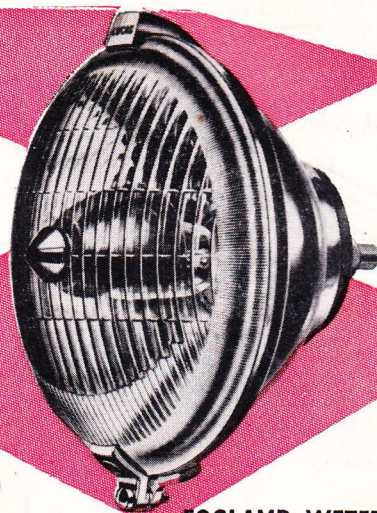
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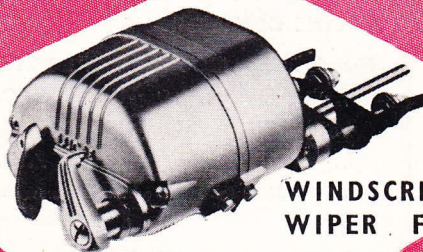
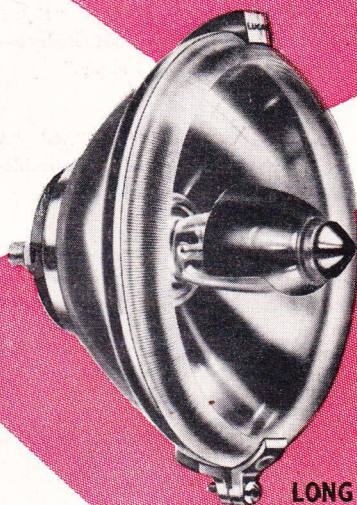
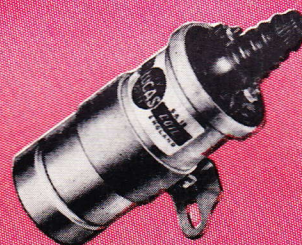
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